

**BOSTON REDEVELOPMENT AUTHORITY
D/B/A BOSTON PLANNING & DEVELOPMENT AGENCY**

**SCOPING DETERMINATION
125 LINCOLN STREET**

**SUBMISSION REQUIREMENTS
FOR DRAFT PROJECT IMPACT REPORT (DPIR)**

PROPOSED PROJECT: 125 LINCOLN STREET

PROJECT SITE: 125 LINCOLN STREET, LEATHER DISTRICT

PROPONENT: 125 LINCOLN STREET OWNER (DE) LLC
C/O OXFORD PROPERTIES

DATE: OCTOBER 18, 2019

The Boston Redevelopment Authority (“BRA”) d/b/a the Boston Planning & Development Agency (“BPDA”) is issuing this Scoping Determination pursuant to Section 80B-5.3 of the Boston Zoning Code (the “Code”) in response to and based on the review of the Project Notification Form (“PNF”) for the 125 Lincoln Street project (the “Proposed Project”), which 125 Lincoln Street Owner (DE) LLC, c/o Oxford Properties (the “Proponent”), submitted to the BPDA on June 7, 2019. Notice of the receipt by the BPDA of the PNF was published in the *Boston Herald* on June 7, 2019, which initiated a public comment period which was subsequently extended until July 30, 2019. The Scoping Determination requires the Proponent to respond to comments received from City and State agencies, elected officials, the Mayorally appointed Impact Advisory Group (the “IAG”), and the public.

On April 5, 2019, the Proponent filed a Letter of Intent (“LOI”) in accordance with the Executive Order regarding Provision of Mitigation by Development Projects in Boston. As proposed in the LOI the Proposed Project, “involves the demolition of the existing garage and construct a new, approximately 625,000 square foot, 24

story office building containing retail, restaurant and other commercial uses on the ground floor, below-grade parking and indoor and outdoor public space.”

On April 5, 2019, letters soliciting nominations to the IAG for the Proposed Project were delivered to State Senator Joseph Boncore, State Representative Aaron Michlewitz, and City Councilor Ed Flynn. Additional letters seeking recommendations were delivered to the Mayor’s Office of Neighborhood Services and the At-Large City Councilors. Nominations were also sought from the BPDA Planning Department.

Eleven (11) individuals were appointed to the IAG and have been invited to participate in advising BPDA staff on the determination and consideration of the impacts and appropriate mitigation regarding the Proposed Project. The following list includes the names of the IAG members:

1. Betke, Christopher
2. Lee, Suzanne
3. Chen, Karen
4. Dong, Sherry
5. Moy, Ruth
6. Blake, Brad
7. Hah, Jeena
8. Leff, Drew
9. Brackenbury, Jesse/McKevitz, Rebecca
10. Tsoi, Theresa
11. Friedman, Kathryn

The BPDA appreciates the efforts of the IAG and the members should be applauded for their commitment to the review of the Proposed Project.

The notice of receipt by the BPDA of the PNF and the PNF were sent to the City’s public agencies pursuant to Section 80A-2 of the Code, as well as to the IAG members. Pursuant to Section 80B-5.3 of the Code, a Scoping Session was held on June 17, 2019 with the City of Boston’s public agencies at which time the Proposed Project was reviewed and discussed. Members of the IAG were also invited to attend the scoping session.

The BPDA sponsored a Public Meeting to discuss the PNF on June 26, 2019 at Hei La Moon (88 Beach Street, Boston MA 02111). The Public Meeting was duly advertised in the *Boston Guardian*, *World Journal* and *Sampan* newspapers. Additionally, the public meeting was posted to the BPDA calendar, a notification was sent to all subscribers of the BPDA's Leather District and Chinatown neighborhood updates, and local City and State elected officials and their staff members received notification via email. A public meeting was also held in Cantonese for the Chinatown community on July 18, 2019. The meeting was duly advertised in the *Boston Guardian*, *World Journal* and *Sampan* newspapers. Additionally, the public meeting was posted to the BPDA calendar, a notification was sent to all subscribers of the BPDA's Leather District and Chinatown neighborhood updates, and local City and State elected officials and their staff members received notification via email. In addition, one (1) IAG working session was held on July 10, 2019.

Written comments in response to the PNF received by the BPDA from City of Boston agencies and elected officials are included in **Appendix A** and must be answered in their entirety. 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. Written comments in response to the PNF received by the BPDA from the IAG are included in **Appendix C** and must be answered in their entirety. The Draft Project Impact Report ("DPIR") should include complete responses to all comments included in **Appendices A, B and C** within the framework of the criteria outlined in the Scoping Determination.

Comments received by the BPDA from agencies and departments of the City of Boston are included in **Appendix A** and must be answered in their entirety.

Specifically, they are from:

- Maura Zlody, Interagency Green Building Committee
- John Sullivan- Boston Water and Sewer Commission
- Nick Schmidt- BPDA Transportation and Infrastructure Planning
- William Moose- Boston Transportation Department
- Christian Simonelli- Boston Groundwater Trust
- Manuel Esquivel/Ryan Walker- BPDA Smart Utilities Program

- Jesse Brackenbury- Rose Kennedy Greenway Conservancy
- Ed Flynn- District 2 Boston City Councilor
- Michelle Wu- Boston City Councilor At-Large
- Aaron Michlewitz- State Representative
- Boston Civic Design Commission
- Katie Pedersen- BPDA Environment Dept.
- Kristen McCosh, Commissioner- Mayor's Commission for Persons with Disabilities

Public comments received by the BPDA during the comment period are included in **Appendix B** and must be answered in their entirety.

Comments from IAG members that were received by the BPDA during the comment period are included in **Appendix C** and must be answered in their entirety.

The Scoping Determination requests information 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.

In addition to the specific submission requirements outlined in the sections below, the following points are highlighted for additional emphasis and consideration:

- Throughout the initial phase of review, the Proponent has taken steps to meet with local residents, elected officials, abutters, and City and State agencies. These conversations must continue, ensuring that the project that is presented in the DPIR is beneficial to the adjacent neighborhoods and the City of Boston as a whole.
- It is clear in reading through the comment letters that the Proposed Project has generated concern. While many of the letters show that there is a desire to see the redevelopment of the 125 Lincoln Street site, numerous individuals request that additional studies occur in order to evaluate the potential impacts of a project of this magnitude, as well as the potential benefits. In order to minimize and mitigate the Proposed Project's impacts, the BPDA encourages the Proponent to continue to work with those parties, including the IAG and community, who have expressed concern.

- Above all, the key to the success of this design will be finding the right scale of the massing. As currently proposed, the project is very dense, and should consider slimming its proportions to reduce the negative impacts of its bulk.
- The proponent should work to optimize their investment in open space and public realm, including the proposed pocket park small plaza. A further enlargement of the associated outdoor space should be studied to provide additional activation. Further, the Proponent should identify other proximate opportunities for public realm investment.
- The Proponent should investigate transit improvements to mitigate traffic impacts of this project.
- All development projects have construction impacts. As with any urban development, there needs to be a balance of construction related inconveniences with the daily activities that will continue to occur adjacent to the project site. A detailed approach to the construction management must be included in the DPIR.
- Special attention should be given to the comment letters. The letters represent the opinions of the active residents, business leaders and elected officials of the community in which the Proponent intends to develop the Proposed Project.

These are just a few of the questions and areas that the Proponent must fully explore in the DPIR.

I. PROJECT SITE AND DESCRIPTION

Project Site

The 125 Lincoln Street development site is an approximately 625,000 square foot site and is bounded by Tufts Street to the north and west, Beach Street to the south, and Lincoln Street to the east. The existing site currently consists of

approximately 0.64 acres of developed land occupied by an approximately 115,625 square foot, 5-story parking garage, with office uses located on the upper floors and ground-floor retail (the “Project Site”).

Project Description

The Project consists of a new, approximately 625,000 square foot office building with retail and publicly accessible ground floor uses. Adjacent to the I-93 on-ramp at Lincoln Street and the Greenway, the Project intends to replace an existing building with a new building that will activate and invigorate the urban environment around it. The Project includes the following key components:

- The redesign of approximately 7,500 square feet of existing open space at the corner of Lincoln Street and the Greenway, adjacent to the new publicly accessible indoor space. This enhanced public realm will include landscaping designed to accommodate a wide range of programming, streetscape improvements, and improved connections to the Greenway. The design will be developed in close coordination with the City and Rose Fitzgerald Kennedy Greenway Conservancy.
- Creation of a publicly accessible indoor space of approximately 7,000 square feet that includes gathering and retail spaces. In conjunction with the adjacent publicly accessible outdoor space, the Project will deliver an all-season indoor/outdoor space available for public gathering and community functions and events.
- Creation of approximately 4,100 square feet of retail space along Beach Street and Lincoln Street, complementing the existing retail character within the Leather District.
- Parking capacity for up to 275 vehicles located in up to five levels below grade.

II. PREAMBLE

The Proposed Project is being reviewed pursuant to Article 80, Development Review and Approval, which sets forth a comprehensive procedure for project review of the following components: transportation, environmental protection, urban design, historic resources, infrastructure systems, site plan, tidelands, and Development

Impact Project, if any. The Proponent is required to prepare and submit to the BPDA, a DPIR that meets the requirements of the Scoping Determination by detailing the Proposed Project's impacts and proposed measures to mitigate, limit or minimize such impacts. The DPIR shall contain the information necessary to meet the specifications of Section 80B-3 (Scope of Large Project Review; Content of Reports) and Section 80B-4 (Standards for Large Project Review Approval), as required by the Scoping Determination. After submitting the DPIR, the Proponent shall publish notice of such submittal as required by Section 80A-2. Pursuant to Section 80B-5.4(c) (i) (3), the BPDA shall issue a written Preliminary Adequacy Determination ("PAD") within ninety (90) days. Public comments, including the comments of public agencies, shall be transmitted in writing to the BPDA no later than fifteen (15) days prior to the date by which the BPDA must issue its PAD. The PAD shall indicate the additional steps, if any, necessary for the Proponent to satisfy the requirements of the Scoping Determination. If the BPDA determines that the DPIR adequately describes the Proposed Project's impacts and, if appropriate, proposed measures to mitigate, limit or minimize such impacts, the PAD will announce such a determination and that the requirements of further review are waived pursuant to Section 80B-5.4(c) (iv). Section 80B-6 requires the Director of the BPDA to issue a Certification of Compliance indicating the successful completion of the Article 80 development review requirements before the Commissioner of Inspectional Services can issue any building permit for the Proposed Project.

III. REVIEW/SUBMISSION REQUIREMENTS

In addition to full-size scale drawings, 15 copies of a bound booklet and an electronic copy (PDF format) containing all submission materials reduced to size 8-1/2" x 11", except where otherwise specified are required. The electronic copy should be submitted to the BPDA via the following website: <https://attachments.bostonredevelopmentauthority.org/>. The booklet should be printed on both sides of the page. In addition, an adequate number of copies must be available for community review. A copy of this Scoping Determination should be included in the booklet for reference.

A. GENERAL INFORMATION

1. Applicant/Proponent Information
 - a. Development Team
 - (1) Names
 - (a) Proponent (including description of development entity and type of corporation, and the principals thereof)
 - (b) Attorney
 - (c) Project consultants and architects
 - (2) Business address, telephone number, FAX number and email, 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 DPIR 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 of the DPIR 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 DPIR.

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 procedures.

C. TRANSPORTATION COMPONENT

*In addition to the information required to meet the specifications of Section 80B-3 and Section 80B-4 of the Code the analysis included in the DPIR must utilize as its framework the scope as outlined in the comments of the Boston Transportation Department and BPDA letters, both dated August 19, 2019 and included in their entirety in **Appendix A**. An excerpt of the comments are incorporated herein by reference and made a part hereof and must be addressed in their entirety in the DPIR.*

Transportation Introduction

The City’s transportation policy is guided by Go Boston 2030. This document lays out the City’s planning and policy objectives for transportation using three primary goals: expanding access, improving safety, and ensuring reliability. Ultimately, these and other goals in Go Boston strive to encourage walking, biking, and transit trips while reducing automobile dependency. This planning and policy lens forms the

foundation of the BPDA and BTB staff review of all proposed development projects. Given that 125 Lincoln Street is located in arguably the most transit-rich location in New England, transportation is a critical factor in the future success of this project.

Safety and Analysis

The project area is both highly walkable and provides Interstate access at multiple points. This dichotomy leads to conflicts between modes, which needs to be better defined and understood. Vision Zero analysis shows that the project site is near three High Crash Network streets: Atlantic Avenue, Kneeland Street, and Summer Street. The proposed project borders Lincoln Street, which has speeding concerns, and connects to the Surface/Essex/Lincoln intersection, which is a particular challenge for people walking. Enhancing safety at and near the project site will be critical, as a majority of people accessing the project are anticipated to arrive by transit and, ultimately, by foot or mobility device. Additional study area intersections are requested to better understand how people will access the project from South Station.

Access and Parking

The Leather District is a walkable, compact neighborhood of small blocks, active street walls, and minimal curb cuts. The Proponent should examine alternative site plans that concentrates motor vehicle access in a manner that maintains continuous and active street walls and minimizes disruption of the public realm. This access should complement the existing street grid to more efficiently disperse motor vehicles by providing routing options, to the extent feasible. Additional detail on proposed streetscapes, motor vehicle parking, and bicycle parking are requested.

Transportation Demand Management

As noted, the proposed project is located in arguably the most transit-rich location in New England. We encourage the Proponent to more firmly commit to strategies that incentivize non-automobile commutes.

D. ENVIRONMENTAL PROTECTION COMPONENT

*The DPIR must address the comments of the BPDA Environment Department, dated July 5, 2019 and included in **Appendix A**.*

Wind

The wind tunnel analysis was conducted for the No Build Condition, a condition that assumed future/planned developments, or background projects, surrounding the project site. The proponent shall be required to submit a list of the future/planned developments and background projects.

Shadow

The shadow analysis was conducted for the No Build Condition but, it is unclear if this condition included future/planned developments or background projects surrounding the project site. Accordingly, the proponent shall be required to submit both a description of the No Build Condition and if appropriate the developments and/or projects that were included.

*The DPIR must address the comments of the Interagency Green Building Committee, dated August 21, 2019 and included in **Appendix A**.*

E. OPEN SPACE

*The DPIR must address the comments of the Rose Kennedy Greenway Conservancy, dated July 30, 2019 and included in **Appendix A**.*

F. URBAN DESIGN/PLANNING COMPONENT

*In addition to the information required to meet the specifications of Section 80B-3 and Section 80B-4 of the Code, the Proponent must address the comments outlined in the comments of the Boston Transportation Department and BPDA letters, dated August 19, 2019 and included in their entirety in **Appendix A**. The Proponent must also address the comments outlined in the minutes of the Boston Civic Design Commission Meeting, dated August 6, 2019. An excerpt of the comments are incorporated herein by reference and made a part hereof and must be addressed in their entirety in the DPIR.*

Urban Design Introduction

The primary issues that remain unresolved include density, form, and streetscape. Though the latter will be covered extensively in the Transportation Comments, there are specific urban design streetscape comments included below. Above all, the key to the success of this design will be finding the right scale of the massing. As currently proposed, the project is very dense, and should consider slimming its proportions to reduce the negative impacts of its bulk. The FAR proposed is close to 23 (approximately 22.33) while underlying zoning allows a FAR of 8.0 and max height of 100 feet.

Urban Design and Planning Context

As one of the City's most historic neighborhoods, the Leather District has seen extraordinarily little development in the past century. This lack of development is a rarity among downtown neighborhoods and attributable to its high quality, late 19th century masonry architecture, medium density, largely built-out condition. For some time, it has exemplified a true mixed-use district, an assemblage of sturdy post-and-beam warehouses readily adaptable to live/work uses and other creative or below-market office space. Given the comparatively small size of the district and its perceptual isolation, there has not been sufficient density to support a consistently active and vibrant ground floor. Buoyed by daytime office workers from the Financial District, the Leather District has some established retail and restaurant uses, but not the type of neighborhood retail that the existing residential community desires. Indeed, the Leather District, severed from the adjoining context (Chinatown and the Financial District) by the Central Artery, has long been a neighborhood on the brink, but with some unresolved challenges regarding connectivity, accessibility, safety, neighborhood amenities, and an active public realm. This project, one of the only projects likely to be developed in the Leather District for the foreseeable future, has the potential to be profoundly transformative for the neighborhood, more impactful than what would be typical for a single development in other neighborhoods.

In considering this project, there are four past and present plans which provide a relevant backdrop to the proposed project. They are discussed in chronological order below.

1990 Plan to Manage Growth

This plan was a response, in part, to the development of One Financial Center (1984) and the fear of Leather District residents that their neighborhood would be walled off, or that a similar scale of development might threaten to destroy their historic fabric. The plan resulted in zoning that codified essentially a uniform height of no more than 100' in order to allay community fears and keep the Leather District's consistent masonry architecture intact.

A key takeaway in reviewing that plan, now thirty years old, is the very limited number of development sites within the neighborhood. At the time of the plan, only two parcels - the Essex Street surface parking lot (Two Financial Center, 2007) and the Lincoln Street Garage - were identified as development opportunities. In the intervening decades, the Lincoln Street Garage has failed to be developed and the fabric has remained more or less unchanged, but with incremental adaptive re-use gradually modernizing building interiors. Resultant zoning from that Plan focused on limiting the visibility of roof decks from the street below as a mechanism to regulate even *perceived* height, a requirement that the BRA/BPDA has rigorously adhered to since that time. In short, the major development opportunity then remains the major development opportunity today.

Still, the plan offers a surprisingly fresh and applicable read today. In particular, the urban design objectives should be referenced relative to development on the Lincoln Street Garage site.

Excerpts below:

Urban Design Objective: Retain and enhance architectural character

"Design guidelines for new development should be enforced to ensure the preservation and enhancement of the District; design guidelines are to be followed for development parcels, infill development, and rooftop additions. Presently, there are two development parcels to be considered, the Lincoln Street Garage Site and the surface parking lot on Essex Street."

Urban Design Objective: Preservation

"Establish careful design review guidelines and procedures to ensure sympathetic and compatible infill buildings."

The plan goes further to support connections beyond the Leather District to adjacent neighborhoods, recognizing that public realm integration was the key to stitching the district's urban fabric with the rest of the City.

Urban Design Objective: Reconnect the Leather District with its surrounding area to alleviate the sense of isolation that the District currently suffers.

"Create a more continuous pedestrian environment between the Leather District and its neighbors, which include: Chinatown, across the Surface Artery and Beach [sic] and Kneeland Streets, The Financial District, across Dewey Square."

This objective is particularly important when considering the Lincoln Street Garage parcel, as it sits at the intersection of Chinatown, Surface Artery, and Beach Street. The ability for this single site to operate as both side door to the Leather District and a northern gateway into the neighborhood from the Financial District situates this parcel as a critical crossroads. Indeed, the site was identified as being a potentially important project for the Crossroads Initiative given its significant frontage on Beach Street. The Crossroads Initiative is discussed in more detail below.

Greenway District Planning Study (2010)

The Greenway Guidelines are now nearly a decade old, a relatively recent effort by planning standards. The Greenway Guidelines had the stated goal of establishing guidelines for parcels immediately adjacent to the Greenway to ensure the preservation and enhancement of the then newly-created open space. The full text of the goals of the Planning Study have been included below for reference:

"The objective of the Greenway District Planning Study is to create a set of guidelines specifically for these parcels adjacent to the Greenway and to establish design controls which achieve the following goals:

- 1. Preserve the newly created open spaces (environmentally, aesthetically, and economically) by identifying densities, heights and other building massing criteria that are compatible with the recreational activities and horticultural life that are being encouraged to grow there.*

2. *Activate the broader public realm in and surrounding the parks by identifying and strategically locating desired uses, particularly at the ground plane that will contribute positively to the Greenway.*
3. *Ensure the long term value of the public's investment in creating the Greenway by shaping development to maximize the quality of the parks and extend their impact beyond its edges and into the Downtown neighborhoods.*
4. *Balance the development pressures in the Greenway District with other growth areas and development opportunities in the City as a whole."*

In the intervening years, the projects under the purview of the Guidelines that have been developed have wholly conformed or endeavored to meet the overall spirit of the Guidelines. Several projects have been permitted, though only a limited number have broken ground, most notably the Government Center Garage. As a litmus test for the continued applicability of the Guidelines, the BPDA Urban Design and BCDC review processes for the Dock Square Garage during the Spring and Summer of 2019 bear mention. Reviewing the larger goals of the overall planning study and the specific parcel recommendations indicates that their continued saliency as part of the development review process, especially as a way to preserve the Greenway and ensure the long term value of the public investment in a new open space system in the heart of Downtown Boston.

Zeroing in more closely on the Lincoln Street Garage site, one finds an anomalous architecture, a vestige of the highway ramp construction of the late 1950's, but a structure that is respectful of its context in terms of height. The auto-dependent uses were a necessary evil of the time that resulted in a poorly lit back alley and two ramp entries. Redevelopment of this site has seemed inevitable from almost the moment the garage was built, but has taken decades to finally reach escape velocity. It is interesting to note that this site was partially occupied in the 1840's by what was then the largest hotel in the United States (the aptly-named United States Hotel), constructed to cater to the railroad passengers passing through the newly-constructed South Station.

The Greenway Guidelines acknowledged the criticality of the site, and took a bidirectional approach in its recommendations, included below. To summarize, the redevelopment of the garage would have significant environmental impacts on the Chinatown parks and on the Beach Street corridor to the west and south. It would

also conform to the heights on the Leather District to the east, deftly straddling its placement between Chinatown and the Leather District.

“Because of the length of its frontage on the Greenway, the Lincoln Street Garage Site, if redeveloped, could profoundly affect the character of the Chinatown Park and the adjacent Beach Street Crossroad. The southwest corner of the property, in particular, presents a significant challenge to the legibility of the Beach Street corridor, as the active uses on Beach and Lincoln Streets are segregated from the intersection by a very active garage entry. Future additions or redevelopment of this site will be limited to 100’ by the high potential for shadows cast on the park. Development here should align with the 80’/100’ heights of the existing Leather District fabric and should reinforce the existing character and scale of the neighborhood.

Dimensional Criteria:

3 Lincoln Street Garage Site - 80’ height at street edges to align with adjacent buildings, 100’ maximum, to align with 66 Lincoln Street, or as limited by shadow impacts on the parks, with a 10’ setback.

Programmatic Goals:

Concentrate active ground floor uses at the Beach Street Crossroads intersection.

Connectivity:

The continuity of the Beach Street Crossroad should be made more legible through the concentration of active uses along its edges and at the Surface Artery intersection.”

Crossroads Initiative (2000s)

The Crossroads Initiative was a City initiative that focused on the streets connecting to the Greenway. Beach Street was identified as a Crossroads, thereby subject to heightened scrutiny in regards to enhanced public realm and pedestrian experience.

An excerpt from the BPDA’s website is included below:

The Crossroads Initiative selected a handful of streets that, with the creation of the Greenway, have the potential to form vital connections between districts—districts such as the West End and the North End, as well as South Boston and Chinatown. At the same time, the network these improved streets and the Greenway will form, will create new ways of looking at and understanding the City. Targeted improvements to these Crossroads streets will:

- *Make inviting connections between the Greenway parks, neighborhoods, and cultural destinations,*
- *Celebrate gateways—at the water's edge, at South Bay, North Station, South Station and Long Wharf, and*
- *Introduce the Greenway as a new "Common Ground"—another, year-round center for Boston's social life that highlights the distinctive character of the Rose Fitzgerald Kennedy Greenway and its districts."*

Though this initiative is not actively being implemented, the aspirations have been essentially internalized by BPDA Planning as good practice. Some streets (e.g. Broad Street) have served as a testing ground for innovative storm water pilots, while others (e.g. Summer Street) have been more focused on active transportation and mobility solutions. Given its comparatively short length, Beach Street was prioritized as a critical pedestrian link or "bridge" between South Station Rail and Bus Terminals to the Greenway and Chinatown beyond and should still be understood as an important crossroads in Boston.

PLAN: Downtown (2018-present)

The Leather District was not included within the boundary for PLAN: Downtown, though 125 Lincoln is situated immediately adjacent. In determining the study area boundary, zoning in the Leather District was determined to be robust, whereas new guidelines and zoning was desirable for other parts of Downtown Boston. Nevertheless, given the Leather District's proximity to the study area boundary, it is reasonable to assume that there may be relevant outcomes from the ongoing PLAN initiative, particularly in regards to use and public realm strategies.

Though the PLAN is currently ongoing (anticipated completion Summer 2020), both the vision of and many of publicly-workshopped goals are relevant.

The stated vision is to: *“Develop a new framework for the preservation, enhancement, and growth of Downtown Boston, balancing livability, daylight, walkability, climate change mitigation, access to open space, affordability, and a dynamic mix of uses.”*

Another key facet of the PLAN is the emphasis on creating consistent, safe, healthy, and high quality public realm improvements. While there will be discrete recommendations that pertain only to the study area, there are many general recommendations and strategies that are applicable to other areas, particularly those immediately proximate to the PLAN area.

Urban Design Overview

The primary issues that remain unresolved are height/density, form, use, and public realm activation/streetscape design. Though the latter overlaps significantly with Transportation, specific urban design streetscape comments are included below. The fundamental question is can this project be “right-sized” alongside the right mix of uses -- both upper and ground floor -- to create a transformational project for the Leather District and the city writ large? As currently proposed, the project is very dense, and the Proponent should consider slimming its proportions to reduce the negative impacts of its bulk. The FAR proposed is close to 23 (approximately 22.33) while underlying zoning allows a FAR of 8.0 and max height of 100 feet. The relationship to Beach Street is significant and greater sensitivity to this important corridor is necessary. Finally, given the impact this project will have on the Leather District, the Proponent is encouraged to be creative in exploring additional public realm opportunities, including, but not limited to, a redesign of the Leather District Park (MassDOT Parcel 23E) and an improved intersection design at Surface Road, Essex Street, and Lincoln Street.

Building Height, Form and Massing

As an extrusion of the entire site, the building’s massing and height currently overwhelms the Leather District neighborhood, creates a foreboding image from Chinatown, and produces undesirable shadows on both the Greenway and Lincoln Street triangle. Strategies to explore should include greater shaping of the massing, alternative core siting, and more meaningful setbacks with the expressed goal of reducing the building’s heft and negative environmental impacts.

This building, regardless of its height, is situated in an enviable position on the Greenway, minutes from South Station, and highly visible from Chinatown to the west and from the Financial District to the north. As such, even at 100 feet, it would function as a gateway, and the architecture and ground floor design and programming should be calibrated to achieve the critical urban design role that gateway architecture should play. As a point of reference, consider the buildings at the corner of Beach and Atlantic, whose modest chamfer sends a clear signal about the primacy of that pedestrian corridor. The Proponent should also continue to study the design of the ground floor storefront, a potential corner entry, and rhythm of facade materials and expressions in relationship to the historic masonry buildings. Consider excerpt below from 1990 Plan to Manage Growth:

“Leather industrialists and related wholesalers required space for display, offices, and work areas for warehousing and manufacturing. Thus a street floor was frequently designed with huge display windows set in sturdy cast iron piers and or columns. Often, a high basement with windows was placed there to allow for additional display areas. Corner entrances permitted multi-directional access and less uses of valuable floor space.”

With greater height comes a secondary interpretation of the building as gateway, visible at a distance beyond just the surrounding blocks; presuming the Proponent and their consultants continue to explore designs with heights beyond the current zoning, it is imperative that this secondary gateway reading function more at the scale of the city. Views to be studied should include, but are not limited to:

- View from Dewey Square
- View from Leather District Park
- View from Chinatown Park at Beach Street
- View looking north from Lincoln Street
- View looking East from Beach Street
- View looking east from South Station at Atlantic Avenue
- View from I-93 South
- View from Surface Road heading north

Alternatives

Standard alternatives for study include a no-build (existing) scenario, which should include for analysis any projects approved or already in the public review process. An 'as-of-right' build-out should also be studied; in this case FAR 8.0, with a height of 100'. This alternative would conform to the underlying zoning in this area.

Environmental Impacts

The current design's resultant shadow and wind impacts are challenging, and different massing should be explored to ameliorate those impacts. The shadows cast on Chinatown Park are significant. An excerpt from the Greenway Guidelines with respect to criteria for evaluating shadow impacts is included below:

"Shadow impacts will be judged according to several factors, including the extent of the shadow as compared to what would be created by as-of-right build-out, its duration, seasonal reach, and the ground level uses it affects. Shadows on ramps, or other future building parcels, will not be considered as detrimental as those cast on park parcels, Harbor walk or other key parts of the public realm."

At the same time, we have heard from a number of constituents that some shadow on the Chinatown Park would be welcome, so we look forward to reviewing this issue further with the proponent. Most importantly, on the issue of public interest in the Greenway park system:

"Over the long term, this value must be safeguarded against development that does not contribute in a meaningful way to the vitality of the parks and the public's investment in them."

The Lincoln Street triangle, currently located on the north nose of the site, suffers greatly from shadows a significant portion of the day and throughout the year. Alternative public realm opportunities ought to be explored that redirect investment in spaces that are less negatively impacted by shadow and wind. The Lincoln Street triangle should still be studied as a space that can provide some outdoor amenities and open space relief to the Leather District, but the programming should be calibrated to the environmental conditions on the ground. Beyond the shadow and wind mentioned, the space is still adjacent to a highway

ramp and the resultant noise and air quality issues will remain. Amenities such as a Blue Bikes station, dog park, or tot lot may be options to explore, but the Proponent should work closely with the Leather District to understand community priorities for that space alongside continued access via the Tufts Street extension.

Streetscape and Public Realm

Beach Street is an important pedestrian connection between the South Station Bus terminal and the Chinatown neighborhood and commercial district, so significant and meaningful consideration should be given to the redesign of the streetscape to accommodate and improve upon the existing conditions with specific regard to dimension (width), accessibility (cross slope and longitudinal grade consistency), and scale/comfort (building façade articulation and wind mitigation). Beach Street intersects with the Rose Kennedy Greenway at Chin (Chinatown) Park, and should, therefore, should include a gateway expression for the Leather District Neighborhood. Specific attention needs to be paid to enliven and give purpose to the existing plaza (and incorporated art work) at the corner of Beach and Surface Road South Bound which is currently orphaned between a heavily-used vehicular arterial and the service and parking access for the existing building.

The project proposes to incorporate and expand the green island at the north end of the site. Additional design thought should be given to how this space is appropriately buffered from the adjacent highway ramps, from both visual access and noise. There are unexplored opportunities to animate and introduce green elements to the wall that separates these spaces and to improve the overall concept for the open space. This could help to maximize the exterior public space and greening along Lincoln Street, outside of the walls of the proposed building, which may not be perceived as true “public” space. The design thinking of this space should push north to make better pedestrian connection to and greening of the amorphous intersection at Lincoln, Essex, and Surface Road South Bound and to pedestrian destinations beyond (Greenway and Dewey Square).

The project should incorporate a re-think of the public realm design and greening strategies for the so-called “Leather District Park” near the vent structure at Two Financial Center along the Surface Road South Bound.

The BPDA believes continued study of a Tufts Street extension vehicular access and loading option may be warranted to allow for an improved and expanded Beach Street sidewalk condition with active ground floor uses and/or a lobby entrance. Use of the Tufts Street extension for all vehicular access and loading relies on the existing street grid and eliminates the need for any new or additional curb cuts on the site.

Again, Beach Street is the major pedestrian connection between South Station and Chinatown, and is on axis with the Chinatown gate. The Proponent should study relocating important community and ground floor uses oriented to Chinatown Park and Gate, especially in light of its south-facing orientation which will provide natural sunlight while also animating the “Gateway” corner to Leather District from Chinatown.

Use

There are two Uses that should be studied: the ground floor uses and the primary upper story use.

The current Lincoln Street Garage is a truly mixed-use building. There are effectively two ground floor anchor tenants: Hei La Moon, a popular dim sum restaurant, and C-Mart, a Chinese grocer, which both bring a steady stream of foot traffic and ground floor vitality to the area. The departure of these businesses would be acutely felt by the Leather District and Chinatown residents, and the Proponent should study ways to incorporate both uses on site. The loss of these establishments is one of the major concerns for the community within the Leather District and Chinatown.

The upper floors (a later addition) provide below-market commercial office space in a location convenient to South Station. These types of spaces are characteristic of the Leather District, albeit in buildings with an older vintage. The mix of true live/work space sprinkled throughout an area that has seen many different incarnations during its lifetime is a hallmark of the neighborhood. The addition of a much larger, 350' tall commercial office tower that is more akin to the buildings in the Financial District would inevitably impact the character and the preservation of much-needed, affordable commercial office space in the district.

The parking that is currently there now is a vestige of the era of the original Lincoln Street Garage, whose shape corresponds to the highway ramp which was built concurrently in the 1950s. The building that now occupies the site is a parking “sandwich.” The Boston of today does not lament the loss of this above-grade parking structure, but substituting this public parking with a comparable amount (perhaps more) of below-grade private parking is short-sighted, and should be reviewed. The appeal of this site is its proximity to South Station and to other transit nodes.

Transportation

- **Parking:**

- Please clarify the proposed parking program. How many spaces are publicly available? How many for commercial tenants? Are there any satellite agreements in place with the existing garage that will be maintained?
 - At 625,000 SF, 125 Lincoln's 275 proposed parking spaces exceeds the City's maximum district-based parking goals for non-residential in the Leather District, which is 0.4 spaces per 1,000 sf. 125 Lincoln should have no greater than 250 parking spaces based on this ratio and, given its location adjacent to South Station, we strongly encourage the Proponent to reduce parking capacity below this maximum.
- Boston's Off-Street Bicycle Parking Guidelines require minimum 0.3 bicycle parking spaces per 1,000 of non-residential development. At 625,000 sf, the Proponent should provide parking capacity for at least 188 bicycles. The Proponent is proposing 100 off-street secured spaces.
 - Guidelines also require a shower/changing facility for the first 40,000 sf plus any additional 80,000 sf. Using this formula, the Proponent should provide 8 shower/changing facilities.
- Please clarify how bicycle parking can be expanded to meet future demand, as noted in the PNF.
- Please clarify layout, access routes, and rack capacity and rack style for ground floor and P1 secure off-street parking rooms.

- Please clarify the internal route from the ground floor bike parking to the lobby. The lobby does not appear accessible from the back corridor.
 - While we appreciate the ground floor access to bike parking, we have concerns about the appeal and safety of the proposed access point in the back corner of the Beach Street plaza and that the width of the back corridor, including doorways.
 - Relying on the garage ramp structure will be uncomfortable, stressful, and difficult, especially when exiting. We encourage the Proponent to explore alternative access for bicyclists using P1 parking, for example allowing bicyclists to enter the elevators via the lobby to take their bike downstairs.
 - Beach Street is a vital pedestrian link. Please ensure that a garage door is provided to maintain the attractiveness and safety of this sidewalk.
- **Network:**
 - Please confirm if partial two-way of Beach Street is under consideration? Narrative mentions it but the analysis seems to maintain one-way Beach Street.
 - While we support and welcome the proposed widened Beach Street sidewalks, the City strongly discourages the proposed partial two-way conversion of Beach Street. We recommend the Proponent re-evaluate study area conditions assuming the existing one-way westbound operation of Beach Street.
 - Please clarify the proposed traffic signal phasing and timing changes at four locations. Are these extending cycle lengths, modifying phasing, or both? If so, how do these proposed changes impact transit and pedestrian delay? Pedestrian risk-taking behavior increases after 30 seconds of waiting.
 - We are pleased to see the Proponent acknowledging funding of a new Bluebikes station in the PNF. Please note that the location of this new station will be determined by BTM, potentially including the Proponent's site. Please keep in mind how a Bluebikes station may fit into the overall site plan.
- **Transportation Demand Management:**

- Please maintain or expand Zipcar on-site.
- Please provide real-time transit information display in lobby.
- **Analysis:**
 - Please add Atlantic Avenue/Essex Street and Atlantic Avenue/East Street to the study area.
 - Please perform a safety analysis of study area intersections, as well as the intersection of Atlantic Avenue and Essex Street, using City of Boston Vision Zero crash data from January 1, 2015, to the most recently available date. Several study area intersections have poor safety records, especially for people walking and biking, who are the most vulnerable roadway users.
 - Please provide a motor vehicle speed study of Lincoln Street from Kneeland to Surface Road/Essex Street. Speeding is a noted concern along Lincoln Street, especially outside of the morning peak period when volumes are lower. Pedestrian volumes are significant already, and all new transit trips ultimately become pedestrian trips at the project site. Given the proximity to commuter rail, pedestrian platooning is likely to bring waves of pedestrians to and by the project site.
 - Table 4-4 vehicle mode share seems high (33%). Same with Table 4-8 trip distribution.

G. INFRASTRUCTURE SYSTEMS COMPONENT

*The DPIR must address the comments of the Boston Water and Sewer Commission, dated August 16, 2019, Boston Groundwater Trust, dated July 9, 2019 and BPDA Smart Utilities, dated July 9, 2019 included in **Appendix A**.*

H. PUBLIC NOTICE

The Proponent will be responsible for preparing and publishing in one newspaper of general circulation in the City a Public Notice of the submission of the DPIR to the BPDA as required by Section 80A-2. This Public Notice shall be published within five

(5) days after the receipt of the DPIR by the BPDA. Therefore, public comments shall be transmitted to the BPDA within forty five (45) days of the publication of this Public Notice. A sample form of the Public Notice are attached as **Appendix D**.

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.

I. ACCESSIBILITY CHECKLIST

*The DPIR must address the comments of the Mayor's Office for Persons with Disabilities, dated August 1, 2019 and included in **Appendix A**.*

As part of the DPIR, the Proponent must include an up to date and completed Article 80 Accessibility Checklist for the Proposed Project. An Accessibility Checklist is attached to **Appendix E**.

J. BROADBAND READY BUILDINGS QUESTIONNAIRE

As part of the DPIR, the Proponent must include an up to date and completed Broadband Ready Buildings Questionnaire for the Proposed Project. A Questionnaire is attached to **Appendix F**.

APPENDIX A

COMMENTS FROM BPDA STAFF, PUBLIC AGENCIES/DEPARTMENTS, AND ELECTED OFFICIALS



Martin J. Walsh
Mayor

Article 37 Interagency Green Building Committee

August 21, 2019

125 Lincoln Street Owner (DE) LLC
C/o Oxford Properties Group
Dean Shapiro
Mark McGowan
125 Summer Street, 12th Floor
Boston, MA 02110

Re: 125 Lincoln Street, Project Notification Form

Dear Mister Shapiro and Mister McGowan:

The Boston Interagency Green Building Committee (IGBC) has reviewed the Project Notification Form (PNF) submitted under Article 80B for compliance with Boston Zoning Code Article 37, Green Buildings. The filing indicates that the project will use the LEED v4 Building Design and Construction for Core & Shell (CS) rating system and commits to achieving a LEED gold 65 points.

The IGBC accepts the rating system selection and urges the development team to firm up the gold performance for this prominent site. Please note that LEED v4 does not use credit numbers. The LEED checklist should be amended to remove credit numbers and references to credit numbers should be replaced with credit names.

The Sustainability Narrative is light on descriptions. We look forward to a detailed and comprehensive Design Green Building Report (DGBR).

Please note that the DGBR should specify the relevant LEED credit or LEED Credit Interpretation Ruling (CIR) being used for each Innovation Credit and how the requirements will be met. If there is no existing LEED credit or CIR, the DGBR should describe the green building/environmental benefits of each proposed credit and how they will be both quantified and demonstrated.

As the City's requirements for electric vehicle charging stations have changed, the percentage will exceed that necessary for obtaining the Green Vehicles credit. Please contact Nicholas Moreno, staff to the Boston Air Pollution Control Commission, as soon as possible to discuss the pathways to compliance and report on this communication in the DGBR.

The following are specific credits that we strongly recommend that the project team give priority to achieving:

- Rainwater management, using LEED v4.1 if necessary; and
- Renewable energy production.

Please assess the feasibility of on-site battery energy storage systems for reducing peak electrical loads.

In support of the City of Boston's Resiliency and Greenhouse Gas (GHG) emissions reduction goals including Carbon Neutral Boston 2050, the IGBC requests that the project:

- Prepare a Low Carbon/Zero Carbon Building Assessment by modeling optimized building and systems load reduction strategies, potential on-site renewable energy, and necessary off-site renewable energy procurement including:
 - Enhanced Building Envelope Performance - reduced window to wall ratio; higher airtight standards; increased opaque curtain wall insulation; improved glazing U value tuning glazing for Solar Heat Gain Coefficient; and increased wall, roof, and exposed floor insulation.
 - Advanced Building Systems – smaller, more efficient and alternative heating, cooling, and hot water systems reflecting improved envelope performance.
 - All electrical building systems and appliances.
 - Installed Solar PV System(s).
 - Renewable Energy Procurement – green energy, credits, and carbon offsets.
- Assess all available utility and Mass DOER and CEC resources to maximize utility and state-funding for energy efficiency and clean/renewable energy support. We suggest engaging the utilities as soon as possible and providing in any future review filings and in your DGBR a detailed description of energy efficiency assistance and support afforded to the project.

In 2018 the City of Boston launched the Zero Waste Boston Initiative. The Zero Waste Advisory Committee is recommending strategies to make Boston a zero waste city. This means that Boston will reduce, reuse, recycle and compost at least 80 to 90 percent of its solid waste. As part of this effort, we encourage food composting as part of the comprehensive plan for the building.

The Climate Resiliency Report Summary is not adequate - "N/A" is not a suitable answer to any item on the checklist and Section E.1. is essentially incomplete. Please provide all missing information/answers in each section.

Please note that we find that passive and structural solutions for flood protection to be the most effective measures. The PNF shows a reliance upon deployables, measures that require an action at the time of anticipated flooding. We urge the project to make the most of the opportunity to protect this investment in more structural ways.

Please refer to the Boston Public Works Department Climate Resilient Design Guidelines for the appropriate use of deployables should they be part of a plan going forward.

Please file an updated Climate Resiliency Checklist within three weeks of receipt of this letter and provide the IGBC with the resulting report.

Let me know if you have questions or if I can be of any assistance.

Sincerely,

Maura T. Zlody
For the Interagency Green Building Committee

Cc: Interagency Green Building Committee
Susan Cascino

**Boston Water and
Sewer Commission**



980 Harrison Avenue
Boston, MA 02119-2540
617-989-7000

August 16, 2019

Mr. Michael Sinatra
Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Re: 125 Lincoln Street, Central
Project Notification Form

Dear Mr. Sinatra:

The Boston Water and Sewer Commission (Commission) has reviewed the Project Notification Form (PNF) for the proposed project located at 125 Lincoln Street in the Leather District of Boston.

The proposed project is located on approximately 0.64 acres of developed land currently occupied by an approximately 115,625 square foot, 5-story parking garage, with office uses located on the upper floors and ground-floor retail. The site is bounded by Tufts Street to the north and west, Beach Street to the south, and Lincoln Street to the east. The proponent, 125 Lincoln Street Owner (DE) LLC, proposes build a new approximately 625,000 square foot office building with retail and publicly accessible ground floor uses. The project will include parking with capacity for up to 275 vehicles beneath the Building.

According to the PNF, the proposed water demand is approximately 40,719 gallons per day (gpd). The Commission owns and maintains an 18-inch Southern Low PCI water main installed in 1915 in Lincoln Street and a 12-inch Southern High DICL water main installed in 2015 in Kneeland Street.

According to the SPRA, the proposed sewage generation is 37,017 gpd. For sewage and storm drainage service, the site is served by a 72-inch and 48-inch combined sewer in Lincoln Street. The Commission owns and maintains a 48-inch by 66-inch storm drain in Kneeland Street.

The Commission has the following comments regarding the PNF:



General

1. Prior to the initial phase of the site plan development, 125 Lincoln Street Owner (DE) LLC should meet with the Commission's Design and Engineering Customer Services to review water main, sewer and storm drainage system availability and potential upgrades that could impact the development.
2. Prior to demolition of any buildings, all water, sewer and storm drain connections to the buildings must be cut and capped at the main pipe in accordance with the Commission's requirements. The proponent must complete a Cut and Cap General Services Application, available from the Commission.
3. All new or relocated water mains, sewers and storm drains must be designed and constructed at 125 Lincoln Street Owner (DE) LLC's expense. They must be designed and constructed in conformance with the Commission's design standards, Water Distribution System and Sewer Use regulations, and Requirements for Site Plans. The site plan should include the locations of new, relocated and existing water mains, sewers and drains which serve the site, proposed service connections, water meter locations, as well as back flow prevention devices in the facilities that will require inspection. A General Service Application must also be submitted to the Commission with the site plan.
4. The Department of Environmental Protection (DEP), in cooperation with the Massachusetts Water Resources Authority and its member communities, is implementing a coordinated approach to flow control in the MWRA regional wastewater system, particularly the removal of extraneous clean water (e.g., infiltration/inflow (I/I)) in the system. In April of 2014, the Massachusetts DEP promulgated new regulations regarding wastewater. The Commission has a National Pollutant Discharge Elimination System (NPDES) Permit for its combined sewer overflows and is subject to these new regulations [314 CMR 12.00, section 12.04(2)(d)]. This section requires all new sewer connections with design flows exceeding 15,000 gpd to mitigate the impacts of the development by removing four gallons of infiltration and inflow (I/I) for each new gallon of wastewater flow. In this regard, any new connection or expansion of an existing connection that exceeds 15,000 gallons per day of wastewater shall assist in the I/I reduction effort to ensure that the additional wastewater flows are offset by the removal of I/I. Currently, a minimum ratio of 4:1 for I/I removal to new wastewater flow added is used. The Commission supports the policy, and will require proponent to develop a consistent inflow reduction plan. The 4:1 requirement should be addressed at least 90 days



prior to activation of water service and will be based on the estimated sewage generation provided on the project site plan.

5. The design of the project should comply with the City of Boston's Complete Streets Initiative, which requires incorporation of "green infrastructure" into street designs. Green infrastructure includes greenscapes, such as trees, shrubs, grasses and other landscape plantings, as well as rain gardens and vegetative swales, infiltration basins, and paving materials and permeable surfaces. The proponent must develop a maintenance plan for the proposed green infrastructure. For more information on the Complete Streets Initiative see the City's website at <http://bostoncompletestreets.org/>
6. For any proposed masonry repair and cleaning 125 Lincoln Street Owner (DE) LLC will be required to obtain from the Boston Air Pollution Control Commission a permit for Abrasive Blasting or Chemical Cleaning. In accordance with this permit 125 Lincoln Street Owner (DE) LLC will be required to provide a detailed description as to how chemical mist and run-off will be contained and either treated before discharge to the sewer or drainage system or collected and disposed of lawfully off site. A copy of the description and any related site plans must be provided to the Commission's Engineering Customer Service Department for review before masonry repair and cleaning commences. 125 Lincoln Street Owner (DE) LLC is advised that the Commission may impose additional conditions and requirements before permitting the discharge of the treated wash water to enter the sewer or drainage system.
7. 125 Lincoln Street Owner (DE) LLC should be aware that the US Environmental Protection Agency issued the Remediation General Permit (RGP) for Groundwater Remediation, Contaminated Construction Dewatering, and Miscellaneous Surface Water Discharges. If groundwater contaminated with petroleum products, for example, is encountered, 125 Lincoln Street Owner (DE) LLC will be required to apply for a RGP to cover these discharges.
8. 125 Lincoln Street Owner (DE) LLC is advised that the Commission will not allow buildings to be constructed over any of its water lines. Also, any plans to build over Commission sewer facilities are subject to review and approval by the Commission. The project must be designed so that access, including vehicular access, to the Commission's water and sewer lines for the purpose of operation and maintenance is not inhibited.
9. It is 125 Lincoln Street Owner (DE) LLC responsibility to evaluate the capacity of the water, sewer and storm drain systems serving the project site to determine if the systems are adequate to meet future project demands. With the site plan, 125



Lincoln Street Owner (DE) LLC must include a detailed capacity analysis for the water, sewer and storm drain systems serving the project site, as well as an analysis of the impacts the proposed project will have on the Commission's water, sewer and storm drainage systems.

Water

1. 125 Lincoln Street Owner (DE) LLC must provide separate estimates of peak and continuous maximum water demand for residential, commercial, industrial, irrigation of landscaped areas, and air-conditioning make-up water for the project with the site plan. Estimates should be based on full-site build-out of the proposed project. 125 Lincoln Street Owner (DE) LLC should also provide the methodology used to estimate water demand for the proposed project.
2. 125 Lincoln Street Owner (DE) LLC should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular, 125 Lincoln Street Owner (DE) LLC should consider outdoor landscaping which requires minimal use of water to maintain. If 125 Lincoln Street Owner (DE) LLC plans to install in-ground sprinkler systems, the Commission recommends that timers, soil moisture indicators and rainfall sensors be installed. The use of sensor-operated faucets and toilets in common areas of buildings should be considered.
3. 125 Lincoln Street Owner (DE) LLC is required to obtain a Hydrant Permit for use of any hydrant during the construction phase of this project. The water used from the hydrant must be metered. 125 Lincoln Street Owner (DE) LLC should contact the Commission's Meter Department for information on and to obtain a Hydrant Permit.
4. The Commission is utilizing a Fixed Radio Meter Reading System to obtain water meter readings. For new water meters, the Commission will provide a Meter Transmitter Unit (MTU) and connect the device to the meter. For information regarding the installation of MTUs, 125 Lincoln Street Owner (DE) LLC should contact the Commission's Meter Department.

Sewage / Drainage

1. In conjunction with the Site Plan and the General Service Application 125 Lincoln Street Owner (DE) LLC will be required to submit a Stormwater Pollution Prevention Plan. The plan must:



- Identify specific best management measures for controlling erosion and preventing the discharge of sediment, contaminated stormwater or construction debris to the Commission's drainage system when construction is underway.
 - Include a site map which shows, at a minimum, existing drainage patterns and areas used for storage or treatment of contaminated soils, groundwater or stormwater, and the location of major control structures or treatment structures to be utilized during the construction.
 - Specifically identify how the project will comply with the Department of Environmental Protection's Performance Standards for Stormwater Management both during construction and after construction is complete.
2. The Commission encourages 125 Lincoln Street Owner (DE) LLC to explore additional opportunities for protecting stormwater quality on site by minimizing sanding and the use of deicing chemicals, pesticides, and fertilizers.
 3. The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission. 125 Lincoln Street Owner (DE) LLC is advised that the discharge of any dewatering drainage to the storm drainage system requires a Drainage Discharge Permit from the Commission. If the dewatering drainage is contaminated with petroleum products, 125 Lincoln Street Owner (DE) LLC will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge.
 4. 125 Lincoln Street Owner (DE) LLC must fully investigate methods for retaining stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. The site plan should indicate how storm drainage from roof drains will be handled and the feasibility of retaining their stormwater discharge on-site. All projects at or above 100,000 square feet of floor area are to retain, on site, a volume of runoff equal to 1.25 inches of rainfall times the impervious area. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer.
 5. The Massachusetts Department of Environmental Protection (MassDEP) established Stormwater Management Standards. The standards address water quality, water quantity and recharge. In addition to Commission standards, 125 Lincoln Street Owner (DE) LLC will be required to meet MassDEP Stormwater Management Standards.



6. Sanitary sewage must be kept separate from stormwater and separate sanitary sewer and storm drain service connections must be provided. The Commission requires that existing stormwater and sanitary sewer service connections, which are to be re-used by the proposed project, be dye tested to confirm they are connected to the appropriate system.
7. The Commission requests that 125 Lincoln Street Owner (DE) LLC install a permanent casting stating “Don’t Dump: Drains to Boston Harbor” next to any catch basin created or modified as part of this project. 125 Lincoln Street Owner (DE) LLC should contact the Commission’s Operations Division for information regarding the purchase of the castings.
8. If a cafeteria or food service facility is built as part of this project, grease traps will be required in accordance with the Commission’s Sewer Use Regulations. 125 Lincoln Street Owner (DE) LLC is advised to consult with the Commission’s Operations Department with regards to grease traps.
9. The enclosed floors of a parking garage must drain through oil separators into the sewer system in accordance with the Commission’s Sewer Use Regulations. The Commission’s Requirements for Site Plans, available by contacting the Engineering Services Department, include requirements for separators.

Thank you for the opportunity to comment on this project.

Yours truly,

John P. Sullivan, P.E.
Chief Engineer

JPS/fd

cc: 125 Lincoln Street Owner (DE) LLC
K. Ronan, MWRA via e-mail
M. Zlody, BED via e-mail
P. Larocque, BWSC via e-mail

MEMORANDUM

TO: Michael Sinatra, Project Manager
FROM: BPDA Transportation Planning Staff
DATE: August 19th, 2019
SUBJECT: 125 Lincoln Street
Scoping
Transportation Comments

The Transportation & Infrastructure Planning Department of the Boston Planning and Development Agency (BPDA) and the Boston Transportation Department (BTD) have jointly reviewed the project proposal for 125 Lincoln Street in the Leather District. While comments below have been prepared by BPDA staff, they are consistent with and support comments prepared by BTD in a separate letter.

Context

Go Boston 2030, the City of Boston's long-term transportation action plan, envisions a city where all residents have better and more equitable travel choices, where efficient transportation networks foster economic opportunity, and where the City has taken steps to prepare for climate change. Whether traveling by transit, on foot, on a bike, or by car, Bostonians will be able to access all parts of the city safely and reliably. This vision was created with the help of thousands of Bostonians through a significant public engagement process.

This vision establishes foundational priorities for all transportation projects in the City, including development proposals as they impact transportation networks and the public realm. Go Boston 2030's primary goals—expanding access, improving safety, and ensuring reliability—help us hold all projects accountable to this vision. Its aspirational targets clearly establish a yardstick for measuring success.

In short, when reviewing proposals we must ask ourselves: does the project bring the City closer to achieving its transportation vision, goals, and targets?

- **Expanding Access:**
 - *Goal:* Make Boston's neighborhoods interconnected for all modes of travel.
 - *Aspirational Target:* Every home in Boston will be within a 10-minute walk of a rail station or key bus route stop, and Bluebikes station, and carshare.
- **Improving Safety:**
 - *Goal:* Substantially reduce collisions on every street through education, enforcement, and designs that reallocate street space to prioritize moving people safely rather than faster.
 - *Aspirational Target:* Eliminate traffic fatalities and severe injuries in Boston.
- **Ensuring Reliability:**

- *Goal:* Prioritize making travel predictable on Boston's transit and roadway networks.
- *Aspirational Target:* Bostonians' average commute to work time will decrease by 10%

Site Design and Access

- **Provide and compare building-to-building cross-sections of existing and proposed streetscapes along Beach Street and Lincoln Street.** Cross sections should include dimensions and any proposed streetscape should align with *Boston Complete Streets Design Guidelines*. Beach Street and Lincoln Street should be considered "Downtown Mixed-Use" street types when designing the streetscape.
- **Explore a site plan alternative that consolidates motor vehicle access at the Tufts Street/Lincoln Street intersection.** Beach Street is a vital pedestrian corridor for the Leather District and Chinatown, and a key regional gateway for pedestrians to and from the South Station Bus Terminal. Providing vehicle access mid-block on Beach Street breaks what could be a continuous ground-floor activation of the building edge (as envisioned in the *Greenway District Planning Study Use and Development Guidelines*). Operationally, there is only enough queue storage space on Beach Street between Surface Road and the proposed driveway for approximately six vehicles. It is highly likely that there will be backups into the site during the PM peak period given 174 anticipated vehicles exiting the building. As this is a mid-block driveway, backups would result in drivers stopping on the sidewalk, blocking the pedestrian path of travel and deteriorating the pedestrian experience.
 - In any driveway scenario, strive to minimize garage access to 20' maximum for two-way traffic and ensure that a garage door is provided to mitigate the impact to the public realm.
- **Reduce the proposed motor vehicle parking supply.** The 275 proposed parking spaces exceeds the City's maximum district-based parking goals for non-residential use in the Leather District (0.4 spaces per 1,000 sf). At 625,000 SF, the project should have no greater than 250 parking spaces and, given its location adjacent to South Station, we strongly encourage the Proponent to reduce parking capacity below this maximum. The project site is within a 2-3-block walk from the all south-side Commuter Rail routes, Amtrak, intercity buses, Red Line, Orange Line, Green Line, Silver Line, many local and express bus routes, and Bluebikes stations.
- **Clarify the proposed motor vehicle parking program.** How many internal spaces are anticipated to be publicly available? How many for commercial tenants? Are there any satellite parking agreements in place for the existing garage that will be

maintained? How many on-street spaces are proposed to be changed or removed on Beach Street and Lincoln Street?

- **Increase the proposed off-street bicycle parking supply.** Boston's Off-Street Bicycle Parking Guidelines require at least 0.3 bicycle parking spaces per 1,000 SF of non-residential development. At 625,000 SF, the Proponent should provide parking capacity for at least 188 bicycles. However, only 100 off-street secured spaces are proposed. These guidelines also require a shower/changing facility for the first 40,000 SF plus any additional 80,000 SF. Using this formula, the Proponent should provide a minimum of 8 shower/changing facilities.
- **Provide additional detail of proposed off-street bicycle parking.**
 - Clarify room dimensions, rack layouts, rack types, and key dimensions such as access aisle widths and offsets to walls and between racks for any proposed bike storage room.
 - Highlight the route(s) to and from proposed bicycle storage rooms and building access points as well as the lobby. Include relevant passageway and doorway dimensions. Strive to limit routes to and from bicycle storage to destinations (e.g., lobby, building entrance) to no more than two doors. We recommend that these doors have the capability to be automatically opened with a pushbutton or key fob.
 - Dedicated access to bicycle storage rooms from the street helps increase the convenience of biking. Please ensure that any such location is visible, well-lit, and maintainable to ensure that dedicated access is safe and feels safe.
 - Some bike parking is proposed for the garage. Relying on the garage ramp structure will be uncomfortable, stressful, and difficult for people biking, especially when exiting and during commercial vehicle loading activity. We encourage the Proponent to explore alternative access for bicyclists using P1 parking, for example allowing bicyclists to access garage bicycle parking via lobby elevators.
 - The PNF notes how bicycle storage can be expanded to meet future demand. Please clarify how and where such storage would be accommodated.
- **Ensure Bluebikes can fit on site.** We are pleased to see the Proponent acknowledging funding of a new Bluebikes station. Please note that the location (and size) of this new station will be determined by BTM and may include the Proponent's site.

Analysis

- **Update the study area include the following intersections:** Atlantic Avenue/Essex Street and Atlantic Avenue/East Street.
- **Collect and incorporate 11-hour weekday count data for the following study area intersections:** Lincoln Street/Essex Street/Surface Road, Lincoln Street/Tufts Street, Lincoln Street/Beach Street, and Beach Street/Surface Road.
- **Maintain Beach Street as a one-way street in all analyses.** The PNF proposes to convert a portion of Beach Street to two-way operation. We feel strongly that a partial two-way conversion would be confusing, complicate intersection operations at Lincoln and Beach, and, given pedestrian volumes in the area, be unsafe. Please ensure that Beach Street remains one-way, including in all analyses.
- **Incorporate the most recent Census Transportation Planning Products (CTPP) data into the analyses.** The PNF assumes mode splits using 2006-2010 CTPP data whereas data is available for the 2012-2016 period.
- **Analyze the safety of study area intersections.** This analysis should use City of Boston Vision Zero crash data from January 1, 2015, to the most recently available date, as well as Safety Concerns data. Several study area streets are on the high crash network, including Atlantic Avenue (for pedestrian crashes) and Kneeland Street (for pedestrian and bicycle crashes). The project will increase the volumes of people walking and biking in the area.
- **Study motor vehicle speeds on Lincoln Street between Kneeland Street to Surface Road/Essex Street during and outside of peak periods.** Speeding is a noted concern along Lincoln Street, especially outside of the morning peak period when volumes are lower. Pedestrian volumes are significant already, all new transit trips ultimately become pedestrian trips approaching and leaving the project site. Pedestrians are particularly vulnerable to speeding.
- **Work with BPDA and BTM to study pedestrian, bicyclist, and transit priority opportunities at the Lincoln Street/Essex Street/Surface Road intersection and approaches.** For example, this study should identify opportunities to slow vehicles, reduce crossing distances, reduce delay for all users, protect bicyclists, prioritize transit, and increase the public realm by reducing the overall intersection footprint. Most notably, this intersection is missing a north-south crosswalk, creating a significant pedestrian barrier in an otherwise highly walkable area. Please incorporate 11-hour weekday counts into this analysis to account for conditions outside of peak periods as well (see prior comment).
- **Clarify the proposed traffic signal phasing and timing changes at the four locations noted in the PNF.** Do these proposed changes include extending cycle

lengths, modifying phasing, or both? If so, how do these proposed changes impact transit and pedestrian delay? Are changes proposed for peak periods only?

Transportation Demand Management

The BPDA is encouraged by the Proponent's outline for a Transportation Demand Management (TDM) program. Given the proposed project's location in arguably the most transit-rich location in New England, we encourage the Proponent to more firmly commit to strategies known to incentivize non-automobile commutes.

In addition to TDM strategies outlined in the PNF, we recommend that the project:

- **Require tenants to make free or deeply subsidize monthly MBTA passes and annual Bluebikes memberships;**
- **Require tenants to offer carsharing service for employee use;**
- **Maintain or expand carsharing capacity on-site; and**
- **Unbundle motor vehicle parking from tenant leases.**

Boston Transportation Department
Comments for 125 Lincoln St Project Proposal

The Transportation & Infrastructure Planning Department of the Boston Planning and Development Agency (BPDA) and the Boston Transportation Department (BTD) have jointly reviewed the Lincoln 125 project proposal. BTD supports the comments prepared by BPDA and would like to reinforce or add the following comments:

Transportation

● **Motor Vehicle Parking:**

- We are concerned over the number of motor vehicle parking provided. The city's district-based parking ratios indicate 250 as the maximum number of spaces for a non-residential project of this square footage. This project is in one of the most transit-rich locations of the entire city. It is roughly a five-minute walk from both South Station—with service from the Red Line, Silver Line, eight MBTA Commuter Rail Lines, Amtrak, and regional bus service—and Chinatown Station with Orange Line service. Additionally, there is a bus stop with service from seven regional express MBTA bus lines immediately adjacent to the development on Lincoln St as well as two local bus lines (7 & 11) with stops a short walk from the development. Given this excellent transit proximity, we strongly encourage the Proponent to lower the parking provision below the maximum this maximum of 250.

● **Motor Vehicle Access:**

- We are not in favor of the current motor vehicle entrance off of Beach St and would prefer motor vehicle access via Lincoln/Tufts St. Beach street is a vital pedestrian connection between South Station and Chinatown and maintaining a continual sidewalk and a continually active façade on Beach should be priority.

● **Bicycle Parking**

- As noted by the BPDA, the current provision of off-street bicycle parking (100 spaces) is too low for a project of this size. Per the City of Boston's Off-Street Bicycle Parking Guidelines (0.3 spaces/1000 sq ft), this project should include a minimum of 188 secure bicycle parking spaces.
- As noted by the BPDA, the City's bicycle parking guidelines also require a shower/changing facility for the first 40,000 sf plus any additional 80,000 sf. As a result, the Proponent should provide 8 shower/changing facilities.

● **Bluebikes**

- We are pleased that the proponent will provide funding for the installation of a new on-site Bluebikes station. Please ensure that its location is considered as the design moves forward.

● **Transportation Demand Management:**

- Echoing BPDA's comments, please maintain or expand Zipcar on-site and provide a real-time transit information display in the lobby.

- **Analysis:**

- As requested by BPDA:

- Please add Atlantic Avenue/Essex Street and Atlantic Avenue/East Street to the study area.
 - Please perform a safety analysis of study area intersections, as well as the intersection of Atlantic Avenue and Essex Street, using City of Boston Vision Zero crash data from January 1, 2015, to the most recently available date. Several study area intersections have poor safety records, especially for people walking and biking, who are the most vulnerable roadway users.
 - Please provide a motor vehicle speed study of Lincoln Street from Kneeland to Surface Road/Essex Street. Speeding is a noted concern along Lincoln Street, especially outside of the morning peak period when volumes are lower. Pedestrian volumes are significant already, and all new transit trips ultimately become pedestrian trips at the project site. Given the proximity to commuter rail, pedestrian platooning is likely to bring waves of pedestrians to and by the project site.

Boston Groundwater Trust

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

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Executive Director

Christian Simonelli

July 9th, 2019

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

Subject: 125 Lincoln Street Project Notification Form (PNF) Comments

Dear Mr. Sinatra:

Thank you for the opportunity to comment on the 125 Lincoln Street Project Notification Form (PNF) located in the Leather 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.

Compliance with the GCOD requires both the installation of a recharge system and a demonstration that the project cannot cause a reduction in groundwater levels on site or on adjoining lots.

The PNF states that the proposed foundation system will likely consist of either a concrete mat foundation bearing on natural marine deposits or on load bearing elements which are installed within slurry-filled trenches. Figure 2.4 in the document depicts 5 levels of below grade parking, terminating 52' below the existing ground surface. The document also states performance criteria will be established for maintenance of groundwater levels during construction in the vicinity of the Project.



Monitoring of groundwater levels is to be conducted on a weekly basis, commencing one month prior to construction, continuing throughout all below grade activities, and concluding one month post all below grade activities. The data will be furnished to the Trust and the Authority on a weekly basis.

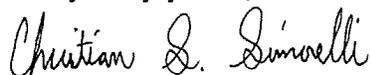
The contractor will be required to implement necessary steps during the work to not lower groundwater levels outside the limits of the Site. In the event that groundwater levels drop below the observed pre-construction baseline levels during construction, provisions must be in place to halt construction and dewatering until the cause is found and remedied.

If feasible, one groundwater monitoring well may be installed in the sidewalk and in the public right of way to document existing groundwater levels. The new well will be installed in accordance with City and Trust standards for permanent groundwater monitoring wells.

Prior to the issuance of a building permit, the Proponent will provide the BPDA and the Boston Groundwater Trust a letter stamped by a professional engineer registered in Massachusetts that details how the Project will meet the GCOD requirement for no reduction in groundwater levels on Site or on adjoining lots.

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, EEO



MEMORANDUM

TO: Michael Sinatra, Project Manager
FROM: John (Tad) Read, Senior Deputy Director for Transportation & Infrastructure Planning
Manuel Esquivel, Senior Infrastructure & Energy Planning Fellow
Ryan Walker, Smart Utilities Program - Associate
DATE: July 9, 2019
SUBJECT: 125 Lincoln Street - **Smart Utilities Comments - PNF**

Comments and request for further information:

Thank you for your Smart Utilities Checklist submission. Please review the following comments and use the edit link that was generated with the initial submission to make necessary updates to the checklist. Any diagrams should be submitted to Manuel Esquivel at manuel.esquivel@boston.gov.

1. Please indicate the types of green infrastructure that you intend to employ and provide a diagram with the locations within the site.
2. Any street lights that need to be installed as a part of the project are being asked to be ready for smart technologies. This requires extra electrical and fiber optic connections be pulled to the light poles. We will continue to review this item with PIC and PWD and may request additional information in the future.
3. We will continue to review the inclusion of AST associated with this project with the BTB and may request additional information in the future.
4. If major reorganization or installation of utility infrastructure below grade will take place as part of the project, please provide a cross-section diagram indicating how utility infrastructure will be organized under ground. Please refer to the Smart Utility Standard cross-section diagrams.
5. Please provide lateral diagrams indicating how all utility infrastructure will be extended to each building from the right-of-ways. If multiple possible scenarios exist and final plans are undetermined, please indicate all possibilities.

If you have any questions regarding these comments or would like to arrange a meeting to discuss the policy please feel free to contact Manuel Esquivel at manuel.esquivel@boston.gov or 617.918.4382.

Context:

On June 14, 2018 the BPDA Board adopted the [Smart Utilities Policy for Article 80 Development Review](#). The policy (attached) calls for the incorporation of five (5) Smart Utility Technologies (SUTs) into new Article 80 developments. Table 1 describes these five (5) SUTs. Table 2 summarizes the key provisions and requirements of the policy, including the development project size thresholds that would trigger the incorporation of each SUT.

In general, conversations about and review of the incorporation of the applicable SUTs into new Article 80 developments will be carried out by the BPDA and City staff during every stage (as applicable) of the review and permitting process, including a) prefile stage; b) initial filing; c)

Article 80 development review prior to BPDA Board approval; d) prior to filing an application for a Building Permit; and e) prior to filing an application for a Certificate of Occupancy.

In conjunction with the SUTs contemplated in the *Smart Utilities Policy*, the BPDA and City staff will review the installation of SUTs and related infrastructure in right-of-ways in accordance with the *Smart Utility Standards* ("SUS"). The SUS set forth guidelines for planning and integration of SUTs with existing utility infrastructure in existing or new streets, including cross-section, lateral, and intersection diagrams. The *Smart Utility Standards* are intended to serve as guidelines for developers, architects, engineers, and utility providers for planning, designing, and locating utilities.

In order to facilitate the review of integration of the SUTs and the SUS, the BPDA and the Smart Utilities Steering Committee has put together a *Smart Utilities Checklist* that can be filled out and updated during the review process. Please fill out the parts of the *Checklist* that apply to your project. Make sure to review this *template* first, before submitting the *Smart Utilities Checklist*.

After submission, you will receive:

1. A confirmation email with a PDF of your completed checklist. Please include a copy of this document with your next filing with the BPDA.
2. A separate email with a link to update your initial submission. Please use ONLY this link for updating the Checklist associated with a specific project.

Note: Any documents submitted via email to Manuel.Esquivel@Boston.gov will not be attached to the PDF form generated after submission, but are available upon request.

The *Smart Utilities Policy for Article 80 Development Review*, the *Smart Utility Standards*, the *Smart Utilities Checklist*, and further information regarding the *Boston Smart Utilities Vision* project are available on the project's website: <http://www.bostonplans.org/smart-utilities>.

Manuel Esquivel, BPDA Senior Infrastructure and Energy Planning Fellow, will soon follow up to schedule a meeting with the proponent to discuss the *Smart Utilities Policy*. For any questions, you can contact Manuel Esquivel at manuel.esquivel@boston.gov or 617.918.4382.

Table 1 - Summary description of 5 Smart Utility Technologies (SUTs) included in the *Smart Utilities Policy for Article 80 Development Review*

Smart Utility Technology (SUTs)	Summary Description
District Energy Microgrid	Energy system for clusters of buildings. Produces electricity on

	development site and uses excess “heat” to serve heating/cooling needs. By combining these two energy loads, the energy efficiency of fuel consumed is increased. The system normally operates connected to main electric utility grid, but can disconnect (“island”) during power outages and continue providing electric/heating/cooling needs to end-users.
Green Infrastructure	Infrastructure that allows rainwater to percolate into the ground. Can prevent storm runoff and excessive diversion of stormwater into the water and sewer system.
Adaptive Signal Technology	Smart traffic signals and sensors that communicate with each other to make multimodal travel safer and more efficient.
Smart Street Lights	Traditional light poles that are equipped with smart sensors, wifi, cameras, etc. for health, equity, safety, traffic management, and other benefits.
Telecom Utilidor	An underground duct bank used to consolidate the wires and fiber optics installed for cable, internet, and other telecom services. Access to the duct bank is available through manholes. Significantly reduces the need for street openings to install telecom services.

Table 2 - Summary of size threshold and other specifications for the 5 SUTs advanced in the Smart Utilities Policy for Article 80 Development Review (Note: This table is only for informational purposes. Please refer to the complete Smart Utilities Policy for Article 80 Development Review to review the details.)

	Article 80 Size Threshold	Other specifications
District Energy Microgrid	>1.5 million SF	Feasibility Assessment; if feasible, then Master Plan & District Energy Microgrid-Ready design
Green Infrastructure	>100,000 SF	Install to retain 1.25" rainfall on impervious areas (Increase from 1" currently required by BWSC)
Adaptive Signal Technology	All projects requiring signal installation or improvements	Install AST & related components into the traffic signal system network
Smart Street Lights	All Projects requiring street light installation or improvements	Install additional electrical connection & fiber optics at pole
Telecom Utilidor	>1.5 million SF of development, or	Install Telecom Utilidor

	>0.5 miles of roadway	
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Rose Kennedy Greenway Conservancy
185 Kneeland St, 2nd Floor
Boston, MA 02111

Michael Sinatra, MPA, Project Manager
Boston Planning & Development Agency
One City Hall Square, 9th Floor
Boston, MA 02201

Re: Oxford Properties Proposed Project at 125 Lincoln Street

July 30th, 2019

Mr. Sinatra,

The Rose Kennedy Greenway Conservancy appreciates participating in the Boston Planning and Development Agency's Impact Advisory Group (IAG) for Oxford Properties' proposed 125 Lincoln Street development, adjacent to The Greenway's Chin Park and the Lincoln Street Triangle. The Conservancy has worked collaboratively with Oxford through the Greenway BID and at 125 Summer where they significantly improved and activated the streetfront retail and the parklet.

There has been much conversation to date surrounding the height of the building, the proposed building use, and the vibrant retail that currently exists on this site. We look forward to continued community process that will evoke thoughtful ways of addressing these concerns.

The Conservancy is interested in a project at 125 Lincoln that will replace an unsafe garage with a building that encourages an active, engaging street front for 16 hours a day; meets the needs of the adjacent communities; and provides adequate and appropriate public benefits. The project's design and the ongoing operations plan must assure that safety is paramount, given the illegal activities that have occurred in and around the existing garage. We look forward to working with the design team and the IAG to ensure the creation of an inclusive pedestrian experience.

This project should prompt comprehensive thinking about how to help the community with significantly improved open spaces. The 125 Lincoln project, as proposed, would have meaningful shadow impact on Chin Park, the largest park space for the Chinatown and Leather District communities; how to minimize or mitigate these effects must be an important topic. Additionally, the project proposes a welcome expansion and redesign of Lincoln Street Triangle (the park north of the building that is managed by the Greenway



RoseKennedyGreenway.org

Rose Kennedy Greenway Conservancy
185 Kneeland St, 2nd Floor
Boston, MA 02111

Conservancy), although the narrow site poses challenges to delivering a lush, welcoming park. Moreover, the proposed construction staging on the Lincoln Street Triangle park necessitates a discussion of mitigation. Two other nearby open spaces--the simple Greenway lawn panel adjacent to 125 Summer and the bleak state-owned plaza north of the Leather District--need improvement. Oxford, with its 125 Lincoln development and 125 Summer building anchoring the complex Lincoln St-Essex St-Surface Rd intersection, can help the community plan for and improve these open spaces in an integrated way.

We look forward to the continued discussions and appreciate Oxford's continued engagement with the Conservancy, community stakeholders, and the IAG.

Best,

A handwritten signature in black ink, appearing to read 'Jesse Brackenbury', written in a cursive style.

Jesse Brackenbury
Executive Director
Rose Kennedy Greenway Conservancy



Boston City Council

ED FLYNN

Councilor - District 2

August 22, 2019

Dear Mr. Sinatra:

I'm writing to express my concerns regarding the proposed development at 125 Lincoln Street, located next to both Chinatown and the Leather District. As the District 2 City Councilor that represents the area, I've heard from many residents, community members, civic and advocacy groups who are concerned about the proposed building's mass, usage, and impact on the neighborhood. After reviewing the project and comments, I would also like to voice my opposition to the proposed building at 125 Lincoln Street.

The site of the proposed development currently houses a Chinese supermarket, a banquet hall, as well as other small businesses that are vital to the Chinatown neighborhood and Chinese community. The proposed project would likely displace C-Mart, one of the few affordable Asian supermarkets within the neighborhood, and Hei La Moon, one of the few restaurants big enough to host banquets and events that bring the community together. The project also does not address the need for affordable housing in Chinatown, where more and more longtime residents are being forced out of their neighborhood due to rising housing prices. The proposed development does not sufficiently take into account the needs of the community, and the proponents should make sure that C-Mart and Hei La Moon can continue to operate in Chinatown, and incorporate ways to address the housing crisis in this community.

Moreover, the current proposal far exceeds the height and mass set forth in zoning code, and is much taller than the typical buildings in Chinatown and the Leather District. The additional office space would also create more traffic, in an area that is already disproportionately affected by traffic pollution. In fact, according to a recent Union of Concerned Scientists report, Chinatown is the most disproportionately affected neighborhood in terms of air pollution due to its proximity to major roadways and traffic, and a project like this would only exacerbate traffic and air quality for our residents. I have concerns about the size and the negative impacts that this project can bring to our neighborhood, and I hope that the proponent can reconsider the scale of this project to allow it to be more suitable to the area.

Given these concerns, I oppose the project as it is currently proposed. If you have any questions, please reach out to me at 617-635-3203, or at Ed.Flynn@Boston.gov.

Sincerely,

Ed Flynn

City Councilor, District 2



MICHELLE WU
BOSTON CITY COUNCIL

July 30, 2019

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

Dear Michael Sinatra,

As a representative of the residents of Boston and all of its communities, I am writing to you today to express my concerns regarding the redevelopment of the property on **125 Lincoln Street**. I have received a number of emails and phone calls from residents of the Leather District and Chinatown expressing their objections over how this project is proceeding.

Chief among these concerns is the loss of a valuable community location that includes the Hei La Moon Restaurant and the C-Mart Supermarket. Hei La Moon is a long-standing community institution that serves as an invaluable convening space for many community events throughout the year, including Lunar New Year celebrations and other traditional banquet events. C-Mart is one of the only grocery stores in this area and provides culturally appropriate food to the Chinatown and larger AAPI community.

Compounding the potential loss of these foundational community spaces is that they would be replaced with a development that will make community-building in the Leather District even more difficult. A proposed use of solely office space will not contribute to the vibrancy of the neighborhood in the evenings or much-needed affordable housing. The structure threatens to disconnect the Leather District from Chinatown, destroying the connections that these two neighborhoods have built. A building of this size also has the potential to create wind tunnels and overbearing shadows on the lively community nearby, including on the Greenway, one of the neighborhood's only green spaces.

The City should integrate any potential zoning changes into a comprehensive plan for the area and address this proposal by taking into account the impact that development would have on the

community. I support the many advocates and residents in opposing the project as proposed. I look forward to working with your office to help reach a solution. If you have any questions or concerns, please reach me at michelle.wu@boston.gov or (617) 635-3115.

Sincerely,

A handwritten signature in cursive script that reads "Michelle Wu".

Michelle Wu

Boston City Councilor-At-Large



Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES
STATE HOUSE, BOSTON, MA 02133-1054

AARON MICHLEWITZ
STATE REPRESENTATIVE
3RD SUFFOLK DISTRICT

Chair
Ways and Means
ROOM 243, STATE HOUSE
TEL: (617) 722-2990

July 31, 2019

Michael A. Sinatra
Project Manager
Boston Planning & Development Agency
Boston City Hall
Boston, MA 02201

Re: 125 Lincoln Street Proposal

Dear Mr. Sinatra,

I am writing to comment on Oxford Properties proposal for 125 Lincoln Street. After hearing from a large number of my constituents in both the Leather District and Chinatown, I would like to state my opposition to this project moving forward as it is currently proposed.

Specifically, I have concerns regarding the size, scale, and use of Oxford's proposal. The Leather District has a long history of being a vibrant mixed use community; the addition of a twenty four story office building to this site will add unneeded congestion and negatively impact the quality of life of the residents.

While I believe there is consensus within the neighborhood that this site is in need of improvements, the current proposal does not meet the needs of the community and will have a negative impact on a large number of my constituents. Oxford properties has completed a number of stellar projects in my district including the adjacent 125 Summer St. remodel which has greatly enhanced the surrounding areas, it is my hope they can work with the community to do the same in the Leather District.

If you have any further questions regarding my comments, please do not hesitate to reach out to my office.

Sincerely,

A handwritten signature in blue ink, appearing to read "A. Michlewitz".

AARON MICHLEWITZ
State Representative
Third Suffolk District

BCDC 08/06/2019 Meeting Minutes Excerpt
125 Lincoln Street, Leather District

David Hacin: I've received many calls and letters about this project. I'm alarmed by this proposal, and the model does not help the case. We must be really careful when we introduce tall buildings into a tight context. This interrupts a scale of low, fine-grain buildings and will cast shadow on the public realm all summer long. We recently reviewed the Dock Square Garage project, and in doing so we used the BPDA Greenway District Planning Study Use and Development Guidelines. This project falls under the purview of those same guidelines, which designated this site as a 100' maximum height to be consistent with its district.

Paul McDonough: It's hard to imagine a program of benefits that would reasonably warrant this height and density.

Anne-Marie Lubenau: This model shows that the building creates a massive wall between a continuous district. We recognize the need to add density to our cities, but at what cost?

Eric Howeler: I live and work in the Leather District, and this neighborhood is different from the rest of Boston. There is unique community and retail in the Leather District, though it lacks residential amenities. It would be nice to see development that contributes to the neighborhood holistically and improves barriers like connection across Surface Road. If change is coming, I hope it's the best possible change we can get. You have a challenge to do better. The existing building is a dynamic urban building, successfully holding a mix of uses. This site has the responsibility to activate and improve the neighborhood beyond its property line. The Leather District is fragile. New development needs to improve this urban neighborhood.

Deneen Crosby: The proposed open space feels dark and dingy. Would it make more sense to add open space to Beach Street, an important connecting corridor? This project is too tall and I have a sense it will cast continuous shadow on Chinatown Park.

Linda Eastley: It will be critical to understand how pedestrians will connect and be better knit into this plan. Beach Street must be done well as it is the only connection from the Leather District through Chinatown.

David Hacin: The elephant in the room is the size of the building. I'm not prepared to see this in subcommittee at this scale, which is more than three times the size of the zoning. I am hoping that a lot more work happens with constituents and the city before we begin discussing the details of loading dock location or ground floor program.

Andrea Leers: (Reading from the Greenway Guidelines for the Lincoln Street Garage Site): "3 Lincoln Street Garage Site - 80' height at street edges to align with adjacent buildings, 100' maximum, to align with 66 Lincoln Street, or as limited by shadow impacts on the parks, with a 10' setback. Concentrate active ground floor uses at the Beach Street Crossroads intersection. Mitigate the negative impacts on the pedestrian realm created by the I-93 on-ramp. Consider building over portions of it to bring active uses closer to Surface Artery." This site was designated at this height because it is part of the fabric of both Leather District and Chinatown. I think of this as one neighborhood, artificially divided by the Surface Level artery. This proposal becomes a massive wall between the two communities. We were guided by these Greenway Guidelines in our lengthy and recent review for Dock Square, and we must begin with these guidelines as we consider this project.

Larry Rosenblum, member of the public: I was part of the 1979 group that first went to the ZBA to get permission for residences in the Leather District. This neighborhood had died. We needed to ask if we were going to tear down a neighborhood simply because it was next to a train station. Do we want the Leather District to continue to exist or not? Only the BPDA and BCDC can say 'we value having a district of historic character.' The other problem is the building's use: office buildings are deadly to neighborhoods. They don't bring the 24/7 investment necessary to vibrant cities. This project is a Hail

Mary proposal from the developer. If this is approved there are other sites in the neighborhood that could go the same way.

Dave Seeley, resident of LD and former architect: The LD and Chinatown have been working together on urban design issues for many years despite the differences in our demographics and needs.

Katherine Freidman, IAG member and resident: It's easy to get lost in the details. The height, the scale, and the use are completely wrong for the neighborhood.

VOTED: To not send to subcommittee but back to BPDA staff for further consideration. Results of that represented to monthly meeting before sending to subcommittee.

Boston Planning & Development Agency MEMORANDUM

TO: Michael Sinatra

FROM: Katie Pedersen

DATE: July 5, 2019

RE: 125 Lincoln Street
Boston, Massachusetts
Project Notification Form

I have reviewed the Project Notification Form (the “PNF”) dated June 2019 and submit the following comments for the Environmental Protection component. 125 Lincoln Street Owner (DE) LLC (the “Proponent”) is proposing the construction of an approximately 625,000 square foot, 24 story office building containing retail, restaurant, and other commercial uses on the ground floor, below-grade (the “Proposed Project”).

Wind

The Proposed Project is designed to be up to 340 feet in height, thus a quantitative (wind tunnel) analysis for both existing (No-Build) and Build conditions was required to be performed. The analysis examined potential pedestrian level winds adjacent to and in the vicinity of the Proposed Project site and identified areas where wind velocities are expected to exceed acceptable levels, including the Boston Planning & Development Agency (“BPDA”) guideline of an effective gust velocity of 31 miles per hour (mph) not to be exceeded more than 1% of the time. The analysis determined the suitability of particular locations for various activities (e.g., walking, sitting, eating) as appropriate. Particular attention was given to public and other areas of pedestrian use, including but, not limited to, entrances to the Proposed Project and adjacent buildings, sidewalks adjacent to and in the vicinity of the Proposed Project and parks, plazas, and other open spaces and pedestrian areas near the Proposed Project. For areas where wind speeds are projected to be “uncomfortable”, mitigation measures designed to reduce wind speeds and to mitigate adverse impacts shall be identified and included.

The Proponent shall be required to provide a list of buildings recently completed, under construction and planned within 1,500-2,000 feet of the Proposed Project site that were included in both the No-Build and Build conditions.

Shadow

The Proponent was required to conduct a shadow analysis for both existing (No-Build) and Build conditions for the hours of 9:00 a.m., 12:00 noon, 3:00 p.m. for the vernal equinox (March 21), summer solstice (June 21), autumnal equinox (September 21), and winter solstice (December 21) and 6:00 p.m. in the summer and the fall.

Results of the shadow analysis indicate that on March 21st new shadow will be cast on the Surface Road Park and a portion of the Chinatown Park at 12:00 pm. On September 21st, at 12:00 pm a portion of the Chinatown Park will be in shadow. On December 21st at 12:00 pm, shadow will be cast on a portion of the Chinatown Park. However, the results also demonstrate that the majority of the new shadow will be cast on the streets and sidewalks adjacent to the Proposed Project.

The shadow analysis was conducted for the No Build Condition but, it is not clear which future/planned developments or background projects surrounding the Proposed Project site were included in the analysis. Accordingly, the Proponent shall be required to submit both a description of the No Build Condition and a list of the developments and/or projects that were included in the analysis.

Daylight

(Please refer to Urban Design's comments)

Solar Glare

The Proponent conducted an analysis of the solar glare on potentially affected streets and public open spaces and pedestrian areas to determine the potential for visual impairment or discomfort due to reflective spot glare. However, the Proponent did not include a list of the future/planned developments, or background projects, surrounding the Proposed Project site that were included in the analysis. Accordingly, the Proponent shall be required to provide a list of the future/planned or background projects included in the analysis.

The Proponent has stated that results indicate that some reflections have the potential for high visual impact. In particular, results indicate that impacts are expected to alter a driver's experience, as the glare occurs at times when the sun would not ordinarily be within the driver's field of view and specifically when traveling south along Kingston Street from September until March as well as when traveling northeast along Lincoln Street in the morning.

Air Quality

The Proponent conducted a microscale analysis predicting localized carbon monoxide concentrations, an analysis which included the identification of any locations predicted to exceed the National or Massachusetts Ambient Air Quality Standards ("NAAQS"), as Proposed Project traffic is anticipated to impact intersections or roadway links currently operating at Level of Service ("LOS") D, E, or F or would cause LOS to decline to D, E, or F under Build conditions.

The results of the microscale analysis demonstrate that there are minimal to no increases for 1-hour and 8-hour CO concentrations between the 2025 No-Build and Build conditions due to minor traffic volume increase and minimal intersection delays

experienced at the study intersections. Thus the results demonstrate that the 2025 No-Build and Build CO concentrations for the Proposed Project are anticipated to be below the NAAQS.

Noise

The Proponent analyzed the potential noise impacts from the Proposed Project, including rooftop mechanical equipment and other noise sources (e.g., emergency generators) and a determination made of compliance with City of Boston noise regulations and applicable state and federal regulations and guidelines.

Sustainable Design/Green Buildings

(Please see the Interagency Green Building Committee (IGBC) Article 37 Comment Letter)



MAYOR'S COMMISSION FOR PERSONS WITH DISABILITIES

Martin J. Walsh, Mayor

August 1, 2019

RE: 125 Lincoln Street, Boston, MA 02111
Project Notification Form
Boston Planning and Development Agency

The Disability Commission has reviewed the Project Notification Form that was submitted for 125 Lincoln Street, in Boston, MA. Since the proposed project is planned to be a vibrant destination area for transit-oriented office and retail, I would like to encourage a scheme that allows full and equal participation of persons with disabilities through *ideal design which meets as well as exceeds compliance* with accessibility building code requirements. It is crucial that the site layout, buildings, open spaces, parking, and circulation routes be developed with access in mind.

Therefore, in order for my Commission to give its full support to this project, I would like to ask that the following accessibility issues be considered and/or explained:

▪ **ACCESSIBLE BUILDING AMENITIES:**

- Per 521 CMR Section 20.2: *Accessible Route – Location*, we would support an integrated and accessible route to the raised and mezzanine seating areas, from the publicly accessible indoor space / “Winter Garden.”
- The Commission encourages the Proponent to work with the potential office and retail tenants to incorporate the Universal Design principles in the tenant-fit-out design, as well as operations.
 - We would support the inclusion of a single stall accessible family/companion bathroom in the lobby of the building, even if not required by 248 CMR Section 10.00: *Uniform State Plumbing Code*.
 - We would support universal design principles be incorporated to the design and layout of service counters. For example, when multiple accessible service counters are provided, the tenant is able avoid operational issues, in the future.
- Please consider the use of automatic sliding doors at entrances, in lieu of revolving doors, to ensure that entering and exiting the building will be accessible and straightforward to all users.
- Per 521 CMR Section 35: *Tables and Seating*, we support the inclusion of wheelchair accessible furniture in all common and outdoor patio spaces.



▪ **ACCESSIBLE PARKING AND VEHICULAR TRANSPORTATION:**

- Please provide the number of existing accessible parking spaces in the garage, as well as the number of proposed accessible parking spaces, the location and accessible route to vertical circulation.
- We would encourage the Proponent to consider addressing the building off of the same street as the location of TNC pick-up / drop-off area, as a consistent on-street location is more intuitive for users who have low vision or are blind to orient themselves when they get to their destination. Please confirm that these locations will be wheelchair accessible.
- Please confirm that the sidewalks adjacent to the all driveway curb cuts will be flush, to provide a safe and enjoyable pedestrian experience across the entire length of the site.

▪ **ACCESSIBLE ROUTE AND SIDEWALKS:**

- Renderings and landscape plans show the use of “stepping stone”-like paving on private property. Per 521 CMR Section 20.10: Accessible Route – Changes in Levels, we support a paving surface that is smooth and continuous to provide equitable access to the courtyard areas of the development.
- We support the use of cast-in-place concrete, in pedestrian areas, to ensure that the surface texture is smooth and continuous (minimize joints) and for the ease of maintenance.
- Updated plans should reflect bringing all reciprocal pedestrian ramps into City of Boston reconstruction standards.
- We would support ensuring that building setbacks allow for the installation of sidewalks that meet or exceed the design standards put forth by Boston Complete Streets Design Guidelines as well as other desired sidewalk uses (retail space, bus shelters or sidewalk cafes), so the site is accessible and functional for residents as well as visitors.
 - Should the Proponent have an interest in sponsoring a BlueBikes Station, please ensure that proposed locations are taken into consideration when determining streetscape dimensions. For sidewalk-level bike share locations, typically a minimum of 7ft of clear path of travel is recommended to minimize bike and pedestrian conflicts.
 - We support the granting of a pedestrian easement where required to bring the proposed sidewalk into compliance with Boston Complete Streets Design Guidelines.
- The project site is located in the Boston Groundwater Conservation Overlay District; If the recharge wells are proposed for sidewalk, we would support their location to be in the furnishing zone.

▪ **COMMUNITY BENEFITS**

- Have you considered providing funding for accessibility improvements to South Station MBTA Station, Chinatown MBTA Station and bus stops adjacent to the project?
- Accessibility extends past compliance through building code requirements. For example, by providing employment and other opportunities for persons with disabilities, the development becomes an asset to the surrounding community. What opportunities (ex. employment, community support, social) will the development provide for persons with disabilities?



▪ **WAYFINDING**

- Given that the bottom level of the building will be a uniform curtainwall-like system, please consider differentiating the canopy over the entrances of the building to signal to pedestrians and patrons where the entrances are located.
- Do you have a Wayfinding Package to better understand wayfinding strategies within the scope of the proposed project?

▪ **VARIANCES**

- Do you anticipate filing for any variances with the Massachusetts Architectural Access Board? If so, please identify and explain.

▪ **CONSTRUCTION**

- Should any City of Boston on-street HP-DV parking spaces be relocated due to construction activities, relocated areas will require approval from the Commissioner. Additionally, the Commission shall be notified two weeks before construction starts.
- Modifications to public transit infrastructure including but not limited to, bus shelter locations and operations during and post-construction should be considered and coordinated with the MBTA, before implementation.

COMMISSION'S GENERAL STATEMENT ON ACCESS:

The Mayor's Commission for Persons with Disabilities supports *ideal design for accessibility and inclusion*, which meets as well as exceeds compliance with local, state, and federal building codes, including the Boston Complete Streets Guidelines , Massachusetts Architectural Access Board 521 CMR, and the Americans with Disabilities Act.

Our priorities for accessibility other than building design and construction include: maintenance of accessible features; signage for way-finding; utilizing compliant barricades throughout construction; designating appropriate location and amount of accessible parking spaces; and removing barriers in existing buildings wherever "readily achievable" ("*easily accomplishable and able to be carried out without much difficulty or expense*").

The Commission is available for technical assistance and design review to help ensure that all buildings, sidewalks, parks, and open spaces are usable and welcoming to all of Boston's diverse residents, including those with physical, sensory, intellectual, and communication disabilities.

Thank You.



Kristen McCosh, Commissioner
Mayor's Commission for Persons with Disabilities
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REVIEWED BY:

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APPENDIX B
COMMENTS FROM THE GENERAL PUBLIC

Date	First Name	Last Name	Organization	Opinion	Comments
7/30/2019	Amin	Assareh		Oppose	This would block the city view and sunlight from my unit and I'm opposed to it
7/30/2019	Bing Xiang	Ma	Chinatown Resident	Oppose	To protect Chinatown & Leather District's history and culture, I oppose the Project. Chinatown has more than 100 years of history. Chinatown's buildings and row houses represent that long history and rich culture. Working-class families have lived here for many years. We want to protect this home. When tourists visit Chinatown, they can understand the history and culture of our working-class families from the buildings they see. I hope the city government can protect our Chinatown community. Right now 125 Lincoln Street has many traffic problems. The development would add even more traffic. The tall shadow would also hurt the Chinatown Gate park. We hope we can save Chinatown's working-class culture and history to pass down to future generations. Chinatown needs to preserve low-income, affordable housing and keep an affordable cost of living, so I oppose the 125 Lincoln Street Project. These comments were translated from Chinese. The email provided is the translator's email, not the resident's. A pdf of the original letter will be sent to Michael Sinatra by email. The author is available to discuss at _____ (he speaks Cantonese).
7/30/2019	Stan	McGee	N/A (resident)	Oppose	(since my letter is too long to submit at once, I am submitting in parts and will mail you the full letter): Dear Mr. Sinatra: I am writing with respect to the above-referenced proposal now before the Boston Planning & Development Agency (BPDA). My husband and I have owned property and lived in Boston's Leather District since September 1998. I have attended at least four neighborhood and public meetings on this topic that included extensive presentations by Oxford Property Group on their proposed redevelopment of 125 Lincoln Street, and I entered those meetings with an open mind and ears. Unlike the representatives of Oxford, I was not being paid to be there and attended these meetings out of my limited free time, instead of attending to other obligations and activities, in order to better inform myself on what was being proposed and to be a good citizen. I have zero economic interest or connection with any alternative proposals for this site. However, based on what I have seen and heard from Oxford over the last seven months and in sitting through at least eight hours of neighborhood and BPDA public meetings, I am writing in very strong opposition to Oxford's 125 Lincoln Street proposal. Given the unanimous opposition to this proposed development within the Leather District, I suspect that you will be hearing separately from many of my neighbors with their own concerns. As a result, I will focus only on a few areas. At the outset, I want to make clear that I am not a "NIMBY" nor am I opposed to economic development. I am not in the habit of writing in opposition to proposed real estate developments, and I believe this is the first time I have ever written the BPDA on any topic. Indeed, while my home faces Atlantic Avenue / South Station, I have supported the proposed South Station Tower, which would directly impact me both in terms of shadows, wind and construction disruption and is much higher than what is proposed at 125 Lincoln (consistent with zoning for the South Station site across the street from me). I am not a zoning zealot, and I know that I have chosen to live in downtown Boston and in an urban setting. Within the Leather District, I most recently supported the proposed hotel development at 150 Kneeland Street (formerly the Splash Ultra Lounge), which required a significant variance in zoning to proceed based on its height. continued

				<p>I did so based on the repeated sensitivity of the developer of that site to neighborhood issues and concerns as well as my belief that, due to the parcel size, the distressed property would not otherwise be re-developed but for the zoning variance. I was Assistant Secretary for Policy and Planning in the Executive Office of Economic Development for Governor Deval Patrick from 2007 to 2012, and I well understand and support the need for reasonable real estate development and the necessary ingredients to contribute to a vital business environment and a robust commercial taxpayer base in Boston. This is all by way of saying I am not a NIMBY opponent, and I believe the Leather District has shown itself to be imminently reasonable over the last two decades that I have lived here with respect to proposed developments in the neighborhood. 1. This building proposal would violate the BRA / BPDA's own 2010 Greenway Planning District Study for this very site. Many of us in the Leather District lived here during the Central Artery / Tunnel project (the "Big Dig"). Construction and staging was done here 24 hours a day, every day. I lived through all of this disruption and noise and watched as little thought or effort was made to address neighborhood concerns because the project was over budget and behind schedule. We understood that our sacrifice was necessary for the greater good, and in meetings with the City, we were repeatedly told that the social contract was that downtown residents who suffered through the noise, the traffic, the dirt, the lack of parking, etc. would end up with a beautiful park – a Greenway – at the end of it all. After billions in federal and state funds were invested on the Big Dig, one concern was that, after it was complete, private interests would potentially try to capture all of the lots adjacent to the Greenway and essentially take the public investment for themselves by building large projects on lots now made attractive by significant public investment and by the patient suffering of those immediate abutters who lived through the disruption of the Big Dig for many years. It was an understandable concern that large developments would negatively impact this new public space, and that the public good from the massive public expenditure would be lost. With this all in mind, in 2010, your predecessor agency, the Boston Redevelopment Authority (BRA), undertook the Greenway Planning District Study, collaborating with many architects, urban planners and neighborhood groups. Its stated objective was: "To create a set of guidelines specifically for these parcels adjacent to the Greenway and to establish design controls which achieve the following goals: • Preserve the newly created open spaces (environmentally, aesthetically, and economically) by identifying densities, heights and other building massing criteria that are compatible with the recreational activities and horticultural life that are being encouraged to grow there. • Activate the broader public realm in and surrounding the parks by identifying and strategically locating desired uses, particularly at the ground plane, that will contribute positively to the Greenway. • Ensure the long term value of the public's investment in creating the Greenway by shaping development to maximize the quality of the parks and extend their impact beyond its edges and into the Downtown neighborhoods."</p>
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7/30/2019	Issay	Matsumoto	Tufts	Oppose	<p>I've been doing volunteer work in Chinatown for about 7 months now. I attended the public comment meeting at Harrison Ave. and hold strong opposition to the project. Real estate developers conduct open meetings for public comment to address the health, safety and livelihoods of residents and community stakeholders—or to at least show that they listened to what the people had to say. But has Oxford Properties listened? Beyond these bare minimum standards, Oxford Properties, should use these meetings and other avenues of community engagement to proactively serve residents and businesses in areas that have continued to be racially and economically excluded from important civic areas of life for more than a century. In the midst of an “affordable housing crisis” that has gripped major cities across the country, it is unacceptable to propose large scale development without a robust plan for how it will serve those who will see it in their own neighborhood. It is blatantly evasive, untransparent, and insulting to community members—who attend open meetings, bring valuable community expertise, and ask important questions—for Oxford Properties not to have properly explored opportunities for affordable housing, and be so inadequately prepared to address anxieties about the eventual evictions of Hei La Moon and C-Mart. Put simply: one should show up to a meeting having done one's homework. Oxford Properties has not shown in the least that they have done their homework: their 787-page project notification form devotes one sentence to housing on page 24. A 24-story They have not considered the people most directly affected by their investment schemes. The Mason Place resident said it succinctly: imagine the community's quality of life. It was clear from the meeting that every single resident in that room opposed the development. One woman even called a vote in Cantonese and everyone there raised their hand in opposition. People with real stakes in the community, who don't want to see theirs and others' quality of life decrease, overwhelmingly oppose this development. Please listen to them.</p>
7/30/2019	Chi Chi	Wu	condo owners	Oppose	<p>We are owners of a condo unit at 70 Lincoln Street, #L-214, across the street from the proposed project. We are strongly opposed to this development. We are concerned about the traffic that the development will bring, given the fact that it's an enormous single use commercial building. We are also worried about construction impacts, including the noise & disruption to our unit. We are also opposed because of the loss of community institutions such as Hei La Moon and the C-Mart supermarket. Currently, our 90 plus year old parents live in our unit. They rely on the supermarket for their groceries and Hei La Moon for family dim sum on weekends. It is hard for our 90 plus year old parents to walk that much further to get groceries or for dim sum. We do recognize that there could be some affordable housing benefit to Chinatown but it is not enough to offset the harm from congestion, loss of community businesses, and the contribution to the gentrification in this neighborhood. Chi Chi Wu Andrew Leong</p>

7/30/2019	Brad	Blake	Leather District Neighborhood Association	Oppose	<p>My husband and I have been homeowners and residents of the Leather District for over a decade and have been actively involved in supporting neighborhood improvements through volunteering, contributing to funds to clean the neighborhood through organizations like Project Place, and through being active members of the Leather District Neighborhood Association. We also invested a significant amount of money and time in our building both in improving the common spaces and in renovating our condo, adding a mezzanine level to the existing roof and a deck, improving the home's value. While we've lived there, we've also seen a lot of other improvements to the neighborhood including the Greenway adding to the parks in the Leather District and Chinatown, and more and more families staying in the neighborhood and raising their children there. From Oxford Property's first meeting with the Leather District Neighborhood Association, they have led with assertions and numbers that are focused primarily on what Oxford needs to build there to make sure they maximize Oxford's profits, and they've only seemed to consider the neighbors and the neighborhoods as obstacles they need to appease just enough to get their project built. What they have proposed is a very nice office building that would profit Oxford Properties, but does not at all belong in this location for a number of reasons, including the following: 1. The proposal does not even come close to complying with zoning. 125 Lincoln Street falls within the Leather District, a small mixed-use residential neighborhood between South Station and Chinatown. To preserve the character and scale of the neighborhood, there is a maximum legal building height of 80 feet and six floors, with a possibility for up to 100 feet and eight floors with approval through a "Large Project Review". The proposed building is 370 feet (340' plus 30' of mechanical) and 24 floors. 2. The proposal completely ignores the extensive, taxpayer-funded Greenway Use and Development Guidelines. The study was completed and guidelines created to ensure the public's investment wasn't taken advantage of by developers ignoring and/or trying to capitalize on the newly created public spaces. The 125 Lincoln parcel was extensively studied and included in the guidelines because of its unique position in connecting neighborhoods and the parks and its potential to create significant shadows on the Greenway that could negatively impact public use and viability of plantings. continued</p>
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					<p>As stated in the guidelines: "Because of the length of its frontage on the Greenway, the Lincoln Street Garage Site, if redeveloped, could profoundly affect the character of the Chinatown Park and the adjacent Beach Street Crossroad... Future additions or redevelopment of this site will be limited to 100' by the high potential for shadows cast on the park. Development here should align with the 80'/100' heights of the existing Leather District fabric." 3. The proposal would create a wall between the Leather District and Chinatown. The purpose of the Greenway District Planning Study was to analyze how the removal of the central artery and the introduction of a park system could 'stitch together old neighborhoods' and work toward 'repairing the urban fabric.' Constructing a 370' tall office tower along the Leather District/Chinatown edge is out of scale with both neighborhoods, is out of alignment with the use of surrounding buildings, and has the potential to divide more than unite. It includes a garage entrance/exit and loading dock that would slide right through the Beach Street Connector (the road that runs from South Station, through the Leather District, and to the Greenway parks and Chinatown) which is currently being redone to support pedestrian activity with all new sidewalks and lighting. Furthermore, the existing businesses on the site attract residents from both communities and bridge any cultural gaps that might exist. 4. The proposal is an affront to Boston's sustainability goals by prioritizing a limited use building at the expense of two vibrant mixed-use neighborhoods. Typical office buildings are used on a 9-5 basis and five days a week. They activate the streets around them only 25% of the time and push heavy burdens on infrastructure at peak hours. They waste resources, do little to increase pedestrian traffic on nights and weekends, and limit opportunities for smaller businesses. Oxford has used their multitude of resources to push forth a project that ignores the health, safety, and livability of both the Leather District and Chinatown. The fact that the City is spending taxpayer funded resources to consider this proposal calls into question the role of zoning regulations and the relationship between the City and big businesses at the expense of urban residents. Unfortunately, because the city is entertaining this proposal, the burden is now on the taxpaying citizens and business owners to fight this. Representatives from Oxford Properties have been very professional and respectful and say they've been listening as they've met with the neighborhood a number of times. I also think Oxford Properties has done a nice job with other properties they own in the city, including the nearby lobby project at 125 Summer Street. I hope that they will truly listen to the Leather District and Chinatown's extensive feedback and opposition and go back to the drawing board to come back with a proposal that first seeks to improve and complement the neighborhoods and city it's in, rather than trying to push through the biggest building they possibly can to maximize profits.</p>
7/30/2019	Catherine	Chan		Oppose	<p>Hello, I am in agreement with my neighbors in Lincoln Plaza and the LDNA, and oppose the current designs for 125 Lincoln St. The developers were aware of the height restrictions when they purchased the parcel; their plans far exceed them. The proposed building will not add to or enhance the neighborhood, rather it will wall off and cut the Leather District off from Chinatown and the Greenway. My neighbors have stated their opposition far better than I, and I am in full agreement with Lincoln Plaza & the LDNA.</p>

7/28/2019	John	Randle		Oppose	<p>I support construction of a new building to replace the existing one. However: - I see no reason and the applicants provide no reason why the new building should be allowed to violate existing zoning and planning limits to the height of the building, so the building should be scaled back to respect these limits. - The plan includes no residential units, which violates the mixed use nature of the neighborhood, and is what is needed to strengthen the vibrancy of the neighborhood and reinforce the benefits for the residents living here. - As it is, the benefits accrue to the pensioners in Ontario, to whom wealth will be transferred due to the planned gross violation of the building standards. - As I understand it, State Street will soon be moving, so there will be a glut of office space in the area and the developers have no anchor occupant. Plus, odds are that we are approaching the end of the building cycle, so an empty tombstone building will do no good for anyone.</p>
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7/28/2019	Karen	Tokos	teacher/parent	Oppose	<p>I attended the public meeting for this project held at Saint James the Greater Church in Chinatown on July 18th. After I rose to speak, the developer requested that my written submission to the BPDA include specific references to the Project Notification Form. Before I continue in that vein, I wish to state for you that I believe the Leather District exists today because people live here. The mixed residential and commercial use of the historic buildings in my neighborhood preserved the formerly industrial district from falling into urban decay and consequent demolition. The building that occupied the site of 125 Lincoln prior to the current structure was demolished during the construction of the Surface Artery (web: Chinatownatlas.org). At that time, sites more attractive to residents existed to the south of Chinatown, and the population expanded in that direction (web: Chinatownatlas.org). Today, a neighborhood exists across the Surface Artery. The 125 Lincoln site offers an opportunity to connect two residential communities and increase resident population density in Downtown Boston. The proposal to erect a 24-story office tower at 125 Lincoln is both a missed opportunity and a literal obstacle to future opportunities to increase the resident population of Downtown Boston. Supporting argument for my position follows in reference to the 125 Lincoln Project Notification Form. I have submitted separate entries for each chapter of the proposal due to space limitations.</p> <p>Chapter One 1.2 Site Context and Existing Conditions The site consists of approximately 0.64 acres of developed land located at 125 Lincoln Street in the Leather District of Boston (the "Project Site"). It is located in close proximity to several Massachusetts Bay Transportation Authority ("MBTA") stations including South Station, which features access to Red Line, Silver Line, commuter and passenger rails, Amtrak, and regional and local bus service. The Project Site is also less than half a mile from each of (i) the Downtown Crossing MBTA Station, with access to Red Line and Orange Line service, (ii) Park Street Station, with access to Red Line and Green Line service, (iii) Boylston Street Station with access to Green Line service, and (iv) Chinatown Station with access to Orange Line service. The developer correctly locates the project site within the boundaries of the Leather District. As such, I oppose the proposal for its disregard of the mixed residential/commercial uses currently demonstrating success in the Leather District. Furthermore, the addition of 4,000 office workers to the Leather District substantially dilutes the population of residents thereby further jeopardizing resident interest in the continued development of our neighborhood. The developer correctly locates the project site in proximity to multiple modes of public transportation. I will comment further on this topic in the chapter concerning transportation.</p> <p>1.4.3 Transportation In collaboration with BTDA and the community the Proponent will perform an evaluation of the potential for the improvement of the north-south pedestrian accommodations at the Lincoln Street/Essex Street/Surface Street intersection The need for improvement at this intersection currently exists. I encourage city officials to visit this site during the morning or evening commute. It's chaotic. Adding 2,000+more people at this intersection during peak hours is beyond my imagination. If there is not "potential for the improvement of the north-south pedestrian accommodation" at this intersection, the project proposal is not feasible.</p> <p>1.4.4 Social and Economic Benefits The Project will strengthen economic vitality in the Leather District/Chinatown neighborhood by replacing a deteriorated commercial asset with an active office building with ground floor retail and public gathering spaces. The Project is expected to provide leasable space for or otherwise directly create approximately 3,000 permanent jobs. Economic vitality, as I experience it, is not enhanced by an office building. Residents of the Leather District and Chinatown will be severely outnumbered by the commuter population introduced into this space. The ground floor retail and public gathering spaces will inevitably be enjoyed by the occupants of the commercial space to the exclusion of Leather District and Chinatown residents. To my knowledge, there is no shortage of work for skilled professionals in the city of Boston. The job creation described here primarily serves surrounding suburban residents, not the residents of the City of Boston.</p>
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7/28/2019	Karen	Tocos	teacher/parent	Oppose	<p>I attended the public meeting for this project held at Saint James the Greater Church in Chinatown on July 18th. After I rose to speak, the developer requested that my written submission to the BPDA include specific references to the Project Notification Form. Before I continue in that vein, I wish to state for you that I believe the Leather District exists today because people live here. The mixed residential and commercial use of the historic buildings in my neighborhood preserved the formerly industrial district from falling into urban decay and consequent demolition. The building that occupied the site of 125 Lincoln prior to the current structure was demolished during the construction of the Surface Artery (web: Chinatownatlas.org). At that time, sites more attractive to residents existed to the south of Chinatown, and the population expanded in that direction (web: Chinatownatlas.org). Today, a neighborhood exists across the Surface Artery. The 125 Lincoln site offers an opportunity to connect two residential communities and increase resident population density in Downtown Boston. The proposal to erect a 24-story office tower at 125 Lincoln is both a missed opportunity and a literal obstacle to future opportunities to increase the resident population of Downtown Boston. Supporting argument for my position follows in reference to the 125 Lincoln Project Notification Form. I have submitted separate entries for each chapter of the proposal due to space limitations.</p> <p>Chapter One 1.2 Site Context and Existing Conditions The site consists of approximately 0.64 acres of developed land located at 125 Lincoln Street in the Leather District of Boston (the "Project Site"). It is located in close proximity to several Massachusetts Bay Transportation Authority ("MBTA") stations including South Station, which features access to Red Line, Silver Line, commuter and passenger rails, Amtrak, and regional and local bus service. The Project Site is also less than half a mile from each of (i) the Downtown Crossing MBTA Station, with access to Red Line and Orange Line service, (ii) Park Street Station, with access to Red Line and Green Line service, (iii) Boylston Street Station with access to Green Line service, and (iv) Chinatown Station with access to Orange Line service. continued</p> <p>The developer correctly locates the project site within the boundaries of the Leather District. As such, I oppose the proposal for its disregard of the mixed residential/commercial uses currently demonstrating success in the Leather District. Furthermore, the addition of 4,000 office workers to the Leather District substantially dilutes the population of residents thereby further jeopardizing resident interest in the continued development of our neighborhood. The developer correctly locates the project site in proximity to multiple modes of public transportation. I will comment further on this topic in the chapter concerning transportation.</p> <p>1.4.3 Transportation In collaboration with BTDA and the community the Proponent will perform an evaluation of the potential for the improvement of the north-south pedestrian accommodations at the Lincoln Street/Essex Street/Surface Street intersection The need for improvement at this intersection currently exists. I encourage city officials to visit this site during the morning or evening commute. It's chaotic. Adding 2,000+more people at this intersection during peak hours is beyond my imagination. If there is not "potential for the improvement of the north-south pedestrian accommodation" at this intersection, the project proposal is not feasible.</p> <p>1.4.4 Social and Economic Benefits The Project will strengthen economic vitality in the Leather District/Chinatown neighborhood by replacing a deteriorated commercial asset with an active office building with ground floor retail and public gathering spaces. The Project is expected to provide leasable space for or otherwise directly create approximately 3,000 permanent jobs. Economic vitality, as I experience it, is not enhanced by an office building. Residents of the Leather District and Chinatown will be severely outnumbered by the commuter population introduced into this space. The ground floor retail and public gathering spaces will inevitably be enjoyed by the occupants of the commercial space to the exclusion of Leather District and Chinatown residents. To my knowledge, there is no shortage of work for skilled professionals in the city of Boston. The job creation described here primarily serves surrounding suburban residents, not the residents of the City of Boston.</p>
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7/28/2019	Karen	Tokos	teacher/parent	Oppose	<p>I attended the public meeting for this project held at Saint James the Greater Church in Chinatown on July 18th. After I rose to speak, the developer requested that my written submission to the BPDA include specific references to the Project Notification Form. Before I continue in that vein, I wish to state for you that I believe the Leather District exists today because people live here. The mixed residential and commercial use of the historic buildings in my neighborhood preserved the formerly industrial district from falling into urban decay and consequent demolition. The building that occupied the site of 125 Lincoln prior to the current structure was demolished during the construction of the Surface Artery (web: Chinatownatlas.org). At that time, sites more attractive to residents existed to the south of Chinatown, and the population expanded in that direction (web: Chinatownatlas.org). Today, a neighborhood exists across the Surface Artery. The 125 Lincoln site offers an opportunity to connect two residential communities and increase resident population density in Downtown Boston. The proposal to erect a 24-story office tower at 125 Lincoln is both a missed opportunity and a literal obstacle to future opportunities to increase the resident population of Downtown Boston. Supporting argument for my position follows in reference to the 125 Lincoln Project Notification Form. I have submitted separate entries for each chapter of the proposal due to space limitations.</p> <p>Chapter One 1.2 Site Context and Existing Conditions The site consists of approximately 0.64 acres of developed land located at 125 Lincoln Street in the Leather District of Boston (the "Project Site"). It is located in close proximity to several Massachusetts Bay Transportation Authority ("MBTA") stations including South Station, which features access to Red Line, Silver Line, commuter and passenger rails, Amtrak, and regional and local bus service. The Project Site is also less than half a mile from each of (i) the Downtown Crossing MBTA Station, with access to Red Line and Orange Line service, (ii) Park Street Station, with access to Red Line and Green Line service, (iii) Boylston Street Station with access to Green Line service, and (iv) Chinatown Station with access to Orange Line service. continued</p> <p>The developer correctly locates the project site within the boundaries of the Leather District. As such, I oppose the proposal for its disregard of the mixed residential/commercial uses currently demonstrating success in the Leather District. Furthermore, the addition of 4,000 office workers to the Leather District substantially dilutes the population of residents thereby further jeopardizing resident interest in the continued development of our neighborhood. The developer correctly locates the project site in proximity to multiple modes of public transportation. I will comment further on this topic in the chapter concerning transportation.</p> <p>1.4.3 Transportation In collaboration with BTDA and the community the Proponent will perform an evaluation of the potential for the improvement of the north-south pedestrian accommodations at the Lincoln Street/Essex Street/Surface Street intersection The need for improvement at this intersection currently exists. I encourage city officials to visit this site during the morning or evening commute. It's chaotic. Adding 2,000+more people at this intersection during peak hours is beyond my imagination. If there is not "potential for the improvement of the north-south pedestrian accommodation" at this intersection, the project proposal is not feasible.</p> <p>1.4.4 Social and Economic Benefits The Project will strengthen economic vitality in the Leather District/Chinatown neighborhood by replacing a deteriorated commercial asset with an active office building with ground floor retail and public gathering spaces. The Project is expected to provide leasable space for or otherwise directly create approximately 3,000 permanent jobs. Economic vitality, as I experience it, is not enhanced by an office building. Residents of the Leather District and Chinatown will be severely outnumbered by the commuter population introduced into this space. The ground floor retail and public gathering spaces will inevitably be enjoyed by the occupants of the commercial space to the exclusion of Leather District and Chinatown residents. To my knowledge, there is no shortage of work for skilled professionals in the city of Boston. The job creation described here primarily serves surrounding suburban residents, not the residents of the City of Boston.</p>
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7/28/2019	Karen	Tokos	teacher/parent	Oppose	<p>I attended the public meeting for this project held at Saint James the Greater Church in Chinatown on July 18th. After I rose to speak, the developer requested that my written submission to the BPDA include specific references to the Project Notification Form. Before I continue in that vein, I wish to state for you that I believe the Leather District exists today because people live here. The mixed residential and commercial use of the historic buildings in my neighborhood preserved the formerly industrial district from falling into urban decay and consequent demolition. The building that occupied the site of 125 Lincoln prior to the current structure was demolished during the construction of the Surface Artery (web: Chinatownatlas.org). At that time, sites more attractive to residents existed to the south of Chinatown, and the population expanded in that direction (web: Chinatownatlas.org). Today, a neighborhood exists across the Surface Artery. The 125 Lincoln site offers an opportunity to connect two residential communities and increase resident population density in Downtown Boston. The proposal to erect a 24-story office tower at 125 Lincoln is both a missed opportunity and a literal obstacle to future opportunities to increase the resident population of Downtown Boston. Supporting argument for my position follows in reference to the 125 Lincoln Project Notification Form. continued</p> <p>I have submitted separate entries for each chapter of the proposal due to space limitations. Chapter Two 2.1 Summary of Key Findings and Benefits Enhancement of the existing open space into a significant open space that serves the Leather District, Chinatown, and daytime office workers The existing open space, known as Triangle Park, is most heavily utilized by residents of Chinatown who gather here socially in the context of grocery shopping at C Mart. In practice, the open space described in the proposal will be utilized exclusively by commuters. During nighttime hours, it will be necessary for this space to be brightly lit in order to deter the transient population in our neighborhoods from gathering. Leather District residents will therefore be subjected to increased light pollution that has not been addressed in this proposal. 2.4.1 Height and Massing The Building's height will be set at 340 feet, 1 consistent with other buildings along the Rose Kennedy Greenway and within the adjacent Financial District. Please disregard all artistic renderings of the proposed project. These images are misleading or perhaps deceitful. I have visited each of vantage points from which these images might be generated. The perspectives shown here are not achievable unless viewed from inside an existing structure and/or from a height well below 5 feet. For example, Fig 2.3b shows LD height at the 3rd floor above lobby level of the proposed tower and the cover illustration suggests that the LD height measures up to about the 14th floor above lobby level. As for computer generated models, Fig 2.3b shows 125 Lincoln in comparison to high rise buildings as if they are immediate abutters. When considering the scale of this project, consider the immediate abutters. The proposed tower is 2.5 to 3 fold out of scale with all of the structures that surround it.</p>
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7/28/2019	Karen	Tokos	teacher/parent	Oppose	<p>I attended the public meeting for this project held at Saint James the Greater Church in Chinatown on July 18th. After I rose to speak, the developer requested that my written submission to the BPDA include specific references to the Project Notification Form. Before I continue in that vein, I wish to state for you that I believe the Leather District exists today because people live here. The mixed residential and commercial use of the historic buildings in my neighborhood preserved the formerly industrial district from falling into urban decay and consequent demolition. The building that occupied the site of 125 Lincoln prior to the current structure was demolished during the construction of the Surface Artery (web: Chinatownatlas.org). At that time, sites more attractive to residents existed to the south of Chinatown, and the population expanded in that direction (web: Chinatownatlas.org). Today, a neighborhood exists across the Surface Artery. The 125 Lincoln site offers an opportunity to connect two residential communities and increase resident population density in Downtown Boston. The proposal to erect a 24-story office tower at 125 Lincoln is both a missed opportunity and a literal obstacle to future opportunities to increase the resident population of Downtown Boston. Supporting argument for my position follows in reference to the 125 Lincoln Project Notification Form. I have submitted separate entries for each chapter of the proposal due to space limitations. Chapter Six 6.1 Summary of Key Findings and Benefits The Project has been designed to embrace the rich architectural character of the surrounding Leather District neighborhood I implore the City of Boston to acknowledge that Chinatown and Leather District neighborhoods are made alive by the people who live here. We, the residents, embrace the rich architectural character of our neighborhoods and our lives within these spaces sustain the viability of Downtown Boston. I grew up in the suburbs of St. Louis, Missouri. My mother grew up within the City Limits, and she wanted to raise her children in an urban setting. continued</p>
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					<p>However, my father was concerned about the expanding decay of downtown St. Louis and convinced her not to take the risk of buying a home in the city. This story is typical of middle class, white, couples who started families in my hometown in the 60's and 70's. Today, St. Louis is a hollow city with the heart carved out of its urban center. Only two of the people who attended the July 18th meeting at St. James the Greater Church in Chinatown were from the Leather District. The vast majority of the attendees were elderly Chinatown residents. What will be the fate of Chinatown when these elderly residents leave their homes behind? More office towers? We need a project for this site which places the experience of Boston residents at the center of the developer's intention and imagination. "The rich architectural character of the surrounding Leather District neighborhood" will best be embraced by encouraging more people to live here. Please do not ignore the long term stability that a mixed commercial and residential development lends to a city. Abandon this proposal and search for a project that encourages people of diverse economic means and walks of life to live downtown. 6.4.3 Shadow studies show a net increase in shadow production is likely to occur within the vicinity of the Chinatown District, Leather District, and the Textile District. Projections for March, June, September, and December show an increase in shadow cast within an approximate 2-3 block radius of the Project Site to the west and northwest at 9am, and a slight increase to the north at 12pm. This area falls within both the Chinatown District and the Textile District. The projections also show a consistent increase in shadow production within the Leather District at 3pm – centered on its northwestern extent. Other historic resources identified in the vicinity of the Project would see no show change. Here, I repeat my comments concerning shadow. Buildings, historic or otherwise, do not care about sunlight. Living things, such as plants and people are affected by sunlight. My husband, our son, and I lived through the construction of the Big Dig and the emergence of the expansive Greenway. I am grateful that the City of Boston, under the leadership of Mayor Menino, kept the experience of Boston residents a priority throughout the ups and downs of this challenging and necessary improvement for transportation through our city. I make fewer than 20 trips through the tunnels per year and I spend countless hours per year enjoying the Greenway and its associated amenities. The plantings in Chinatown Park are a jewel. Chinatown Park survived the construction of the Radian building because it still receives substantial sunlight during the morning and midday hours. The office tower proposed at this site will choke out the sun that sustains an oasis of greenery for Leather District and Chinatown residents. The creation of this space and its maintenance should be a model for future development, not a casualty of future development.</p>
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					<p>I have submitted separate entries for each chapter of the proposal due to space limitations. Appendix A Article 80 – Accessibility Checklist Surrounding Site Conditions Is the development site within a historic district? If yes, identify which district: No. The Project Site is immediately adjacent to the Leather District Historic District. This is a false statement. The development IS WITHIN the Leather District Historic District. See Chapter One of the PNF. The developer makes this point himself. Are there sidewalks and pedestrian ramps existing at the development site? If yes, list the existing sidewalk and pedestrian ramp dimensions, slopes, materials, and physical condition at the development site: There are existing concrete sidewalks along Lincoln Street, Beach Street, and Tufts Street that range in width from approximately 7ft to 10ft wide. There are two existing concrete ramps – one at the corner of Lincoln and Beach Streets and the other at corner of Lincoln and Tufts Streets. The developer's description of the sidewalk widths is false. I made photos on Saturday, July 20, at approximately 3pm (listed below). Since this format does not support images, I will submit them separately to all parties concerned with the public comment process. 1. Beach St. Sidewalks improved topography 2. Topographically improved Beach Street sidewalk is effectively 6 ft. wide 3. Essex St. sidewalk (south) effectively 5 ft. wide 4. Location of Essex St. photo 5. Lincoln St. Sidewalk (east) effectively 5 ft. wide location of Lincoln St photo 6. Tufts Sidewalk(south) 5 ft. wide 7. Location of Tufts St. photo. Tufts sidewalk (south) with fireplug in center plus steep pitch between Utica and Lincoln 8. Tufts Sidewalk (North) 3 ft. wide 9. Tufts Sidewalk(North) accommodates two people max</p>
7/26/2019	Kim	Halliday		Oppose	<p>This proposed building is too tall. It will block sunlight and sky from the Leather District, thereby reducing the quality of life in one of the few truly residential downtown Boston neighborhoods. Like the building at 2 Financial, this building should be limited to no more than 12 stories. In addition, any parking facility should be required to provide reduced cost parking for Leather District residents with parking permits.</p>
7/25/2019	Kenneth	McIntire	Leather District resident	Oppose	<p>Michael Sinatra, Project Manager Boston Planning & Development Agency One City Hall Square Boston, MA 02201 Dear Michael Sinatra, I would like to take this opportunity to weigh in on the proposed building at 125 Lincoln St. Let me be as clear as possible, the proposed building height is unacceptable. It violates the current zoning law, it is bad for the neighborhood, bad for the Greenway and bad for Chinatown. I oppose this development. As you are well aware, the zoning height for this parcel of land is approximately 80/100 feet (give or take). This zone height wasn't created capriciously, or out of context, it was created in the context of the neighborhood, namely the Leather District, the Greenway, and Chinatown. As you are also aware, there were two studies done in 1990 and 2010, that confirmed this zoning height. This is the reason studies are done, plans are developed, and zoning is created and enforced, so ALL are on the same plan. Might I also take a moment and state that the current zoning height was something that Oxford properties was well aware of when they purchased this property. It was their intention from the onset, to void this zoning restriction. Basically, putting a stake in the ground, that their desires and profits are more important than the neighborhood that they exist in. Let me point out that the Leather District is a small, low rise neighborhood. We are basically 2.5 blocks length wise by 3 blocks. This parcel takes up 1 full block length wise. It is almost ½ the length of the Leather District. All the proposed renderings of the building do everything in their visual power, to mitigate this. They do NOT display AT ALL, the immense WALL this building will create. WALL sir, WALL. I cannot say it any other way. The Leather District neighborhood, had to endure countless hours of construction, detours, traffic (and still does) whilst the big dig was being executed, with the promise and hope that at the end, we, like other neighborhoods, bordering it, will have the Greenway as the finished product. continued</p>

					<p>Now that Greenway is a success, developers such as Oxford Properties are rushing in to cash in on this, when they had nothing at stake when the construction occurred. Now, they are asking to build a huge WALL, blocking out the Leather District views and providing basically commuters, who don't live in the city, pay taxes and provide life to the city, spectacular views of the Greenway and beyond. All at our expense. The Greenway is the goal here, yet this building will cast huge shadows on the Greenway. Will create wind tunnels and add more and more traffic in the area (3,000 to 4,000 commuters are not all going to take public transport, there will be endless pickups and drop offs.) Basically, destroying the very element that is attracting the building here in the first place. In addition, part of the Greenway is the small park next to this parcel on Lincoln St. During their so called "construction", they are going to level the park and kill all the trees and then create something in the future. All for them. Do you know how long it takes to get trees to grow so they provide shade again? Approximately 10 years. The Leather District finally has some shade trees and this construction is going to destroy that, so that after their construction (3 years) new trees will be planted. That is 13 years before we have shade trees again. Again, all about Oxford Properties needs, not about the Greenway. And then we get to Chinatown. The Leather District is part of the Chinatown neighborhood. So, let's build a WALL in between. This is an office building, so no life on evenings or weekends. Do you think the street level business are going to cater to Chinatown or the 3,000 to 4,000 weekday office occupants? Did any of the new buildings in the area cater to anyone except the week day office occupants??? The answer is NO. Finally, there is the zoning exemption itself. They are not asking to put up a flag pole or extend the top of the building for a chimney or elevator head house. The current building is approximately 60 feet and is already very imposing on the street. The new height is 370 feet or 6 (yes 6) times the height of the existing building. Two times the existing height is already exceeding the zoning and will be out of proportion to the neighborhood. There was a reason for a zoning restriction for this parcel of land. Planners knew that a huge building would be bad for everyone concerned except a developer. There is a law in place to prevent this. It is the same law that prevents building heights in the Seaport, Beacon Hill, South End, etc. (Just because the Federal Government wants a height restriction in the Seaport as well, does make a law any stronger, law is law.) I shouldn't have to be writing this letter, as there a LAW preventing this. That was the point of the LAW. You are asking existing residents, to allow an office tower in the middle of what is now, a mostly residential area, where we will have to endure 3 years of endless destructions/construction, traffic, noise and large quantities of pollution. And what do we get in return? A huge WALL, that removes our sunlight, any visible skies from our units and reduces our property values, all while giving all the benefits to this corporation. As a resident for 15 years in the Leather District, I am (and from the recent planning meetings, so are most of my neighbors), thoroughly opposed any exemption to the zoning law as it is now stated for this parcel. Sincerely, Kenneth McIntire 108 Lincoln St #4A Boston, MA 02111</p>
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7/24/2019	Paul	Gagnon	Resident	Oppose	<p>Michael Sinatra, Project Manager Boston Planning & Development Agency One City Hall Square Boston, MA 02201 Dear Michael Sinatra, I would like to take this opportunity to weigh in on the proposed building at 125 Lincoln St. Let me be as clear as possible, the proposed building height is unacceptable. It violates the current zoning law, it is bad for the neighborhood, bad for the Greenway and bad for Chinatown. I oppose this development. As you are well aware, the zoning height for this parcel of land is approximately 80/100 feet (give or take). This zone height wasn't created capriciously, or out of context, it was created in the context of the neighborhood, namely the Leather District, the Greenway, and Chinatown. As you are also aware, there were two studies done in 1990 and 2010, that confirmed this zoning height. This is the reason studies are done, plans are developed, and zoning is created and enforced, so ALL are on the same plan. Might I also take a moment and state that the current zoning height was something that Oxford properties was well aware of when they purchased this property. It was their intention from the onset, to void this zoning restriction. Basically, putting a stake in the ground, that their desires and profits are more important than the neighborhood that they exist in. Let me point out that the Leather District is a small, low rise neighborhood. We are basically 2.5 blocks length wise by 3 blocks. This parcel takes up 1 full block length wise. It is almost 1/2 the length of the Leather District. All the proposed renderings of the building do everything in their visual power, to mitigate this. They do NOT display AT ALL, the immense WALL this building will create. WALL sir, WALL. I cannot say it any other way. The Leather District neighborhood, had to endure countless hours of construction, detours, traffic (and still does) whilst the big dig was being executed, with the promise and hope that at the end, we, like other neighborhoods, bordering it, will have the Greenway as the finished product. continued</p>
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7/22/2019	Idan	Berkovich		Oppose	This development will eliminate the only parking option in the neighborhood, that is already overcrowded. It will lower property value, add thousands of pedestrians to the neighborhood, and will significantly increase the need for heightened security.
7/21/2019	James	Scanlon		Support	I fully support this development. The garage is falling apart and a new building is needed there to maintain the neighborhood. There are plenty of other parking options so it won't affect that. Fully support as an owner of a unit in the leather district!!!
7/20/2019	HONG	PAN		Oppose	This proposed project will definitely have a hugely negative impact on the real estate properties in the Leather District, with many detrimental factors ranging from aesthetic ones to shadow effects over the older generations of buildings.

7/11/2019	Jade	Wong		Oppose	My family has been coming to Hei La Moon for years, celebrating weddings there, holding post-funeral meals, etc. -- it is the heart of Chinatown, and provides an important community space. It's also one of the biggest cultural and business centers in the area, drawing both tourists and locals. This gentrification would kill one of the best parts of Boston; it's a terrible decision from both a cultural and a business standpoint.
7/11/2019	Ian	Kowalok		Oppose	Very against this project. Please do not displace important cultural establishments. Lots of valuable business already in the area that bring in lots of tourists and other revenue.
7/11/2019	Susan	Wong		Oppose	Strongly opposed. Hei LA moon represents Chinese culture in boston. It brings solidarity, memories and community solidarity to chinatown. Furthermore an office bldg would create traffic in the area and de-chinese the shrinking chinatown. I am deeply opposed.
6/27/2019	Clifford	Gluck	Urology and Sexual Wellness	Oppose	This project violates the height restrictions placed along the Greenway, and in no way should be given a variance. The design of the building stands in stark contrast to the historic nature of the Leather District architecture, much like the current City Hall violated the harmony of the West End. The plan speaks of "linkage" but instead creates a wall between neighborhoods. The suggestion that this is a "mixed use" building is absurd. Out of 630,000 sq ft, 4,000 sq ft are dedicated to retail, a ratio of 0.63%! Currently there are vibrant restaurants and a grocery store available to the neighborhood. Most of the frontage on Beach Street would be taken up by a garage entrance, making the walk along Beach St much less inviting to pedestrian traffic. The traffic and trip calculations would exponentially increase the pollution and congestion in the neighborhood. Having attended the meeting last night, the fourth in the proposal series, there has been an alarming arrogance and lack of responsiveness from the Oxford and the Gensler representatives. The neighborhood has been very clear about our concerns; the concerns were not only ignored, but the video "tours" and still mockups of the building all neglected to show its scale or any honest representation of how it will feel in the space. Even the picture on the BPDA website is a skewed view down Lincoln Street from the Surface Road, misrepresenting the scale of the building. I oppose this project in its current form, and sincerely hope that we, the voters and the taxpayers will be heard.
6/27/2019	Birgit	Wurster		Oppose	Having attended the community meeting last night, I am writing again to express my strong opposition to this project. Not only is it inappropriate for the site and the neighborhood, the process so far seems to have completely disregarded valid comments and concerns expressed by the community from the very beginning. I've lived in the Leather District for 20 years. This is my home, where I live and work, and the unique community where I hope to stay and raise my young son. We walk to work through Chinatown and play on the Greenway plaza at the Chinatown Gate. We meet friends for dim sum at Hei La Moon and buy vegetables at the C Mart. With a background in architecture and planning, I understand that cities grow and change, but we need development that responds to the actual physical and social conditions of the site. We need more attention paid to the environmental conditions such as light, wind, and air quality that would be forever changed by the massing of this building and the safety and community concerns potentially created by its Monday-Friday commercial-only use.

6/27/2019	Karen	Tokos	Leather District Resident	Oppose	<p>Mark McGowan's April 5 letter of intent to redevelop this property states the following, "We anticipate that the Project will obtain necessary zoning relief from the Zoning Board of Appeals. We will continue to coordinate community outreach with your staff and the Mayor's Office." On what basis does Mr. McGowan anticipate such relief? I have attended two of the four public meetings concerning this project. The property owner and his associates politely tolerate the public outrage at the assault of this development upon Boston Leather District and Boston Chinatown residents. The property owner and his associates attempt to dazzle us with bells and whistles as if we may be distracted from the fact that this building will bring 4,000 commuters into our neighborhood. The property owner and his business associates seem to believe that if their renderings never show the full height of the office tower, we will be unable to imagine the 320-ft behemoth that they propose to erect in place of the sky over our homes. Who in the Boston Planning and Development Agency (or is it the Mayor's office) has given Mr. McGowan reason to anticipate that zoning relief will be granted for this project? The rendering which did affect me was a view from the inside of one of the upper floors over the Historic Buildings of the Leather District and the Greenway. How nice for the suburban commuters to enjoy this vantage point while I contend with more vehicle congestion, more pedestrian congestion, no more sunlight, and an extension of a wind tunnel from Summer Street to Kneeland Street. This project is a test for the BPDA and Mayor Walsh. Your loyalties will be revealed as this proposal continues through the approval process. Are you beholden to corporate dollars? Are you beholden to suburban commuters? Or are you beholden to the residents of the City of Boston? I understand that the parcel of land where the garage currently stands is underutilized. However, the manner in which the parcel is developed should reflect the needs of the adjacent communities: the Leather District and Chinatown. I, a 19-year resident of the Leather District and a Boston Public Schools parent, demand that the BPDA hold the property owner accountable to serve me, my family, and my neighbors. If this developer cannot satisfy us, then the property is his to sell to another developer who can.</p>
6/26/2019	Birgit	Wurster		Oppose	<p>I have lived in the Leather District for 20 years and plan to stay for many more. I was drawn to and remain in the neighborhood for its unique architecture and for the scale of the neighborhood. An architect by training, I have been thrilled to see the development of the Greenway and adjacent properties that have been the result of careful and well-considered planning studies and a thoughtful approach to downtown development. The extreme difference in current height restriction and the proposed height of 125 Lincoln as currently proposed is baffling to me and, I can only deduce, driven by money. It would forever change the character of the neighborhood and its connections through scale, views, and urban fabric to Chinatown. The Leather District is a unique and historic neighborhood and, though the existing garage is not an historic structure, the impact of a tower design at the site that disregards the context would forever have a negative impact on both the physical and larger community aspects of the neighborhood.</p>
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6/26/2019	Maureen	Quinn-Dupont		Oppose	I strongly oppose this project. The building is too tall for the neighborhood and it is going to create shadows, add to the wind tunnel and act as a barrier between the Leather District and Chinatown. The neighborhood cannot handle 4000+ people coming down East and Tufts street from South Station. The number of Lyft and Uber cars that will be added because of this project will make the traffic unbearable as they often create traffic issues. We will lose the C Mart and the Hei La Moon restaurant which are important to the community. The fact that this is an office building will create a dead zone at night and on weekends and probably be a magnet for vagrants. It would help if this building was also residential and included some low income housing for people in the area. We already have a problem with litter and with the added foot traffic that is only going to get worse. A building should be developed that respects the neighborhood. Sincerely, Maureen Quinn-Dupont
6/26/2019	David	Dupont		Oppose	I strongly oppose this project. The proposed building is too tall for the neighborhood. It will create shadows and add to the existing wind tunnel. It would help if this building was also residential and included some low income housing for people in the area. The number of Lyft and Uber cars that will be added because of this project will make the traffic more of a mess. There is already a litter problem, adding all these people walking through the area will only make it worse. The building looks like it will divide the Leather District and Chinatown not unite them. The C Mart and the Hei La Moon restaurant which are very important to the area will be gone. The neighborhood can not handle so many people walking down East and Tufts street from South Station. A building should be developed that enlivens and respects the neighborhood. Sincerely, David Dupont
6/25/2019	Christian	Flynn	Leather District Resident	Oppose	As a property owner, taxpayer, and resident of the Leather District, I would like to formally voice my opposition to Oxford Properties' proposed project. I will let others speak to the legal issues of zoning, and just state simply that this project is out of scale with the surrounding brick buildings, and its exclusive use as corporate space is not fitting with the idea of "mixed-use" that characterizes the Leather District neighborhood. My biggest concern is that this corporate high-rise extends the footprint of the Financial District into the Leather District, and effectively walls off the neighborhood from Chinatown with which it is linked. It would also plunge the southwest end of the Rose Kennedy Greenway into darkness during much of the day. At recent meetings with the Leather District Neighborhood Association, Oxford Properties slyly presented their mammoth building as a great public benefit to the neighborhood, with talk about "winter gardens" and "publicly-accessible private space." What they are really try to sell the neighborhood is a corporate lobby that will not benefit anyone in the neighborhood who works a 9-5 job elsewhere in the City, as I do. When I return home from work on a weeknight at 7 or 8pm, or walk down Lincoln Street on a Sunday at noon, I currently see active and vibrant commercial spaces at 125 Lincoln Street that draw the Chinese community and others into our neighborhood, adding to a feeling of vitality and safety, something that will certainly be lost if this project is built as proposed. I'm old enough to remember what Downtown felt like in the 70s and 80s, when the streets were deserted after hours and there were no supermarkets or life on the weekends, and I think that this project is a step backwards to that era in terms of city planning and vision, not a step forward.
6/24/2019	Andrew	Kowalski		Oppose	The proposed height for this building grossly exceeds the zoning for the property. Allowing a building of this size would have dramatic negatives effects on the surrounding community. Despite what the developers may claim, the height and density of the the proposed plans are not necessary for a profitable model. Regardless, it is not our communities responsibility to provide relief on the height restrictions to satisfy the financial objectives of the developer. I firmly oppose the proposed plan.

6/24/2019	Caroline	Lamanna		Support	<p>Thank you, Oxford. I appreciate a developer who sees potential improvement for this neighborhood. The people who oppose this don't want to be inconvenienced by construction. Shadows? Please. Visit Post Office Square. It's lovely. Too bad for you if your view is blocked. Move. The current structure is an eyesore and only adds to what has become a druggie, vagrant infested area. I welcome a building that respects the people who pay a lot of money to live here ex: One Financial. Let the Financial District take over. The businesses here are sketchy and only bring in more trash. Evict. Upward and onward!</p>
6/18/2019	jacqueline	church	Jacqueline Church Culinary Consulting	Oppose	<p>Re: the proposal by Oxford Properties at 125 Lincoln St. One overarching concern is the process and whether we can be assured of transparency moving forward. The Developers have attended several meetings to "hear the neighborhood's concerns" but have proceeded to utterly ignore the nearly universal rejection of a development of this massive scale. They seem to think that they are guaranteed to get the zoning variances they seek. Is this, in fact, a done deal?? Boston has long had a history and national reputation of being one of the least transparent cities in terms of political operations. Back room deals have served only those involved and have continued to rob citizens of full participation in governance. I believe we can - and should -do better. I believe this proposal and how it is handled represents a significant opportunity to show Boston that we are working toward more transparent and inclusive governance. I would like to hear from BPDA exactly what the steps of this process will be and how the citizens of these affected neighborhoods will be notified of, included in this process. For example, is this comment form translated into Chinese? How will you include the Chinatown neighborhood's concerns? It's insufficient to offer translation AT the meeting if Chinese residents did not know OF the meeting or have a chance to submit comments because all prior notices are IN ENGLISH ONLY. Now, aside from process, here are my material concerns: 1) This proposal and the developers have ignored the neighborhood's universal opposition to the mass and scale of this proposal. The proposed tower would benefit ONLY the developers, and throw Chinatown into shadow most of the day, as well as blocking sky/sun for the Leather District. 2) The proposal directly contravenes the current zoning for that exact parcel. This parcel is zoned for 80' and 6 floors. Despite the neighborhood stating that we want nothing higher than 100' they came back with a plan of nearly 400' – TWICE. 3) The Greenway District Planning Study contemplated the impact of development on this precise parcel and concluded no development of this scale should be allowed. The study included several consultants, seven public meetings and two years of work. continued</p>

					<p>The conclusions were that any development on this parcel should be in alignment with the existing Leather District heights (100' max). 4) When the elevated highway was taken down, this neighborhood endured years of construction with the promise of Greenspace and connected neighborhoods. This building as proposed would do just what that elevated highway did: cut us off from the city, cut Chinatown off from us; and take us backwards. 5) Traffic congestion on Lincoln since 93 was moved to empty right onto this street is horrendous and dangerous. The city sometimes forgets we are now a residential neighborhood, not empty lofts. Young families take their lives into their hands crossing this street. Adding MORE traffic for the 4-6K anticipated commuters this proposed tower includes would be a significant detriment to this neighborhood and indeed, to commuters who currently have to battle the existing congestion. 6) The proposed commercial-only development is not what this neighborhood needs. As you well know, this parcel, this neighborhood is zoned for mixed-use. We are not anti-development or against progress, we want sane and rational development in keeping with the existing zoning and Greenway plans. 7) Mixed use is what this neighborhood needs. Already, we deal with constant smash and grab car vandalism. Businesses that close at 5 or 6 (as the contemplated retail ground floor in this plan) would attract more shooting galleries, more vandalism, more homeless sleeping there. The Oxford group has already shown they are lousy landlords and care little about the impact on our city, our neighborhood from their lax management. When we regularly see needles, when a homeless woman gives birth next to a dumpster, and Oxford does nothing to add lighting or patrols, we can see plainly how lightly they take their responsibility as landlords. 8) The proposed tower throws years of planning out the window. It discounts completely the value articulated by years of planning, ignoring the value of connected neighborhoods, brought together over shared green space. 9) This proposal ignores the very real, urgent need for affordable housing in Boston. A modest building in keeping with existing zoning, with some affordable and some market-rate units and activated ground floor is the only tenable solution. 10) The developers' bad faith is evidenced by their abysmal job as current landlords and their attempted obfuscation of facts in their choice of images to share. As well, they ignore or fail to acknowledge the opposition of the neighborhood. I would like to submit three renderings to support my comments. To whom may I submit them? Jacqueline Church Jacqueline Church Culinary Consulting Boston Chinatown Tours 116 Lincoln St., #4C Boston, MA 02111</p>
6/14/2019	Alexander	Lewis		Oppose	<p>As a resident, I wholeheartedly oppose this project and the reasons continue to grow. First off the project ignores height restrictions already in place for the area. Our community would essentially lose a massive amount of natural lighting and be cast in a shadow. Next, the project would be overtaking a landmark in one of Boston Chinatown's best restaurants, Hei La Moon. It provides the best dim sum in the city by far. Another point is that the residents have nearly universally opposed this project yet, the news media acts as if the project has already been given the green light, I can only assume that Oxford has a strong PR team as well as lobbyists to keep our politicians quiet about it. I have sent several letters to our city councilman and mayor to virtually no response, which is telling as both offices have responded to other issues immediately. If the scope of the project would change to meet regulations, then myself and many others would likely support the project, but as it stands, our concerns seem to be ignored...</p>

6/14/2019	Michael	Redbord		Oppose	I've lived in the leather district for 8 years. I purchased a home there 3 years ago, on Lincoln Street. I plan on leaving if this project goes through, and taking my family's tax dollars and votes with me outside of Suffolk county, to somewhere where planning processes are respected. If this project goes through, it represents a critical violation of covenant between the city and its residents. Here's why I see it this way: When the greenway was built, residents of the city supported it. Why? The social contract us residents made, and the carrot we waited for with the Greenway project, was for not only an improved downtown green space, but for a planning process that we could rely on into the future. After the greenway construction was completed, we were assured through studies, meetings, and speeches that we'd live in an improved space: not just for green space, but for predictability and steadiness of progress. With that, the 125 Lincoln site was called out specifically. I specifically purchased an apartment across the street from it based on the assurances of that guidance, which limits the heights of that plot. Now, I am at risk of being made a fool of through back-room dealings and an outrageous, flagrant disregard for prior guarantee. It's a massive violation of resident trust to build such a structure here. At its core, my opposition is it's not just that I lose a view fine. That's fine. It's that, if this project goes through, behind that loss of personal material nicety is a capitulation of governance to the fast-changing winds of private interests. It's simply untenable to live in a city where you cannot rely on the word of your government. If this goes through, it will be seen by the residents of downtown Boston as a shameful reneging of prior commitment by the city planning. We don't be that kind of city. We can do better. Regards, Mike
6/14/2019	Sandra	Ginnis		Support	This new building on Lincoln Street will replace an eyesore, in my opinion. It will attract more life to the neighborhood and help to revitalize a space that is occupied by an unattractive, out-of-date building. The building is not out of scale with others that are a block or two away.
6/14/2019	Steven	Kowalski		Oppose	I support development of the site, However I absolutely oppose the proposed height of 340+ feet. Oxford Properties purchased the property knowing full well the zoning restrictions on the site below: Future additions or redevelopment of this site will be limited to 100' by the high potential for shadows cast on the park. Development here should align with the 80'/100' heights of the existing Leather District fabric and should reinforce the existing character and scale of the neighborhood. Oxford is trying to circumvent the zoning laws in the neighborhood for the benefit of themselves NOT the neighborhood at large. Zoning laws should be enforced and not manipulated by developers with deep pockets. As a resident in the Leather District and a member of the Leather District Neighborhood Association, I attended all (3) meetings we had with Oxford to share our overwhelming disapproval of the height. They have done nothing to address our concerns. I'm hopeful BPDA will enforce the law and send Oxford back to the drawing board.
6/14/2019	Christi	Fried	Chickadee Realty, LLC	Oppose	I oppose the over-sized project that violates the zoning code (Article 44), urban planning with respect to the Leather District and the BPDA's own Greenway Planning Study for this site. All of them say 80' by right and 100' maximum while the Oxford plan is for 370'. This will bathe the Greenway Park in shadow in the early part of the day and the Leather District in shadow the later part of the day. I understand the need for compromise and would be willing to support a lower height of 218'. This takes the following into consideration: * surrounding variances from the zoning code: * Kneeland/Utica hotel to be built: 218' * Two Financial: 205' * Oxford profitability * diminished shadows on the Greenway and Leather District neighborhood
6/14/2019	Howard	Hoffman		Oppose	This building should be mixed use with residential or a hotel so that it generates activity 24 hours. The last thing the leather district needs is another dark building at night. There is already too much crime in the neighborhood.

6/14/2019	John	Winkler		Support	This is downtown Boston, if a building like this is not built here where do we expect it to go? I do support development at this site, and the neighborhood just approved a tower on kneeland which exceed the zoning heights. I would like to see a mixed use development with office/residential/and commercial space to increase the foot traffic across all times of the day. A large office structure will only add people during the workday which is not idea for the area; similar to the seaport we should be adding residents, restaurants, stores, and office space to make the most use of the space. Hopefully this will set a good example of building uses for the paricals on Kneeland along with the proposed tower above South Station.
6/14/2019	Steven	Chittenden		Oppose	I strongly oppose the approval of this development. Oxford plans to build a 370' office tower when they knew full well when they purchased this property that the height limit is 100'. They slant their proposal to be in the benefit of the Leather District and Chinatown neighborhoods when only they benefit. This massive tower would further enclose the Leather District, preventing needed sunlight and air to the legacy brick and mortar buildings here that need sun and air to stay dry. It obviously would be most devastating to the residents and my neighbors at that end of Lincoln Street who would face a giant office tower from the only widows they have. BPDA must enforce the height restrictions at this site or our neighborhoods will be changed permanently for the worse. I do believe the current structure is an eyesore and would support improvement at this site, but not this. Not ever.
6/14/2019	Marguerite	Guglielmo		Oppose	I oppose this project for the following reasons: - Damage to the neighborhood, in particular the Asian community: Hei La Moon is an institution in China town and has been for decades. It brings valuable foot traffic to the neighborhood, which discourages loitering, especially during nights and weekends. Forcing Hei La Moon and C-Mart to close and find new locations (if there are any available) would damage China Town and the Leather District. - Lack of foot traffic on Lincoln street on nights and weekends: Having an office lobby "open to the public" is a fallacy. Take a walk around the Financial District on the weekends - all of their office lobbies are dark and locked. We already have a serious problem with petty crime, drugs, and loitering, so by leaving an *entire block* dark and unattended on nights and weekends will provide more safe havens for people to engage in illegal activity. Not to mention that China Town is a popular tourist attraction, and deteriorating safety of the neighborhood could drive out tourist traffic and adversely affect small businesses. - Use of building: I think more of us would be open to the tower if it provided housing, which would bring more people and have a positive impact on the very real housing crisis in Boston. That would also solve the problem of a dark and empty lobby on weekends, since the lobby would be open to residents 24/7. - Building Height: Oxford was aware of the zoning law below when they purchased the site, and they are blatantly using their money to manipulate the law to their benefit and their benefit alone. It would be one thing if they exceeded the 100' limit by only 20-30', but 340'+ goes far beyond that. For your reference, here is the zoning law I mentioned: "Future additions or redevelopment of this site will be limited to 100' by the high potential for shadows cast on the park. Development here should align with the 80'/100' heights of the existing Leather District fabric and should reinforce the existing character and scale of the neighborhood." To conclude, I would welcome development of the site if the following conditions were met: - The tower height is within 100' and they plan to have mixed retail on the ground floor instead of an oversized empty lobby - OR they put in housing instead of an office space Thank you very much for your consideration.

6/14/2019	Wendi	Boyden		Oppose	<p>I have owned my home in the LD for 13 years now and this project doesn't do much for the residents of this community - first and foremost the height of the building would shadow the entire neighborhood and effectively border it off from the rest of the city. Second, having this be primarily office space without commercial space that would increase foot traffic (i.e. a restaurant, NOT a club, repeat, NOT a club) in our neighborhood after 5pm to discourage homeless, drug dealers and other unsavory characters from settling in an area they think won't be patrolled by police because there aren't any pedestrians. I urge you to work with the LDNA to come up with a solution that is beneficial to both the residents and Oxford.</p>
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Downtown Boston
Business Improvement District
Corporation

Michael Sinatra
Project Manager
Boston Planning & Development Agency
One City Hall Square, Room 809
Boston, MA 02201

August 2, 2019

RE: Oxford Properties' 125 Lincoln Street Development Proposal

Dear Mr. Sinatra:

On behalf of the Downtown Boston Business Improvement District (DBBID), I am writing regarding Oxford Properties, as they continue the development-review process with their 125 Lincoln Street proposal.

Oxford Properties has been a vital member of the Downtown Boston BID since it acquired 125 Summer Street in fall 2014. Oxford's Executive Vice President for the Boston market, Chad Remis, was elected to the Board of the Downtown Boston BID in fall 2015. Since then, he has played a significant role as one of our Directors, most notably heading up our Economic Vitality Committee.

Straddling the intersection of several Downtown neighbors, bordering the Greenway, and close to multiple transit hubs, 125 Summer Street anchors one of the BID area's most crucial gateways. Taking advantage of its superb location, Oxford Properties has dramatically transformed the property. In 2016, it invested \$10 million in a major lobby renovation and plaza makeover. It has revitalized that section of Summer Street with popular new retail tenants--particularly an always-bustling Tatte Bakery that fronts on the plaza. And, working in close collaboration with the BID and other members of the community--including residents and non-profit organizations--it has activated the plaza with a variety of seasonal events, from Baggo leagues to a pop-up wine bar.

In closing, Oxford Properties is thoughtful and collaborative and fully understands the needs of an urban environment. Given the positive personal experience I've had with the company, I believe Chad and his team will bring the same level of commitment and care in developing 125 Lincoln Street as they have demonstrated with 125 Summer Street over the past half-decade.

The Downtown Boston BID is a private not-for-profit corporation that provides supplemental services in Downtown Boston. Designed to benefit property owners, businesses, visitors, students, and residents, it is committed to achieving downtown's full potential as a premier economic center and vibrant mixed-use neighborhood.

Sincerely,

Rosemarie E. Sansone
President & CEO
Downtown Boston BID

July 26, 2019

Michael Sinatra, Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

Dear Mr. Sinatra,

As a Boston resident, I write in support of the proposed project at 125 Lincoln Street. The project offers a tremendous opportunity to transform the site from an outdated, open air parking garage to a well-designed office building with ground floor retail and significant programmable public space.

There is a strong demand for office space in Boston and a limited amount of new construction in our downtown core. This site represents one of the few remaining properties that can support a new office tower in Downtown Boston. Its proximity to South Station, a city and regional transit hub, along with access to MBTA train and bus lines and connection to major highways makes this location ideal for job creation.

Additionally, the project will create new affordable housing, expand and enhance connections to the Rose Kennedy Greenway, and improve the public realm. This proposal provides a significant economic opportunity for the city.

John Davey

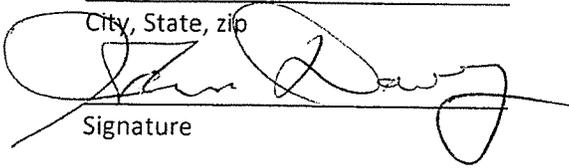
Name

228 Poplar St

Address

Roslindale MA 02131

City, State, zip


Signature

July 26, 2019

Michael Sinatra, Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Edward GORMAN

Name

43 Kenwood St

Address

Dorch MA 02124

City, State, zip

[Handwritten Signature]

Signature

July 26, 2019

Michael Sinatra, Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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CHRISTOPHER CHASE
Name

176 WREN ST
Address

BOSTON MA 02132
City, State, zip


Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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John Moccaldi

Name

109 Tremont St. #610

Address

Brighton Ma. 02135

City, State, zip

[Handwritten Signature]

Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Giovanni Andino

Name

78 Saint Gregory St

Address

Dorchester, MA 02124

City, State, zip



Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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John Russell

Name

23 Ely Road

Address

Boston MA, 02124

City, State, zip

JL RM

Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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SEAN W GRIMES

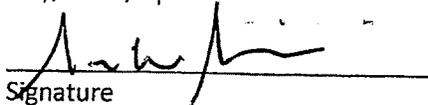
Name

23 KERNA ROAD

Address

WEST ROXBURY, MA 02132

City, State, zip



Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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KEVIN HACKE 77

Name

36 ASPENWALL RD

Address

BOSTON, MA 02124

City, State, zip

Kevin Hacke

Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Stephen Sullivan
Name

720 Lagrange St
Address

West Roxbury, MA
City, State, zip

Stephen Sullivan
Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Armando Barragan

Name

281 Summer St

Address

East Boston Ma. 02128

City, State, zip

Armando Barragan

Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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James Lee

Name

15 Dana Ave

Address

Hyle Pt 02136

City, State, zip

James Lee

Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Patrick Perdue

Name

341 Hopewell Rd

Address

Hyde Park, MA 02136

City, State, zip

Patrick Perdue

Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Alexis Hidalgo
Name

458 Ashmont Street
Address

Boston, MA 02122
City, State, zip

Alexis Hidalgo
Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Polando Segura

Name

76 Clarkson St

Address

Dorchester MA 02125

City, State, zip



Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Luke Williams

Name

135 Temple St

Address

West Woburn, MA, 02132

City, State, zip



Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Selvia Plummer

Name

39 Kerwin St

Address

Dorchester MA 02124

City, State, zip

[Handwritten Signature]

Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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JUAN Mejia

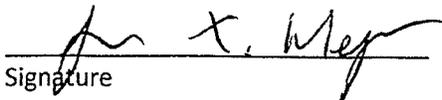
Name

5 gavin way

Address

South Boston MA 02127

City, State, zip



Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Danny Lane
Name

437B Main St #2
Address

Charlestown MA, 02129
City, State, zip


Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Celine Descoteaux

Name

47 Brackett St. Apt 1

Address

Brighton MA 02135

City, State, zip

Celine Descoteaux

Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Andrick Perre-wilkus
Name

51 Bechnell st
Address

Boston MA 02124
City, State, zip


Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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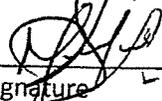
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Nancy L. Parz.
Name

119 Barnes Ave.
Address

East Boston MA.
City, State, zip


Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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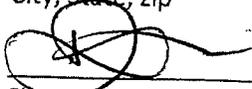
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Derine Leslie
Name

15 Broadshaw St
Address

Boston MA 02121
City, State, zip


Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Jason Butler

Name

47 Brook Av

Address

Boston MA 02119

City, State, zip

Jason Butler

Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Dennis Moynihan
Name

107 Tudor St
Address

So. Boston MA 02127
City, State, zip


Signature

July 26, 2019

Michael Sinatra, Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Stephanie Lanters
Name

35 Surdan St
Address

Dorchester Ma. 02125
City, State, zip

[Signature]
Signature

July 26, 2019

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Boston, MA 02201

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Matthew Colon

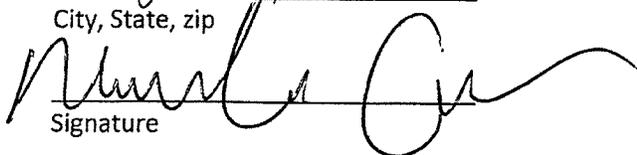
Name

682 Sara Pige St.

Address

E. Boston, MA 02128

City, State, zip



Signature

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Boston Planning and Development Agency
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Boston, MA 02201

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Chris Kenney

Name

30 Whitbridge St.

Address

Dorchester Ma 02124

City, State, zip

Chris Kenney

Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Shaquille Lee

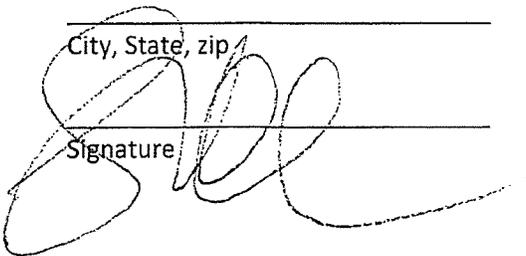
Name

225 Birchill Ave Roxbury Ma 02119

Address

City, State, zip

Signature



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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Bryan Joyce
Name

32 Victory Rd Apt 2
Address

Dorchester MA 02122
City, State, zip

[Signature]
Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Robert McDanaght
Name

35 Averga St
Address

Dorchester, MA 02122
City, State, zip


Signature

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DAITHI BURKE

Name

672 ADAMS ST. APT 2

Address

BOSTON MA 02122

City, State, zip

Daithi Burke

Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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VANUO SIMÕES PASIUA

Name

453 FRANKFORT ST

Address

EAST BOSTON MA 02128

City, State/zip



Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Tony Buckley
Name

83 St. MARKS Rd
Address

Dorchester MA, 02124
City, State, zip

G. Buckley
Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Patrick Joyce
Name

29 Sylvester Road
Address

Boston, Ma 02122
City, State, zip


Signature

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Asia Tarver

Name

114 Rosseter Street

Address

Boston Ma 02121

City, State, zip

Asia Tarver

Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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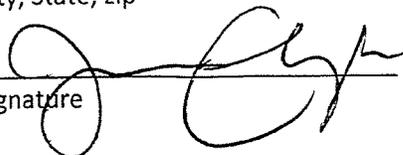
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James Clough
Name

125 M St
Address

South Boston 02127
City, State, zip


Signature

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Samuel O. Patrick

Name

18B Sargent st

Address

Dor, MA 02125

City, State, zip

Sam Patrick

Signature

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Kamaei Amy

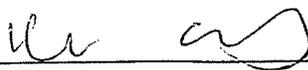
Name

65 Hawthorne Street

Address

Boston Mass 02121

City, State, zip



Signature

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Donald R Milley

Name

20 PATTERSON WAY 208

Address

So Boston MA 02127

City, State, zip

Donald R Milley

Signature

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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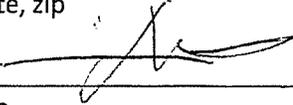
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Jeremy Edwards
Name

42 Rosmar St
Address

Dorchester Ma
City, State, zip


Signature

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Gabriel Buz

Name

90 Hyslop Ave

Address

Revere

City, State, zip

GAB Buz

Signature

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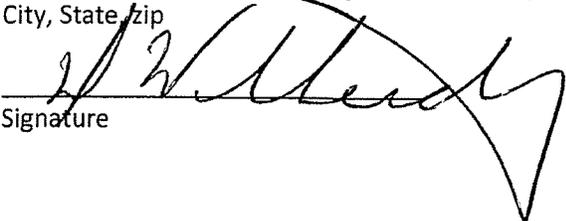
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Donata Wolterding
Name

90 Brandywine dr
Address

Boston MA 02128
City, State /zip


Signature

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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John McDough
Name

217 NEWBURY AVE
Address

DORCHESTER MA
City, State, zip

[Signature]
Signature

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Boston, MA 02201

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Hayden Boyce
Name

6 Monson St
Address

Mattapan, Ma 02126
City, State, zip

HB
Signature

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Josh Blake

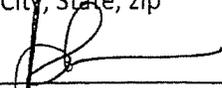
Name

19 Eastman Street

Address

Dorchester, MA, 02125

City, State, zip



Signature

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Boston Planning and Development Agency
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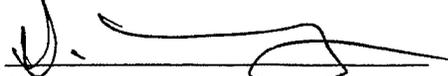
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Danny Cooney
Name

15 Sedalia Rd.
Address

Dorchester, MA 02124
City, State, zip


Signature

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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ALTON BRIGGS

Name

68 Seaver St. #3

Address

Roxbury MA. 02121

City, State, zip

A. Briggs

Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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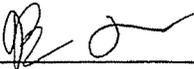
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Barbara Sunjibally
Name

46 Cedarwest Rd
Address

West Roxbury, MA 02132
City, State, zip


Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
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Frederick Albert

Name

2836 Washington St

Address

Roxbury MA 02119

City, State, zip

[Handwritten Signature]

Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Timothy Brown

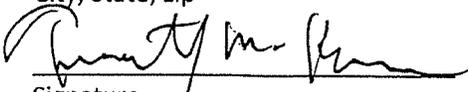
Name

64 Bradfield Ave

Address

Ros. MA 02131

City, State, zip



Signature

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Boston Planning and Development Agency
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Janelle Corley

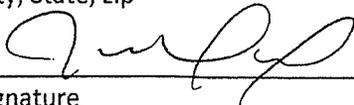
Name

1051 R Washington St

Address

Boston, MA 02124

City, State, zip



Signature

July 26, 2019

Michael Sinatra, Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

Dear Mr. Sinatra,

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Pidow L. Charles

Name

47 Wolcott St

Address

Boston MA 02121

City, State, zip

P.L. Charles

Signature

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Boston Planning and Development Agency
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Boston, MA 02201

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TAK How
Name

15 Dorchester St Unit B
Address

South Boston Ma 02127
City, State, zip

TAK How
Signature

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Deborah J Muller
Name

9 Whittier Place Apt 14J
Address

Boston MA 02110
City, State, zip


Signature

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Paul Vey

Name

44 Montvale St.

Address

Roslindale, MA. 02131

City, State, zip

Paul Vey

Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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FREDERICK JAMES

Name

P.O. Box 191880

Address

ROXBURY MA 02119

City, State, zip

FREDERICK JAMES
Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Billy Gu L
Name

31 Rosewood St
Address

Mattapan 02126
City, State, zip

[Signature]
Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Darnell LFE
Name
25 Ruggs Rd
Address
Mattapan, MA 02126
City, State, zip
Darnell
Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Christopher Cheung

Name

49 Parsons St Brighton MA 02135

Address

Brighton MA 02135

City, State, zip

C. Cheung

Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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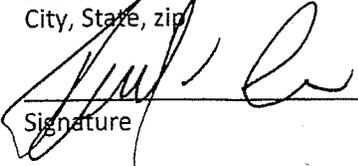
Name

56 N ST

Address

SOUTH BOSTON, MA 02127

City, State, zip



Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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RICHARD JAMES
Name
35 N. HAMPTON APT 2806
Address
BOSTON MASS 02128
City, State, zip
RJ
Signature

July 26, 2019

Michael Sinatra, Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Pat McGarty

Name

38 Colberg Ave

Address

Roslindale MA 02151

City, State, zip

Pat McGarty

Signature

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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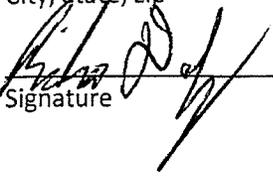
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Richard Daly
Name

27-A West Spring Field St
Address

Boston Ma 02118
City, State, zip


Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Stephen Walker

Name

16 Rockland St

Address

Roxbury 02119

City, State, zip

[Signature]

Signature

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Boston Planning and Development Agency
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Shawn Holloman

Name

130 Delhi St.

Address

Boston, MA. 02126

City, State, zip

Shawn Holloman

Signature

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Boston Planning and Development Agency
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Boston, MA 02201

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Richard Penha

Name

205 Florence St Apt 1

Address

Boston, MA 02131

City, State, zip

Dianne Bunch

Signature

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Ed MILLER
Name

245 EMERSON ST.
Address

S. Boston MA 02127
City, State, zip


Signature

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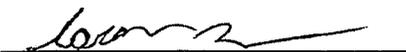
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Aaron Jones
Name

11 Santuit St.
Address

Dorchester MA 02124
City, State, zip


Signature

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Louis M. Savod
Name

1052 RIVER ST AP 2
Address

HYDE PARK MA 02136
City, State, zip

[Signature]
Signature

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Boston Planning and Development Agency
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Boston, MA 02201

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Sharelle Seiden

Name

202 Clare Ave

Address

Hyde Park, MA, 02136

City, State, zip



Signature

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PAUL MASCIVILLI

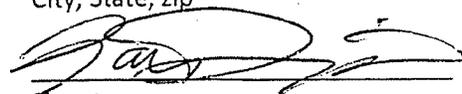
Name

788 SARATOGA ST

Address

E. BOSTON MA 02128

City, State, zip



Signature

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Boston Planning and Development Agency
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Joan Glone
Name

7 Fairfax St
Address

Dorchester 02124
City, State, zip

Joan Glone
Signature



華人前進會

Chinese Progressive Association

28 Ash Street, Boston, MA 02111

Tel. (617) 357-4499 Fax (617) 357-9611 www.cpaboston.org

July 30, 2019

Michael Sinatra
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

RE: 125 Lincoln Street Project

Dear Mr. Sinatra,

I am writing on behalf of the Chinese Progressive Association (CPA) in response to the Oxford Properties Group (“Oxford Properties”) proposal to build the equivalent of a 34-story office building at 125 Lincoln Street. CPA is opposed to the 125 Lincoln Street Project (“Project”), as currently proposed, because it will harm Chinatown’s residents and workers. The scale and vision of the Project is disproportionate to the suggested benefits for the community. At the very least, Oxford Properties should reduce the Project’s scale, guarantee current businesses will have the space and option to remain at the site, address the concerns of abutters, and dedicate employment benefits to the community. In proposing a project at such a massive scale, Oxford Properties should also engage community organizations, residents, workers, and other community stakeholders to assess the neighborhood’s needs, including affordable housing, in considering the impact any proposal would have on our community.

CPA is a grassroots community organization that works for full equality and empowerment of the Chinese community in the Greater Boston area and beyond. We seek to improve the living and working conditions of Chinese Americans and to involve ordinary community members in making decisions that affect our lives. CPA was founded in 1977 out of a series of community organizing campaigns around issues such as Chinese parents’ input into the Boston school desegregation process and organizing for community control over land development in Chinatown. Our membership is made up predominantly of Chinese immigrants and the Chinese-speaking; most are workers in low wage industries, working families, or low-income elderly.

Since our founding, we have launched programs such as the Chinatown Stabilization Campaign, Workers Center, and the Chinese Youth Initiative to engage the residents and allies of Chinatown, Chinese workers, and youth. We also provide a wide range of direct services, such as housing and immigration services. CPA now has a membership of over 1000 members, many of whom are Chinatown residents, and we serve about 3000 people every year.

A major focus of CPA’s work is to preserve Boston Chinatown as a residential, working class neighborhood and the social, cultural, political, and economic center of the broader Chinese community of New England. As part of CPA’s Chinatown Stabilization Campaign, we helped

bring citywide attention to the “affordability gap” in affordable housing and retarget the Inclusionary Zoning program to serve Boston residents. We worked with tenants in ten Chinatown developments, totaling 700 units, to help them stay in their homes and improve their quality of life. We have also helped to establish Chinatown’s first resident association, which went on to win city government recognition as an advisory “neighborhood council” and increased affordable housing concessions through high-profile organizing campaigns.

In response to gentrification and eviction, CPA has successfully campaigned for short-term rental regulation in the City of Boston, alleviating the impact of short-term rentals on the existing communities in Chinatown and other Boston neighborhoods, and preventing evictions of more residents from their homes and transformations of their homes into short-term rental units. CPA has also been advocating for the preservation of Chinatown’s historical row houses from investment developers, to ensure that Chinatown continues to be a neighborhood for working class, low-income, immigrant Chinese families.

Our Concerns – Ignoring Community Needs, Displacing Key Businesses, and Public Health Risks from Massive Scale

Over the past two decades, Chinatown has faced rapid gentrification, resulting in a dearth of buildings suitable to community needs. Intense real estate development has not helped the availability of affordable housing for the lowest-income residents in Massachusetts. A recent report from the Federal Reserve Bank of Boston has found that for every 100 extremely low-income households, the number of affordable and available units has decreased from 50.2 units in 2011 to 48.6 units in 2016.¹ Based on a report from CPA and MIT’s Displacement Research Action Network, 80% of Chinatown residents reported housing insecurity due to skyrocketing rent, speculative and ongoing real estate transactions, lack of adequate protections for tenants, and a serious lack of affordable housing. Forty percent of surveyed households had no formal lease while almost sixty percent of those evicted were served only a verbal notice.² Luxury housing is slowly encroaching upon long-time affordable housing for new immigrants offered by Chinatown’s row houses.³ Luxury high rises are taking over parts of the immigrant-heavy neighborhood where our members have long lived.⁴ Yet, in 2009, Asian Chinatown residents had a median household income of \$13,000, less than 20% of Boston’s Area Median Income⁵. The BPDA indicates that only approximately 30% of housing in Chinatown is affordable to low-income households (30% AMI or below), showing how the housing crisis is especially dire in

¹ Nicholas Chiumenti, *The Growing Shortage of Affordable Housing for the Extremely Low Income in Massachusetts* (2019), available at <https://www.bostonfed.org/publications/new-england-public-policy-center-policy-report/2019/growing-shortage-affordable-housing-extremely-low-income-massachusetts.aspx>.

² Boston Real Estate Times, “Boston’s Chinatown: 80 Percent Chinatown Residents Report Housing Insecurity” (Mar.9 2019), <https://bostonrealestatetimes.com/bostons-chinatown-80-percent-of-chinatown-residents-report-housing-insecurity/>.

³ Milton J. Valencia, “Residents, advocates, work to save Chinatown row houses”, *Boston Globe* (Apr.30, 2019), <https://www.bostonglobe.com/metro/2019/04/30/residents-advocates-work-save-chinatown-row-houses/cbAFoMh4nfb2KpTW550JJJ/story.html>; see also “Boston officials: Preserving Chinatown Row Houses ‘Complicated’”, *Boston Herald* (Apr.30, 2019), <https://www.bostonherald.com/2019/04/30/boston-officials-preserving-chinatown-row-houses-complicated/>.

⁴ Maria Sacchetti, “Chinatown, immigrant heaven, fights for its future”, *Boston Globe* (Mar.31, 2015), <https://www.bostonglobe.com/metro/2015/03/31/chinatown-fights-for-its-life/hp6QBxi2nYeWgsoVeizshP/story.html>.

⁵ Asian American Legal Defense and Education Fund, *Chinatown Then and Now: Gentrification in Boston, New York and Philadelphia* (2013), available at <https://www.aaldef.org/uploads/pdf/Chinatown%20Then%20and%20Now%20AALDEF.pdf>.

Chinatown. Given this deep socioeconomic need and in the face of an affordable housing crisis in Boston and particularly in Chinatown, any new development in Chinatown that does not actively prioritize Chinatown's working-class residents adds to the risk that Chinatown's lower-income community will be forced out.

The Project also threatens important local businesses. Currently, 125 Lincoln houses C-Mart Chinese Supermarket. According to the BPDA Research Division, Chinatown has disproportionately fewer grocery stores than other Boston neighborhoods⁶. Losing C-Mart would take away one of the few ways Chinatown residents can access healthy, affordable and culturally familiar groceries essential to their health and daily life. Hei La Moon restaurant is another key cultural site as the large banquet hall serves as not just a staple in Chinatown's food scene, but also a community gathering space as its large space allows it to host countless events from community banquets to weddings. Displacing Hei La Moon to a smaller space would endanger its ability to host such events. Both these businesses also serve a diverse clientele and play a unique role in bringing residents of Chinatown and the Leather District together. Eliminating these businesses would disrupt the connectivity of our two neighborhoods. Lastly, both C-Mart and Hei La Moon are important employers for Chinatown residents and many immigrant, working-class people in the surrounding area. Forcing out these businesses would remove essential jobs that employ limited English speakers.

The Project's massive scale is also a public health risk and hurts the quality of surrounding green and open space. Because Chinatown has historically suffered environmental injustices, any proposal for development should carefully consider the potential environmental impact. The Project's PNF states that the current proposal for the site would generate over 2000 more car trips on an average weekday (p 4-13). The PNF's air quality evaluation also found that the Project would cause a small increase in CO concentrations (p 5-17). A 2019 report by the Union of Concerned Scientists found that Boston's Chinatown has the worst air pollution from transportation-related emissions in the entire state, noting that particulate matter (PM2.5) of sizes including CO's size are well known to lead to negative health outcomes⁷. The PNF's shadow study (Figure 5.2) also shows almost half of the adjacent Greenway covered in new shadow by the Project building. Solar glare (PNF p 5-8) and daylight obstruction (PNF Table 5-3) are expected to worsen. Chinatown already faces a high risk of traffic and pedestrian accidents. The Project's anticipated impact would exacerbate the danger. Moreover, Mary Soo Hoo Park, the Greenway, and Chinatown Gate are some of the only green and open spaces in the entire neighborhood. They are key spaces where residents constantly gather, where the community hosts festivals, and where Chinatown connects with the Leather District and welcomes the rest of the city. Adding pollution, imposing shadows, traffic, solar glare, and daylight obstruction to these central spaces would seriously damage some of the only spaces Chinatown has.

⁶ Boston Redevelopment Authority/Research Division, "Grocery Stores in Boston" (September 2014) available at <http://www.bostonplans.org/getattachment/bbe06972-5b3e-4072-a30f-94db36138f33>

⁷ Union of Concerned Scientists, *Inequitable Exposure to Air Pollution from Vehicles in the Northeast and Mid-Atlantic* (2019), available at <https://www.ucsusa.org/clean-vehicles/electric-vehicles/northeast-air-quality-equity>.

Proposed Solutions – Community Benefits First, Keep Current Businesses, Reduce Project Scale, and Commit to Community Employment Benefits

Building community trust for this Project would require prioritizing community benefits so they are provided first. Too often, developers from outside of the community come to our neighborhoods promising great advantages and then we are left with yet another high-rise building that further erodes the community's historical and working-class character. Further, for a project this size, the benefits suggested by Oxford Properties are minimal. Additional consideration of appropriate benefits for the community requires more engagement with stakeholders to understand the community's needs.

At the outset of the proposal, we raise these initial suggestions to provide better understanding of the community's long-standing needs and concerns in relation to the Project.

First, building affordable housing units at 79 Essex, especially those that are deeply affordable (30% AMI and lower), would help address the massive need for homes for working class families. Boston consistently appears on surveys as the second most expensive city for renters in Massachusetts.⁸ Given the neighborhood's location, Chinatown residents experience extreme displacement pressure. Additionally, allowing for retail space at 79 Essex may be a good way to temporarily relocate C-Mart and Hei La Moon during construction of 125 Lincoln and add space for future community businesses.

Second, giving C-Mart and Hei La Moon the space and option to return to 125 Lincoln after construction is also a necessary step for community buy-in. As discussed above, both businesses are important features in the daily life of residents, and relocation would not be an adequate solution for Hei La Moon. Even if these two specific businesses do not wish to move back in to 125 Lincoln, the community has voiced the need to have an affordable, Chinese grocery store and a large banquet hall restaurant, so preserving the square footage and rent pricing for ground floor community businesses is critical.

Third, reducing the scale of the Project to match the surrounding buildings is also necessary. Studies from the PNF seem to suggest that a smaller building would lead to less shadow, daylight obstruction, and possibly solar glare, and reducing the number of commuters going to the building would also decrease traffic and pollution.

Fourth, we support the installation of a bronze statue celebrating Chinese immigrant workers by artist Wen-ti Tsen on the Beach Street side of the project across from Chinatown Gate. Tsen has proposed four such statues to memorialize the importance of Chinese immigrant labor at points throughout the neighborhood. Placing the proposed Restaurant Worker statue could be a good fit, especially if Hei La Moon remains at the site, also serving to bridge the Chinatown and Leather District neighborhoods. Such a monument would not only celebrate the contributions of Chinese immigrant workers in this community, but also the significance of Chinatown as an anchor community for immigrant workers throughout history.

⁸ Eileen Woods, "A Running List of the Most Affordable and Most Expensive Cities for Renters in Eastern Mass.," *The Boston Globe*, July 9, 2019, available at <http://realestate.boston.com/renting/2019/07/09/running-list-most-affordable-expensive-cities-rent/>.

Lastly, Oxford should use the added jobs from the Project to provide some employment benefits to the community. We appreciate that Oxford has promised housing and job training linkage fees. Still, there remains ambiguity as to whom the added jobs from the Project will benefit. We suggest that Oxford commit to using added construction jobs and job training linkage to hire and help community members, as well as allocate some office space to house nonprofits and other community organizations. It is also important that the construction and permanent jobs at this location meet the highest job standards to ensure a family sustaining wage, good benefits and a career for community members.

We encourage Oxford Properties to continue engaging the community throughout all aspects of this proposal and development. By taking the steps we have outlined, the Project can be more than just an outside venture and truly integrate with the community it is built in.

Sincerely,



Karen Chen
Executive Director

Cc: Edward Flynn, District 2 Boston City Councilor
Annisa Essaibi-George, Boston City Councilor At-Large
Michael Flaherty, Boston City Councilor At-Large
Althea Garrison, Boston City Councilor At-Large
Michelle Wu, Boston City Councilor At-Large
Sheila Dillon, Chief of Housing and Director of Neighborhood Development
Brian Golden, Director of Boston Planning and Development Agency
Joseph Boncore, 1st Suffolk and Middlesex Massachusetts State Senator
Aaron Michlewitz, 3rd Suffolk Massachusetts State Representative

Roger L. Berman
c/o The Berman Company
186 South Street, Suite 200
Boston, MA 02111

21 June 2019

Mr. Michael A. Sinatra

Michael.A.Sinatra@Boston.gov

Boston Planning & development Agency

Boston City Hall

Boston, MA 02201

Re: 125 Lincoln Street Proposal

Dear Mr. Sinatra:

I am a commercial and residential property owner in The Leather District. At age 69, I have been in this neighborhood my entire life, first in the Leather industry's latter days and now as a real estate owner.

Over decades, I have advocated for this neighborhood. In 1974, I was part of a group of owners and renters who petitioned to make residential use "as of right" in under-utilized, commercial buildings.

In subsequent years, I engaged in "IPOD" ("Interim Planning Overlay District") planning which culminated in geographically defining the Leather District (Centerlines of the Surface Artery, Kneeland St., Atlantic Ave. and Essex St.), and, unless otherwise supported by the neighborhood, limited the height of new construction (up to 100' plus 20' +/- for rooftop additions) and an FAR of 8.

I participated in the City's charette of South Bay, the parcels south of Kneeland Street. I participated in "Big Dig" design negotiations, supported Chinatown advocacy for additional housing and municipal services, and have been a member of the Leather District Neighborhood Association, since its inception.

The result of these efforts, and those of countless other Leather District neighbors, commercial and residential renters and owners, has resulted today in a vibrant, 24/7, mixed-use neighborhood. Although small, this neighborhood is well loved.

The Leather District, and our Chinatown neighbors, have been well served by Mayor Walsh's sustained enforcement of established zoning principles. On countless issues, big and small, our collective voices have been listened to and respected over the last five years.

Today, I am writing to express our neighborhoods near unanimous concern and deep opposition to the 125 Lincoln Street project proposed to be built in this unique, specifically defined, mixed-use Leather District.

The 125 Lincoln Street lot is a mere 27,958 square feet. Rather than adhere to the Leather District's allowed FAR of 8, Oxford Properties seeks to construct a structure at 22.5 FAR!

I believe consensus exists that the replacement of the site's current structure. Despite three public sessions, all generally reasonable in tone, Oxford did not hear not one word of support for this proposal. However, Oxford felt emboldened to straight-faced, submit an "ask" of 330 feet (!), 24 stories (!!) and 625,000 square feet (!!!).

One of the cornerstones of Mayor Walsh's tenure has been his ceaseless advocacy for additional housing, of all kinds, in all areas of Boston. The new 125 Lincoln Street would include no residential space. None.

The keys to the Leather District's success over 40+ years, has been its central location, human scale, superior access to transit and highways and becoming a true residential/commercial, mixed-use district.

Oxford Properties' proposal of solely office uses flies in the face of every City study of this District emphasizing the need to continue to nurture mixed uses.

The one residential component of Oxford's proposal, which I do support, relates to creating additional, affordable housing, albeit to do so entirely neighboring Chinatown.

Located between the South Station Transportation Center and the Surface Artery, home to the Greenway's hyper-actively used Chinatown Park, this is not a suitable location for an out-sized, generic office building, better suited for the Financial District or the Seaport.

This neighborhood consists of mainly of, 6 – 8 story, varied height, masonry buildings. The Albany Building, located directly across Beach Street from this site, is a historically designated, fully restored structure. This building will dwarf that, 5-story structure.

Today, the Leather District consists of about 40% +/- residential uses, including families with children.

Leather District Commercial spaces house and incubate many professional and high-tech firms, and shared-work environments. The walking environment is currently being enhanced by Mayor's Beach Street Revitalization, a re-build of streets and sidewalks between Atlantic Avenue and the Surface Artery.

If approved, this structure would be entirely out of character with the form, massing and mixed uses of the existing neighborhood. The proposed plan would negatively affect the positive work, living and pedestrian aspects of the existing neighborhood.

Despite claiming to have "listened" to renters and owners, residential and commercial alike, Oxford has presented a proposal entirely contrary to almost every comment presented in three public forums.

For these reasons, I vehemently oppose this proposal and strongly urge the proponent "try again". This proposal should be withdrawn. Oxford should demonstrate its stated interest in enhancing this desirable neighborhood's strengths a live/work urban oasis. Oxford is capable of something so much more appropriate for this site, and the Mayor's vision of an evolving, residential-friendly Boston.

Sincerely,

Roger L. Berman



Michael Sinatra <michael.a.sinatra@boston.gov>

125 Lincoln Street Comment

Daniel Lu

Tue, Jul 30, 2019 at 10:43 AM

To: michael.a.sinatra@boston.gov

Dear Mr. Sinatra,

Hi, my name is Daniel Lu and I am writing to you on behalf of Chinatown resident Bing Xiang Ma to help him submit his comments on the [125 Lincoln Street](#) Project. I've submitted his translated comments through the online portal. Attached is a pdf of the original letter in Chinese. Below is the information and text I submitted through the online portal.

Thank you and let me know if you need anything else!

Best,

Daniel

Name: Bing Xiang (first) Ma (last)

Address: [21 Edinboro St, Apartment 2D, Boston, MA 02111](#)

Organization: Chinatown resident

Phone: (resident speaks Cantonese)

Comments: To protect Chinatown & Leather District's history and culture, I oppose the Project. Chinatown has more than 100 years of history. Chinatown's buildings and row houses represent that long history and rich culture. Working-class families have lived here for many years. We want to protect this home. When tourists visit Chinatown, they can understand the history and culture of our working-class families from the buildings they see. I hope the city government can protect our Chinatown community. Right now 125 Lincoln Street has many traffic problems. The development would add even more traffic. The tall shadow would also hurt the Chinatown Gate park. We hope we can save Chinatown's working-class culture and history to pass down to future generations. Chinatown needs to preserve low-income, affordable housing and keep an affordable cost of living, so I oppose the 125 Lincoln Street Project.

**BingXiang-Ma-125-Lincoln-comments-scan.pdf**

145K



Michael Sinatra <michael.a.sinatra@boston.gov>

125 Lincoln Street Tower Project – Oxford Properties

Lindsey B

Tue, Jul 30, 2019 at 10:00 AM

To: Michael.a.sinatra@boston.gov

Cc: mayor@boston.gov, Michelle.Wu@boston.gov, bpdacomment@gmail.com, ed.flynn@boston.gov

Hi all,

I'm writing to comment on the 125 Lincoln project submission by Oxford properties, to say I'm strongly opposed. They've been deceptive in their pitch of the project to the neighborhood, and the plan is completely at odds with what I would want to see from new development. The plan is not in keeping with the style of the historic neighborhood, would cut us off from the greenway and chinatown, and being just office space it would make our neighborhood less welcoming and less attractive for businesses that would be open in the evenings, which we really need.

This plan would be awful for the neighborhood, and I'm adamantly opposed to removing the height restriction.

Thank you
Lindsey Bleimes
111 Beach St Unit 4C



Michael Sinatra <michael.a.sinatra@boston.gov>

125 Lincoln Street Tower - Oxford Properties

Jo Blum

Tue, Jun 18, 2019 at 4:04 PM

To: Michael Sinatra <michael.a.sinatra@boston.gov>

Cc: mayor@boston.gov, ed.flynn@boston.gov, Michelle.Wu@boston.gov, Danchen Xu <danchen.xu@boston.gov>,

18 June 2019

To: Michael Sinatra, Project Manager

From: Joanne Blum

RE: 125 Lincoln St. Tower Proposal – Oxford Properties

I am writing to express my grave concerns about Oxford Properties proposal to build a 24-story office building in the middle of the Leather District. I am a twenty year resident of the Leather District. I lived through the last years of the Big Dig construction and numerous construction disruptions on Kneeland, Lincoln and Beach Streets. The neighborhood has emerged as a vibrant urban mixed use neighborhood with stores, restaurants that has benefited from abutting the Greenway that is one of the most positive results of the Big Dig.

Despite numerous meetings with the Leather District, Oxford Properties has disregarded all the suggestions and concerns raised by the people who would be directly impacted by their proposal. At the community meeting on June 5, Oxford made the exact same proposal it had in the past with no modifications. In a show of amazing arrogance, they displayed renderings of their 24-story proposed building shown totally out of proportion to the 9 – 12 story buildings in the Leather District by making it falsely look like their building was just a few stories higher than the buildings around it.

Below I have listed some my concerns of how this enormous and out of proportion building would significantly change the character of the neighborhood.

- The parcel on Lincoln Street where Oxford is proposing a 370-foot building is currently zoned for 100 feet. There have been several extensive planning studies including the Greenway Planning Study that have studied this particular parcel. These studies support the current zoning height as consistent with the parcel bordering on the Greenway and the height of the buildings in the Leather District and in Chinatown. A building four times as high as any around it will dwarf all the current buildings.
- Oxford's structure essentially builds a wall between the Leather District and the Gateway to our Chinatown neighbors. It walls off easy access to the only playground for Leather District children on the Greenway at the Chinatown Gate. Further, since Oxford is proposing that its garage entrance will be in Beach Street, it will create an unsafe walkway to the playground and that section of the Greenway.
- The Leather District is zoned as mixed use neighborhood. Oxford's building is solely office space. Oxford has said that they expect around 4,000 tenants coming into their office building everyday. The ramifications of 4,000 people in our small neighborhood are staggering. There will be additional traffic congestion on the already clogged Kneeland, Lincoln and Beach Streets. Office tenants per se are not really part of the neighborhood. They do not contribute to its vibrancy in the evening or on weekends. They come in for the day to work and then return to their own communities in the evening.
- A 24-story building will create additional wind tunnels to the ones that already exist at the end of Lincoln Street where it meets Surface Ave. The wind tunnels would extend almost the entire length of Lincoln Street.
- The proposed structure will cast huge shadows not only on the Leather District but also on the Greenway. That is one of the reasons that the lots adjacent to the Greenway were zoned for 100 feet. The Big Dig came at enormous cost but in the end, we have a city treasure that should be protected and not allowed to be ruined by developers seeking to turn a profit at the expense of Boston's neighborhoods.
- The Leather District is conscious of bordering on Chinatown and has sought to build stronger ties between the two communities. We have worked together on numerous projects over the years including preserving Reggie Wong Park,

6/18/2019

City of Boston Mail - 125 Lincoln Street Tower - Oxford Properties

increasing affordable housing and creating more open spaces. This proposal by Oxford Properties would effectively build a wall between the two communities and is an affront to the efforts of the two neighborhoods to work together.

I ask that you seriously consider the impact that Oxford Prosperities proposal will have on the livability of our community and reject their ill-conceived design for this property.

Sincerely yours,

Joanne S. Blum

210 Lincoln St. #603; Boston, MA 0211

Jo Blum



Oxford - 125 Lincoln .docx

117K



Michael Sinatra <michael.a.sinatra@boston.gov>

Fwd: 125 Lincoln Street Tower Project – Oxford Properties

Linda Bosse

Tue, Jul 30, 2019 at 4:21 PM

To: Michael.a.sinatra@boston.gov

Cc: mayor@boston.gov, ed.flynn@boston.gov, Michelle.Wu@boston.gov,

Dear Mr. Sinatra:

I am writing to object to the proposed tower project at [125 Lincoln Street](#) in the Leather District of downtown Boston.

This proposal would have a very significant adverse impact on the neighborhood and the Greenway. My husband and I have lived in the Leather District since 1987. We have lived and raised our son here during the Big Dig and through all the development in the decades since then. We understand that this neighborhood is a mix of commercial and residential uses, and recognize that new development is inevitable – and can be a benefit to the City and the Leather District.

However, the proposed "super tower" project at [125 Lincoln Street](#) would be a detriment in significant ways. The proposal for a building height of 370' is more than four times the as-of-right height limit of 80', and almost four times the maximum allowed height of 100' under the zoning code. Those limits are important. By so grossly exceeding the height limits, this project would cast significant shadows over the Greenway Park – a new public amenity that adds significantly to the quality of our neighborhood, and is enjoyed by both fellow Bostonians and visitors to the City – and over our homes in the Leather District. It would also greatly increase traffic and parking congestion in the surrounding area.

It is extremely important that the City preserve and protect significant public amenities like the Greenway Park, and ensure that they are not enshrouded by shadows from new development. Similarly, the City needs to protect the character of its distinctive neighborhoods. While the Leather District has accommodated new development, this proposal is vastly out of scale.

In addition, if this project is allowed, it will also increase the pressure for more and more "super towers" in the Leather District and Chinatown, since teams proposing other developments could argue that their super tower would be consistent in height and massing with this one.

I respectfully request that you deny the request for zoning relief requested for this project.

Sincerely,

Linda Bosse

[102 South Street](#)[Boston, MA 02111](#)cc: Mayor Martin Walsh - mayor@boston.gov

City Councilor Ed Flynn - ed.flynn@boston.gov

City Councilor Michelle Wu - Michelle.Wu@boston.gov



波士頓華埠居民會
BOSTON CHINATOWN RESIDENT ASSOCIATION
90 Tyler St, Suite 3, Boston, MA 02111
Email: Chinatownresidents@gmail.com
Website: <http://www.chinatownresident.org>

Honorable Martin J. Walsh
Councilor Ed Flynn
Councilor Michael Flaherty
Councilor Althea Garrison
Councilor Michelle Wu
Chief of Housing and Director of Neighborhood Development Sheila Dillon
Director of Boston Planning and Development Agency Brian Golden
1st Suffolk and Middlesex Massachusetts State Senator Joseph Boncore
3rd Suffolk Massachusetts State Representative Aaron Michelwitz

The Boston Chinatown Resident Association is hereby expressing its concern regarding the project proposed for 125 Lincoln Street. A project of this magnitude is not in fitting with the neighborhood's needs, will have a deleterious impact in Chinatown's cultural support mechanism, will impact the residents of the Leather District, and goes against the wishes of its people who are Boston residents as well as voters. Housing is one of the biggest needs in the area to be impacted by 125 Lincoln. Chinatown has seen an influx of luxury housing units in recent years. These housing units are not units that can accommodate residents on Boston's lengthy affordable housing waiting list. These luxury units are also not units aimed at working middle-class residents. Rather than building an office building, we urge the development team, and our elected leaders to look at building housing on this site. 125 Lincoln will further erode the Chinatown neighborhood as it will be removing at least 4 Chinese businesses from the area. These businesses stand to lose greater than 140 jobs. Workers of these, soon to be shuttered, businesses will certainly find great difficulty in attaining employment elsewhere. A lower income resident of Chinatown typically lives paycheck to paycheck, and is situated below the poverty line. A one week gap in pay can have a long lasting impact on their health, livelihood, and on the stability of their families. A project of this magnitude will have a negative impact on traffic, which is already congested. It is not uncommon now to see emergency vehicles stuck in traffic on roads surrounding the proposed project site. This project will potentially keep ambulances from reaching nearby Tufts Medical Center during emergencies. During community meetings the 125 Lincoln Street project presenters claimed that the City wants this project. Several meeting attendees rejected this statement as the area residents are the city. As of now, the residents don't want this project, and the Boston Chinatown Resident Association also stands in opposition.

Chu Huang Hin Sang Yu Michael Wong
Co-Chair Co-Chair Co-Chair

BOSTON PRESERVATION ALLIANCE

July 23, 2019

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Executive Director

Gregory J. Galer, Ph.D.

Michael Sinatra
Boston Planning and Development Agency
One City Hall Square
Boston, MA 02201
Re: 125 Lincoln Street

Dear Mr. Sinatra,

The Boston Preservation Alliance is Boston's primary, non-profit advocacy organization that protects and promotes the use of historic buildings and landscapes in all of the city's neighborhoods. With 40 Organizational Members, 125 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 had the opportunity to meet with the proponent and to hear from members of the community regarding 125 Lincoln Street. We are not opposed to the redevelopment of the site, including the demolition of the existing garage for a new building with reasonable height. However we do feel it is important that the new design be in better dialog with the adjacent historic Leather District. The proposed design feels alien to the scale and character of its context. The differentiation between the base and the tower should be more pronounced, perhaps with a clear setback above the fifth floor, a stronger cornice line, and a change in materials and/or color. Such changes might also help to break down the overwhelming mass of the building. The balcony cutouts fail to provide significant relief from what would be the tallest building in this area and are not in keeping with the character of the district.

In order to more fully understand the relationship of the new design and the existing architecture in the neighborhood, we request additional views from the public realm throughout the Leather District as well as from Chinatown. It is unfortunate that two local Chinese businesses will be displaced by this development, further shrinking the cultural footprint of the Chinese community in this area. We strongly urge the proponent to accommodate these businesses on site or within their holdings nearby. Development continues to threaten Chinese heritage and sense of place here and it is untenable that these thriving, local businesses might be lost.

We look forward to reviewing design modifications and additional viewsheds of project.

Sincerely,



Greg Galer
Executive Director

CC:

Mark McGowen, Oxford Properties
Christopher Betke, Leather District Neighborhood Association
Karen Chen, Chinese Progressive Association

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

Colby C. Brunt
Robert W. Bradley
116 Lincoln Street, Apt. 4A
Boston, Massachusetts 02111

July 30, 2019

VIA ELECTRONIC MAIL ONLY

Mr. Michael Sinatra
Project Manager
Boston Planning and Development Agency
Michael.a.sinatra@boston.gov

RE: 125 Lincoln Street Tower Project—Oxford Properties

Dear Mr. Sinatra,

I am writing as a resident of the Leather District and voicing my opposition to the proposed building by Oxford Properties at 125 Lincoln Street. I am strongly opposed to this project due to the proposed size and use of the building.

I currently live a 116 Lincoln Street with my husband and our children (ages 8 and 13). I have been a resident of the City of Boston since 2000 and I have lived in the Leather District since 2014. I am also a part owner of a law firm that is located in downtown Boston. I love our community and I love living and working in the city of Boston.

With that said, my concerns with the proposed project at 125 Lincoln are as follows:

Zoning. The Boston Planning and Development Agency's (BPDA) Greenway Planning Study for this site at 125 Lincoln states that any property shall be 80 feet by right with a 100-foot maximum. The Oxford plan at 370' is almost *four times* the maximum allowed under the current zoning laws. To allow this project to move forward as proposed would fly in the face of the BPDA's own study and would be in violation of Article 44 of the zoning laws. Oxford was well aware of these restrictions when they bid and ultimately purchased the property at 125 Lincoln Street. As such, they should be held to these restrictions as all residents are held to various restrictions by the City regarding the use and improvement of our property. Oxford should not be allowed to circumvent the law for monetary purposes.

Shadows and wind. The proposed building would create massive shadows over both the Greenway and the Leather District. This would have the effect of essentially placing portions of the Greenway and the Leather District in darkness for a majority of the day. The BPDA's Greenway study stated the following regarding development on this site: "Future additions or redevelopment of this site will be limited to 100' by the high potential for shadows case on the park."

As a family with two children and a dog, we rely heavily on the Greenway as our “yard” in the city. As such, I love the work that this administration has done under Mayor Walsh’s direction to revitalize our outdoor spaces and encourage families like ours to use our City’s public space. It is for these reasons that I believe that allowing Oxford to move forward with this project as proposed would be in stark opposition to work that the Mayor has done for his constituents on this issue.

I also note that building a project of this scale in this location would create a massive wind tunnel on Lincoln Street that will funnel into the financial district. As Boston is already a very windy city, this project could add to an already concerning issue in the city, its residents, and those who work here. Oxford has not denied that this is an issue.

Community. The proposed project at 125 Lincoln Street will also have the effect of walling off the Leather District from Chinatown and vice versa. This proposed project does not align with the existing fabric of the Leather District or Chinatown, nor does it reinforce the existing character and scale of the neighborhoods. (See BPDA Greenway Study: “Development here should align with the 80’/100’ heights of the existing Leather District fabric and should reinforce the existing character and scale of the neighborhood.”) As a resident of the Leather District, I can say that there is almost universal opposition to this project as proposed by Oxford by the residents of the Leather District. This is important to note as the mission of the BPDA is “partnership with communities” and planning for Boston’s future “while respecting its past.” I am asking for just that—for you to partner with us to plan appropriately for the future and to respect the historic nature and character of the Leather District and Chinatown.

Use of Building. Oxford’s proposed project is that of a large office building. Oxford has informed residents that this has the potential of approximately 4000 office workers. This means that the pedestrian and car traffic will exponentially increase as a result. As a resident who lives and walks on Lincoln Street daily, I do not know how this influx of people and cars will work. I fear that the off ramp from 93 onto Lincoln Street will be a constant traffic jam and we will be forever battling the crowds to simply walk down our own street.

I am also concerned that this building, that is being built on spec without any tenants at this time, could end up being a partially vacant building in light of the fact that one of the biggest office buildings in the neighborhood, State Street, is relocating from its flagship building on the corner of Essex and Lincoln. The last thing that the residents of Chinatown and the Leather District need is a vacant building at the center of the two neighborhoods.

I also question the public use and retail space plans that Oxford has been stating will be its “give back” to the residents of the Leather District and Chinatown. As I am sure you are aware, there are many storefronts in downtown Boston and Cambridge are empty. Our collective fear is that this would happen with this project as well. Further, the public space promise of past projects (i.e. One Financial) have fallen flat and have provided absolutely no benefit to the community. I have no hope that this project will be any different. I believe that like many of the buildings in the financial district; this building will be a vacant, dark hulk of a building on the weekends and thus adding absolutely nothing to the neighborhoods it divides.

In closing, I ask that you review the findings of the BPDA’s Greenway study regarding the possible future development at 125 Lincoln Street, specifically for following excerpt:

“Because of the length of its frontage on the Greenway, the Lincoln Street Garage Site [125 Lincoln Street], if redeveloped, could profoundly affect the character of the Chinatown Park and the adjacent Beach Street Crossroad. The southwest corner of the property, in particular, presents a significant challenge to the legibility of the Beach Street corridor, as the active uses on Beach and Lincoln Streets are segregated from the intersection by a very active garage entry. Future additions or redevelopment of this site will be limited to 100’ by the high potential for shadows cast on the park. Development here should align with the 80’/100’ heights of the existing Leather District fabric and should reinforce the existing character and scale of the neighborhood.

I hope that you will take the time to review and consider my concerns. I also encourage you to speak to members of our neighborhood and Chinatown to hear what we have to say. Please know that I am not opposed to development, but I am opposed to a company coming in and trying to force a monster of a project that will greatly impact our quality of life; disregard the character of the neighborhoods it divides; and completely ignore the purpose of the Greenway. While I understand that Oxford wants/needs to make a profit, they purchased this plot knowing full and well what the restrictions were.

Please feel free to contact me directly (ccbrunt1@gmail.com). I would be happy to provide additional context to this letter and put you in touch with neighborhood leaders. Thank you for your time.

Sincerely,

A handwritten signature in black ink, appearing to be 'C. Brunt' followed by 'R. Bradley'. The signature is fluid and cursive.

Colby C. Brunt
Robert W. Bradley

Cc: Hon. Mayor Martin Walsh (mayor@boston.gov)
City Counselor Ed Flynn (ed.flynn@boston.gov)
City Counselor Michelle Wu (michelle.wu@boston.gov)



Michael Sinatra <michael.a.sinatra@boston.gov>

125 Lincoln Street Tower Project – Oxford Properties

Carolyn Cain

Mon, Jun 17, 2019 at 9:03 PM

To: Michael.a.sinatra@boston.gov

Cc:

Dear Mr. Sinatra,

As a homeowner and resident of the Leather District, I am voicing my opposition to the [125 Lincoln Street Tower Project](#) as it is currently proposed. While a new building at that site will be a welcome addition, the proposed height of **370 ft** is well above the zoning limitations for our neighborhood. The owners were well aware of the height restrictions when they purchased the property so they must have calculated that it would be financially rewarding to build a structure that conformed to code. The limitation of **100 ft** is designed to allow for new buildings that integrate with the neighborhood and protect the Leather District and the Rose Kennedy Greenway from shadow and wind. Additionally, the project should add to the community (mixed use) and not simply be built for financial gain for the owners.

The Leather District is the Gateway to Boston and the threshold of the Rose Kennedy Greenway and this site has the opportunity to add value to the city, the communities (Chinatown and Leather District), and the Greenway for those who live here, work here and visit. In fact, earlier this very afternoon, I was able to direct a couple visiting from Scotland, to the Chinatown Park that they'd identified as a site to visit. It would certainly be a shame for that park to be in shadow much of the day from an oversized building!

Thanks for your attention to this project,

Carolyn Cain, Jonathan Kannair, Carson Kannair

[717 Atlantic Ave](#), 6B
Boston, MA



Michael Sinatra <michael.a.sinatra@boston.gov>

125 Lincoln St. Tower Project – Oxford Properties

Tony Cavallerano

Tue, Jul 30, 2019 at 9:12 AM

To: michael.a.sinatra@boston.gov

Cc: mayor@boston.gov, ed.flynn@boston.gov, Michelle.Wu@boston.gov, Danchen Xu <danchen.xu@boston.gov>,

I am writing to express my serious concerns about the proposed construction of a 350ft+ structure proposed by Oxford Properties at the space currently occupied by a parking garage at [125 Lincoln Street](#). I have lived in the Leather District for 20 years and during that time, I have witnessed a positive transformation of the neighborhood, thanks to the effort of many concerned neighbors.

I join my neighbors in opposition to such a proposal by Oxford properties for the following reasons:

1. In addition to the physical and infrastructure improvements, our neighborhood has worked diligently to build bridges with adjacent neighborhoods, especially our neighbors in Chinatown. This proposed building, much like the Mass Pike extension of 50 years ago, will wall off Chinatown once again.
2. The Leather District is zoned as mixed use neighborhood, and the residential component has grown significantly in the last 20 years. Oxford's building is solely office space, with an anticipated occupancy of around 4,000 tenants. , most of whom will vacate the neighborhood at 5:00, and thus will not contribute to the vibrancy of the neighborhood.
3. this outsized building project violates the zoning code (Article 44), urban planning with respect to the Leather District and the BPDA's own Greenway Planning Study **for this site** all of which say 80' by right and 100' maximum. The Oxford plan is for 350'+ and building this size will create additional wind tunnels as well as cast large shadows, both on the Greenway and the Leather District.
4. There will be additional traffic congestion on the nearly impossible-to-navigate Kneeland, Lincoln and Beach Street intersections.

We ask that you give serious consideration to the highly negative impact that Oxford Prosperities proposal will have on the livability of our communities and reject their ill-conceived design for this property.

Sincerely yours,

Tony and Susan Cavallerano

[210 Lincoln St. #202; Boston, MA 02111](#)



Michael Sinatra <michael.a.sinatra@boston.gov>

Public Comment on Oxford Property's Proposal for 125 Lincoln Street

Lawrence A. Chan

To: michael.a.sinatra@boston.gov

Sun, Aug 4, 2019 at 4:35 AM

Dear Mr. Sinatra,

Please accept the attached letter/public comment on Oxford Property's proposal for [125 Lincoln Street](#), that is scheduled for review by the Boston Civic Design Commission on August 6, 2019. Because I am currently abroad through mid-August, I am sending my letter by email only in order to ensure that my letter is included in the Commission's deliberations before their review of the project. Thank you.

Regards,

Lawrence A. Chan FAIA

Principal

Chan Architecture & Urban Design[116 Lincoln Street #2B](#)[Boston MA 02111 USA](#)

Mail to:

**Chan Letter to BPDA re 125 Lincoln St 190803.pdf**

4355K



Lawrence A. Chan FAIA
116 Lincoln Street
Suite 2B
Boston MA 02111
(617) 733-8246

3 August 2019

Mr. Michael A. Sinatra, Project Manager
Boston Planning & Development Agency
Via email: michael.a.sinatra@boston.gov
Cc: Mayor Martin J. Walsh, mayor@boston.gov
City Councilor Ed Flynn, ed.flynn@boston.gov
City Councilor Michelle Wu, michelle.wu@boston.gov
BCDC Chair Andrea Leers FAIA, apleers@lwa-architects.com
BCDC Executive Director Elizabeth A. Stifel, elizabeth.a.stifel@boston.gov
Mayor's Liaison for Chinatown & Leather District Danchen Xu, danchen.xu@boston.gov

RE: Public Comment – Oxford Property Proposal for 125 Lincoln Street

Dear Mr. Sinatra:

I live and work across the street from the above-referenced project and have been participating in Leather District Neighborhood Association (LDNA) meetings with Oxford Property and Gensler Architects that have garnered substantial opposition from the LDNA. My comments below are not only as a concerned and impacted owner-occupied resident but also from the viewpoint of an architect/urban designer, and former co-founder of **Chan Krieger & Associates**, with 40+ years of professional experience, much of it designing and planning in, around, and for the City of Boston.

The Site

The project site lies at the center of the combined historic precincts of the Leather District and the northern third of Chinatown—the heart of Old Chinatown—bounded by Essex St on the north, Kneeland Street on the south, Washington Street on the west, and Atlantic Avenue on the east.



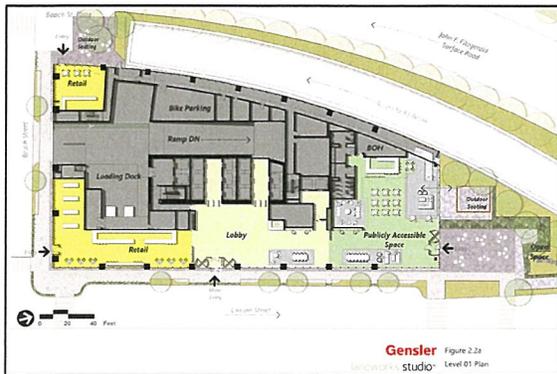
Google Maps

The current predominant uses include: a large C-Mart Chinese supermarket; Hei La Moon, a renowned 600+seat 2-level restaurant and banquet hall; a store selling Chinese BBQ; and a 250-car garage—each vital and indispensable parts serving the Leather District and Chinatown, economically supporting the community, its businesses, daily and weekend visitors, and abundant tourists.

The Crossroads

There are two major crossroads bordering the project site: Lincoln Street on the east, and Beach Street on the south. Lincoln Street is a major gateway to the city from I-93, and Beach Street is a major gateway to Chinatown, especially between the South Station Transportation Center main entrance and the Chinatown Gate. The historic urban districts of Chinatown and the Leather District are currently successful in part because their gateways are more than mere architectural hyperbole, and the combined districts values and characteristics should be enhanced, not diminished.

As the acclaimed urbanist Jane Jacobs noted in her seminal book, *The Death and Life of Great American Cities*, the vitality of a city is best when its streets integrate a strong pedestrian presence with extensive commercial activity—particularly throughout the day, not just during peak work hours in the morning and early evening. To imagine an unsuccessful gateway, one needs to look no further than the segment of Lincoln Street between the Surface Road and Summer Street to see how lifeless the street is when flanked by office buildings and little retail uses—especially dismal and uncomfortable at night. The Oxford Property proposal shows minimum activity at the ground level to engage pedestrians, and insufficient width, scale, and public amenities along the building's edges for pedestrian life and comfort. Lincoln and Beach Streets need more of what is currently there—not less.



125 Lincoln Street Project Notification Form, June 2019, page 48



125 Lincoln Street Project Notification Form, June 2019, page 59

The Massing

At 370 feet tall—far exceeding the current allowable 100-foot height—and filling the entire buildable site, the Oxford office building is a massive building relative to its immediate surroundings, including the much smaller and most recently completed tall Radian Apartment Building across from 125 Lincoln on the Surface Road—in direct conflict with the Leather District Zoning Article 44.1 regarding compatible scale to existing buildings.



125 Lincoln Street Project Notification Form, June 2019, page 47

It would be unimaginable to see a comparably tall and massive project built close to the Washington Square Arch in New York City or the Arc de Triomphe in Paris. Certainly, the humble community of Chinatown should have equivalent consideration for its Gate as the French prolétariat and the Greenwich Village gentry.

The above illustration from Oxford Property's Project Notification Form June 2019 submission of the proposed building in the center dramatically shows the disparity of scale between the proposed building in comparison to Chinatown on the left and the Leather District on the right. If allowed to proceed, in combination with the eventual development of the US Post Office site and south of Kneeland Street, the Leather District will be essentially surrounded

and dwarfed by a wall of building mass and, in effect, isolated and segregated from Chinatown, and the Leather District's essence as a residential neighborhood, in the spirit described by Jane Jacobs, will be eroded and lost.

Although adding some housing in Chinatown is a good thing, it should be done as a separate offering and not as a conditional offset for this large office building. The latter is a foreign and divisive element, both physically and use-wise, that will separate Chinatown from the Leather District—two vibrant and integrated mixed-use residential neighborhoods that are officially perceived, if not defined, as united by no less of an authority than the City of Boston (See: <https://www.boston.gov/neighborhood/chinatown-leather-district>). It would be equally unimaginable to consider a large office building in the vicinity of Beacon and Arlington Streets where there is an in-kind association and connection between the Beacon Hill and Back Bay neighborhoods.

Contrasting uses and large-scale developments, such as 125 Lincoln Street that are disparate to existing neighborhoods, are best located at the edges—not in the center—of the district, especially two unique and joined historic precincts that we have here. In addition, this area is where the Rose Kennedy Greenway narrows and where the 80- to 100-foot-wide view corridor provides a sweeping panorama towards the Downtown should be maintained, especially along the Greenway's eastern edge, rather than erecting a large horse blind hugging the Greenway and exacerbating the existing open space and ramp as a physical barrier or moat for the proposed building.

Public Space

The retail activities and public amenities proposed by the Oxford Property office building are disingenuous. The illustrations and offered precedents of such spaces suggest that they are only “public” in name only and do not reflect the ethos of the current community—especially citizens from Chinatown—that have long frequented the current uses and businesses at the 125 Lincoln Street site.



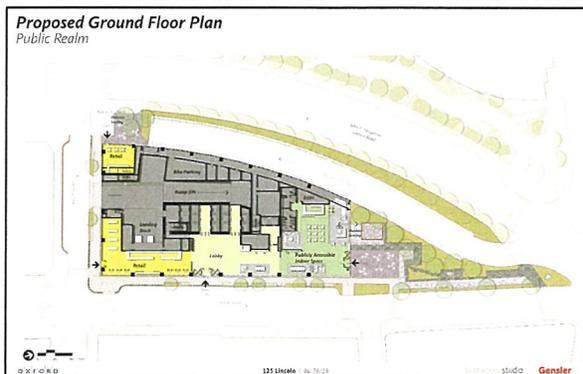
125 Lincoln Public Meeting Presentation, 6/26/19, Slide 30



125 Lincoln Public Meeting Presentation, 6/26/19, Slide 15

Despite the moniker of “Publicly Accessible Space”, such interior spaces are essentially private and subject to private governance and regulations, and would most likely be used exclusively by the building’s office workers as shown in Oxford Property’s Slide #15 above.

The amount of offered exterior space is also deceptive by combining a redesign of an existing 6-car parking lot at the end of Tufts Street with a portion of the Rose Kennedy Greenway open space at the intersection of Essex Street at the site’s north end, and co-opting as its own the existing Rose Kennedy Greenway public open space at the intersection of Beach Street and Surface Road at the site’s southwest end.



125 Lincoln Public Meeting Presentation, 6/26/19, Slide 22

Close

At the June 5, 2019 LDNA public meeting, Oxford Property informed the attendees that it had not yet presented their proposal to the BPDA. In less than two months since that meeting, in the middle of the summer while many people are away, some of us have learned that Boston Civic Design Commission will review the project on August 6th which suggests that the project's submission/approval process with the BPDA was either significantly advanced or fast tracked before further discussion with the LDNA, and without follow-through meetings with answers to address the many questions and concerns expressed by LDNA attendees from previous meetings.

The lack of transparency, not responding to issues raised by the community, and offering no sincerely considered alternative studies—such as a mixed-use development scheme with primarily residential use, variable heights and massing, and replacement retail and parking equal to what will be displaced—suggest that Oxford is not interested in neighborhood concerns. This is directly contrary to Oxford Property's 125 Lincoln Public Meeting Presentation Slide #6 that includes the Principle: "Community Oriented."

I strongly oppose Oxford Property's proposal for 125 Lincoln Street and ask that the Boston Planning and Development Agency and the City of Boston to reject the project per the points made above.

Respectfully,

A handwritten signature in black ink that reads "Lawrence A. Chan". The signature is written in a cursive, flowing style.

Lawrence A. Chan FAIA
Principal
Chan Architecture & Urban Design

5.29.2019

Dear Oxford Properties (RE) 123 Lincoln Street

I am writing to support your plan for the repurposing of the site at 123 Lincoln Street Boston Mass to a multi story structure from its current use as a parking garage with commercial space included. I support your request for a change in the zoning code ("variance") to allow for increased height & or foot print on the parcel. I reside at 107 South Street unit 3B Boston, MA 02111-2840. If given notice I would attempt to appear in support of this proposal at city hearings and you can if you wish use this letter in your file for written support without reservation.

107 South St unit 3B
Boston, MA 02111-2840
rt

Respectfully yours Email
Christopher J. Lucy
christopher J. Lucy



Michael Sinatra <michael.a.sinatra@boston.gov>

Thank you

Jacqueline Church

Wed, Jun 26, 2019 at 10:45 PM

To: Michael Sinatra <Michael.a.sinatra@boston.gov>

I appreciate your responsiveness and helping facilitate the meeting tonight.

I want to share my prepared comments I prepared for tonight.

Hello, My name is Jacqueline Church, I am a resident of the Leather District and business operator in Chinatown. I consider our two neighborhoods linked through history. I'm proud to be a neighbor, a contributor, and supporter. I had my Chinese wedding ceremony here at Hei La Moon and I bring Boston Chinatown Tours here to learn about Chinese culture and enjoy dim sum. Thank you to Hei La Moon for hosting us tonight.

The history the Chinese community in Boston is clear. When it suited, the state took half of the residential property by eminent domain at the **very moment when the residential population doubled in size at the end of the Exclusion Act era.**

The city has overlooked Chinatown historically siting unfavorable businesses here, neglecting the need for affordable housing and overlooking crime, dilapidated buildings, unsightly empty lots, and absentee landlords.

With regard to the larger neighborhood, including the once off-beat, Bohemian Leather District, the city is slowly coming to realize we have evolved to include many **families, many taxpayers, many voters.**

Most of us keenly aware of the history of Boston politics and many of my neighbors have been far more intimately involved with urban planning around the Big Dig and the development of the Greenway plans than I have. Many of my friends around Boston roll their eyes and claim the city has not changed since the historic back-room deals and shady business practices at the expense of citizens. I do not believe this is so.

I believe we are at an inflection point in this neighborhood. **The city has an OPPORTUNITY to demonstrate its awareness of our existence, its respect for our needs, and its commitment to transparency by working with us for REASONABLE development that serves this city's residents - not just a handful of wealthy developers.**

REASONABLE development might include some mix of commercial and residential units, some affordable housing for this neighborhood and some integration with the Chinatown Park/Chin Park and the Rose Kennedy Greenway, so very many years in the making.

REASONABLE development would maintain the 100' zoning that is in place for this historic neighborhood.

INSTEAD, What Oxford proposes is a development that **ignores** the nearly universal objections of the neighborhood. A proposal which **FLIES in the face of all existing goals and plans for development here. Their proposal ignores the even the fundamental ZONING for this parcel.**

- **Their proposal ADDS ZERO** affordable housing much needed in the neighborhood.
- Their proposal does NOT bring vitality to our streets and neighborhood at night.
- Their proposal does not even respect the FUNDAMENTAL reality of the plans that many people contributed years to making. These plans which dictate REASONABLE use in keeping with the goals stated in many planning meetings and pronouncements.

In meeting after meeting, they utterly disregarded our objections and often disregarded us even while we addressed them. This is how they "listen".

Meeting after meeting they claimed be "good landlords" - but the shooting gallery, the birth near the dumpster, the continued disregard for their neighbors speaks volumes about what sort of landlords they are.

6/27/2019

City of Boston Mail - Thank you

Rather than offer a development plan that complies with the neighborhood zoning, offers vibrancy at night, protects the assets to Chinatown and aligns with all existing plans Oxford seems to believe they are ABOVE THE LAW and operate as if someone has already assured them that they will have carte blanche to develop whatever they want.

I ask the BPDA to promise transparency. CAN I HAVE THAT AGREEMENT?

I request you to swear to us today that no such deal has already been granted. CAN YOU SWEAR THIS?

I am a huge fan of architecture and am as moved as anyone at the marvels of engineering that literally inspire awe and take our breath away. The question is NOT whether development is good. The question is not whether a given tower is beautiful.

The question is this: Will the BPDA hold Oxford to the law and protect the needs and desires of this neighborhood for REASONABLE development in COMPLIANCE with the LAW?

I urge you to correct the historic wrongs these neighborhoods have suffered by STICKING WITH THE EXISTING plans for this part of Boston, hold Oxford to the same codes and plans everyone else must also comply with and send them back to drawing board. Give us a reasonable plan which adds housing, protects Hei La Moon and C mart and integrates rather than separates our neighborhoods/

I look forward to seeing what the BPDA does to address this proposal.

Best regards,

Jacqueline

Strategic thinker and storyteller. Skilled builder of profitable relationships. Analytical problem-solver, consultant, and alliance-creator.

JacquelineChurch.com

Re: the proposal by Oxford Properties at 125 Lincoln St.

One overarching concern is **the process** and whether we can be assured of transparency moving forward. The Developers have attended several meetings to “*hear the neighborhood’s concerns*” but have proceeded to utterly ignore the nearly universal rejection of a development of this massive scale. *They seem to think that they are guaranteed to get the zoning variances they seek. Is this, in fact, a done deal??*

Boston has long had a history and national reputation of being one of the *least* transparent cities in terms of political operations. Back room deals have served only those involved and have continued to rob citizens of full participation in governance. I believe we can - and should - do better. **I believe this proposal and how it is handled represents a significant opportunity to show Boston that we are working toward more transparent and inclusive governance.**

I would like to hear from BPDA exactly what the steps of this **process** will be and how the citizens of these affected neighborhoods will be notified of, included in this process. For example, *is this comment form translated into Chinese?* How will you include the Chinatown neighborhood’s concerns? It’s insufficient to offer translation AT the meeting if Chinese residents did not know OF the meeting or have a chance to submit comments because all prior notices are IN ENGLISH ONLY.

Now, aside from process, here are my **material concerns**:

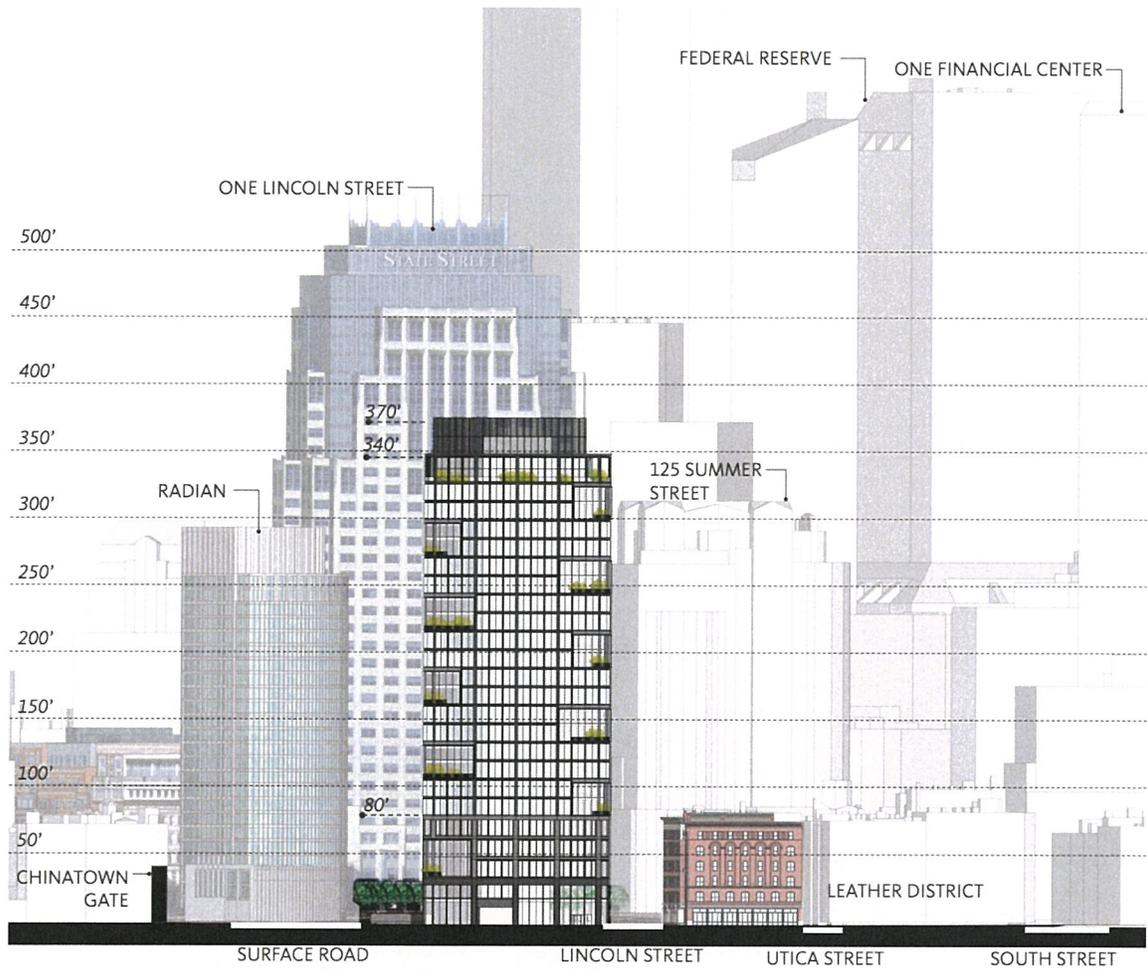
- 1) This proposal and the developers have ignored the neighborhood’s universal opposition to the mass and scale of this proposal. The proposed tower would benefit ONLY the developers, and throw Chinatown into shadow most of the day, as well as blocking sky/sun for the Leather District.
- 2) The proposal directly contravenes the current zoning for that exact parcel. This parcel is zoned for 80’ and 6 floors. Despite the neighborhood stating that we want nothing higher than 100’ they came back with a plan of nearly 400’ – TWICE.
- 3) The Greenway District Planning Study contemplated the impact of development on this precise parcel and concluded no development of this scale should be allowed. The study included *several* consultants, *seven* public meetings and *two years* of work. **The conclusions were that any development on this parcel should be in alignment with the existing Leather District heights (100’ max).**
- 4) When the elevated highway was taken down, this neighborhood endured years of construction with the promise of Greenspace and connected neighborhoods. This building as proposed would do just what that elevated highway did: cut us off from the city, cut Chinatown off from us; and take us backwards.
- 5) Traffic congestion on Lincoln since 93 was moved to empty right onto this street is horrendous and dangerous. The city sometimes forgets we are now a residential neighborhood, not empty lofts. Young families take their lives into their hands crossing

this street. **Adding MORE traffic for the 4-6K anticipated commuters this proposed tower includes would be a significant detriment to this neighborhood** and indeed, to commuters who currently have to battle the existing congestion.

- 6) The proposed commercial-only development is not what this neighborhood needs. As you well know, this parcel, this neighborhood is zoned for *mixed-use*. We are not anti-development or against progress, we want **sane and rational development in keeping with the existing zoning and Greenway plans**.
- 7) **Mixed use** is what this neighborhood needs. Already, we deal with constant smash and grab car vandalism. Businesses that close at 5 or 6 (as the contemplated retail ground floor in this plan) would attract more shooting galleries, more vandalism, more homeless sleeping there. The Oxford group has already shown they are lousy landlords and care little about the impact on our city, our neighborhood from their lax management. When we regularly see needles, when a homeless woman gives birth next to a dumpster, and Oxford does nothing to add lighting or patrols, we can see plainly how lightly they take their responsibility as landlords.
- 8) The proposed tower throws years of planning out the window. It discounts completely the value articulated by years of planning, ignoring the value of *connected* neighborhoods, brought together over shared green space.
- 9) This proposal ignores the very real, urgent need for affordable housing in Boston. A modest building in keeping with existing zoning, with some affordable and some market-rate units and activated ground floor is the only tenable solution.
- 10) The developers' bad faith is evidenced by their abysmal job as current landlords and their attempted obfuscation of facts in their choice of images to share. As well, they ignore or fail to acknowledge the opposition of the neighborhood.



BAD FAITH OF DEVELOPERS EVIDENT IN THIS SKEWED PERSPECTIVE



If they had nothing to hide, THIS would be the rendering widely shared.



Or perhaps this one.



Michael Sinatra <michael.a.sinatra@boston.gov>

125 Lincoln Street Tower Project - Oxford Properties Comment

chris colbert

Wed, Jun 12, 2019 at 8:03 AM

To: Michael Sinatra <Michael.a.sinatra@boston.gov>

My wife Kate Gilbert and I live across from 125 Lincoln, and with its development will lose our light and be in shadow. And we are supporters of the project nonetheless. We believe the LD is missing enlightened leadership and a vision for what the neighborhood could/should be, and that the 125 Lincoln project, if done right, could really help us improve the whole. We also believe that the unfolding of the project was not the best, and that a "listening tour" before any kind of reveal would have been smart. But what's done is done. I believe the LD neighbors do not understand the simple quid pro quo: we give Oxford height, they give us contributions to everything from better sidewalks and lighting, to open space and greenery.

Thank you for your stewardship. I will continue to do what we can from within the LDNA to establish a perspective of reason.

Chris

--

chris colbert

Watch [Technology is Dead](#), my Ted-style talk given at the world's largest Fintech conference in Singapore.

Read [This Is It](#), my just released book on why and how to innovate your life.

Sign up for my monthly [Blueberry](#), a short but provocative missive on navigating the world.



Michael Sinatra <michael.a.sinatra@boston.gov>

125 Lincoln Street Tower Project – Oxford Properties

Henrietta Cosentino

Wed, Jun 12, 2019 at 12:55 PM

To: Michael.a.sinatra@boston.gov

Cc: mayor@boston.gov, ed.flynn@boston.gov, Michelle.Wu@boston.gov, danchen.xu@boston.gov,

Dear People,

It was a shock to hear the Oxford Properties presentation on its proposed development at 125 Lincoln Street. **Absolutely NOTHING about this project is appropriate for the given site.**

The proposed building is **grossly out of scale with the buildings in the Leather District and in Chinatown.** It would effectively cut off communication between the two districts. A building in that location **should mediate** between the two neighborhoods. **Instead, this walls them off**—not just physically but psychically.

It would also cast both the Greenway and the leather District in a **gloom of shadow.**

That Oxford should even imagine such a building suggests that **it has either *not read or has knowingly disrespected the original plans* for development in this area.** A study in 2010 clearly stated a vision for development adjacent to the Leather District: it specified that buildings could be 80 ft. by right, and no more than 100 ft.. **This building proposes to be nearly FOUR TIMES the prescribed height.**

DO ZONING LAWS MEAN ANYTHING AT ALL IN THIS CITY? We've lived in Los Angeles which is famously inclined to erase the past, but there we never encountered such a radical assault on zoning.

Then there's traffic. Lincoln Street is the debouchement of the exit 20 off-ramp. It is narrow and already highly congested. Oxford imagines something like 4,000 people a day using the building. Exactly how would they get there and what would that do to traffic? That's a prescription for nightmare.

This proposed development **offers nothing to the Leather District, nothing to the Greenway and nothing to Chinatown.** One has to wonder: who exactly would benefit?

The parking lot currently on the site may be less than beautiful, and would benefit from some clean-up and refurbishment. But we are grateful to have a parking lot in the vicinity and especially delighted to have, below it, a jaunty banquet hall (Hei La Moon); and a Chinese purveyor of pork and duck. These shops serve the neighborhood very well. Nobody we know would want to see, in their place, some yuppie coffee shops and boutiques.

The city did a spectacular job in creating the Greenway. Then came the marvelous reincarnation of the Leather District, once a no-go zone and now a vibrant residential community with families moving in. Would the city allow these marvels to be degraded for one unnecessary commercial development?

We moved to the Leather District because it is beautiful and residential, with the Greenway and Chinatown close by.

A building of the kind proposed by Oxford is **an insult to the residents of Leather District and insult to the shopkeepers and residents of Chinatown.** It is a terribly bad idea for the city of Boston.

A building like that, in the location, is not sustainable!

Respectfully,

6/14/2019

City of Boston Mail - 125 Lincoln Street Tower Project – Oxford Properties

Henrietta and Donald Cosentino
210 Lincoln Street #601
Boston, MA 02361



Michael Sinatra <michael.a.sinatra@boston.gov>

125 Lincoln Street Tower Project – Oxford Properties

Laura D'Anca

Tue, Jul 30, 2019 at 10:28 PM

To: Michael.a.sinatra@boston.gov

Cc: mayor@boston.gov, ed.flynn@boston.gov, Michelle.Wu@boston.gov,

Dear Mr. Sinatra:

I am writing today to voice my opposition to the proposed building at 125 Lincoln Street in Boston by Oxford Properties.

As a 15 year resident of the Leather District, I care deeply about the neighborhood and the community. The Leather District is a unique and distinct neighborhood that represents a rich part of history in Boston and is home to many individuals who appreciate and love it as I do.

Overall, I believe that the proposed building would be a detriment to the neighborhood, Chinatown, the Financial District, the Greenway, and the thousands of individuals who currently and will in the future live in, spend time in and pass through the Leather District and surrounding communities every day.

Specifically, one of the primary concerns I have is with the proposed height of the project at 370'.

- A 370' building would be in direct violation of the zoning code (Article 44) and urban planning for the Leather District. The proposed height is almost four times that of the 100' maximum height permitted by the BPDA's Greenway Planning Study for this exact site.
- In addition, at a height of 370', the parks and homes surrounding and in the Leather District and Chinatown will be bathed in shadows for a significant part of the day.
- Finally, the proposed height combined with such a large footprint for the building will create a literal wall between the Leather District and Chinatown. The City of Boston just recently completed a major resurfacing project on Beach Street, linking South Station to Chinatown, which will be virtually irrelevant when the two neighborhoods are divided by the proposed building.

I am also concerned with the disruption that will be caused by the actual construction of the building.

- During the BPDA meeting on June 26, 2019, we were informed that the approximate estimated time for the construction of the project will be 36 months. This will clearly have an impact on those of us who live in the neighborhood, in Chinatown and in the surrounding neighborhoods due to the noise, lights, air pollution, and traffic.
- In addition, for three years both the sidewalk and parking on the west side of Lincoln Street between Beach Street and Tufts Street will be usurped for construction. Oxford Properties specifically informed us that this degree of encroachment is required due to constructing a building of such height. Lincoln Street is already a very congested road and parking in the area is extremely limited; Lincoln Street currently serves as the primary connector from 93N and the Financial District; and the NE corner of Lincoln and Beach Streets currently serves

as an MBTA bus stop for commuters traveling into downtown Boston. As such, traveling on Lincoln Street and parking in the neighborhood (and in turn in Chinatown and the Financial District) will become increasingly difficult, which will have an impact not only on those of us who live in the neighborhood, but also on the thousands of individuals who commute to and visit the city during this time.

Finally, I am concerned with the proposed use for the building.

- A 100% commercial space would be completely inconsistent with the mixed used properties that make the Leather District the unique community that it is. As a neighborhood, we want to encourage a sense of community. We have agreed, and it has been proven, that community is best developed through both residential and commercial use rather than via an empty lobby during the evening.
- At the LDNA meetings and the BPDA meeting, we were also informed by Oxford Properties that the proposed building will contain less parking spots than the current parking garage that stands at the site. Adding thousands of individuals working in and visiting the building to an already congested area that is lacking in sufficient parking and reducing the number of parking spots will clearly only add to an already existing problem.

Thank you for taking the time to read the concerns I have outlined above and those shared by my neighbors and others in opposition to the proposed building at [125 Lincoln Street](#) by Oxford Properties.

Sincerely,

Laura A. D'Anca
[150 Lincoln Street](#), 2B



Downtown Boston
Business Improvement District
Corporation

Michael Sinatra
Project Manager
Boston Planning & Development Agency
One City Hall Square, Room 809
Boston, MA 02201

August 2, 2019

RE: Oxford Properties' 125 Lincoln Street Development Proposal

Dear Mr. Sinatra:

On behalf of the Downtown Boston Business Improvement District (DBBID), I am writing regarding Oxford Properties, as they continue the development-review process with their 125 Lincoln Street proposal.

Oxford Properties has been a vital member of the Downtown Boston BID since it acquired 125 Summer Street in fall 2014. Oxford's Executive Vice President for the Boston market, Chad Remis, was elected to the Board of the Downtown Boston BID in fall 2015. Since then, he has played a significant role as one of our Directors, most notably heading up our Economic Vitality Committee.

Straddling the intersection of several Downtown neighbors, bordering the Greenway, and close to multiple transit hubs, 125 Summer Street anchors one of the BID area's most crucial gateways. Taking advantage of its superb location, Oxford Properties has dramatically transformed the property. In 2016, it invested \$10 million in a major lobby renovation and plaza makeover. It has revitalized that section of Summer Street with popular new retail tenants--particularly an always-bustling Tatte Bakery that fronts on the plaza. And, working in close collaboration with the BID and other members of the community--including residents and non-profit organizations--it has activated the plaza with a variety of seasonal events, from Baggio leagues to a pop-up wine bar.

In closing, Oxford Properties is thoughtful and collaborative and fully understands the needs of an urban environment. Given the positive personal experience I've had with the company, I believe Chad and his team will bring the same level of commitment and care in developing 125 Lincoln Street as they have demonstrated with 125 Summer Street over the past half-decade.

The Downtown Boston BID is a private not-for-profit corporation that provides supplemental services in Downtown Boston. Designed to benefit property owners, businesses, visitors, students, and residents, it is committed to achieving downtown's full potential as a premier economic center and vibrant mixed-use neighborhood.

Sincerely,


Rosemarie E. Sansone
President & CEO
Downtown Boston BID



Michael Sinatra <michael.a.sinatra@boston.gov>

125 Lincoln St Tower Project - Oxford Properties

Deniz Johnson

Fri, Jun 21, 2019 at 8:05 PM

To: michael.a.sinatra@boston.gov

Cc: mayor@boston.gov, ed.flynn@boston.gov, michelle.wu@boston.gov, danchen.xu@boston.gov,

Hi Michael,

I am writing to express my strong objection to Oxford Properties' plan to build a 370' office tower at [125 Lincoln St.](#)

The proposed tower will negatively impact both Leather District and Chinatown.

It will wall off the Chinatown and Leather District neighborhoods from one another, and do nothing to improve access to housing in the area.

As the board member of Greenway Conservancy, **I strongly oppose any attempts that will completely cover a section of the Greenway in shadows and eliminate the passageway between Leather District and Chinatown.**

The BPDA Greenway Planning Study, as well as zoning ordinances, call for a building with a maximum height of 100', in order to minimize shadows and fit into the surrounding area. I feel that this plan, which is nearly 4x taller than zoning allows, is completely inappropriate.

I'm also very concerned about the current businesses in the garage space. The Hei La Moon restaurant and CMart are both important to the Chinatown community in particular, and create active use at night and on weekends that serves to deter crime. An office building will be virtually unoccupied at those times and will create a sort of urban desert.

This will make the neighborhoods very UNSAFE !

While the existing building can certainly use some improvement, it is much more valuable to the neighborhood than Oxford's proposal. I'd love to see a mixed use building in this location, with housing and other businesses that would liven up the neighborhood at all hours.

Thank you for your time and attention, and I appreciate the opportunity to provide comments.

Regards,

Deniz Johnson

Board member - Rose Kennedy Greenway Conservancy

Leather District resident

[111 Beach St](#)[Leather District](#)



Kohi Coffee Company

PO Box 1022

Provincetown, MA 02657

July 30, 2019

Michael.A.Sinatra@Boston.gov

Michael Sinatra, Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

Dear Mr. Sinatra,

As the owner of a neighborhood small business coffee and pastry shop serving the residents and employees in Chinatown, the Leather District, and Downtown Crossing, I would welcome the opportunity of revitalizing the space at 125 Lincoln Street with a new, mixed use building.

A new office building with nice public space and ground floor uses will add more vibrancy and activity in the area and increase foot traffic and patrons in the neighborhood.

The project offers the potential for my business to grow and support my employees.

We look forward to seeing the project advance.

Sincerely,

James DeRosier
Kohi Coffee Co.
Vice President



Michael Sinatra <michael.a.sinatra@boston.gov>

125 Lincoln Street Tower Project – Oxford Properties

Deniz Johnson

Tue, Jul 30, 2019 at 10:48 AM

To: "Michael.a.sinatra@boston.gov" <Michael.a.sinatra@boston.gov>

Cc: "mayor@boston.gov" <mayor@boston.gov>, "ed.flynn@boston.gov" <ed.flynn@boston.gov>, "michelle.wu@boston.gov" <michelle.wu@boston.gov>,

Hi Michael

I am opposed to the current plan of Oxford Properties' office tower at 125 Lincoln St since it will lead to the following:

- 1 - City will lose voters as communities are dissolved
- 2 - City will have an increased burden due to the additional Police presence needed
- 3 - Property values will go down, city will be burdened with a traffic problem due to 3000+ people commuting to this location.
- 4 - Greenway parcels will be impacted. It might not be feasible for Greenway to keep the parcels around 125 Lincoln.

To elaborate:

1- This proposed building will **wall off** the Chinatown and Leather District neighborhoods from one another. There will not be any additional housing in this area. The connected communities will now be disconnected. I expect Leather District's (LD) residents will be most impacted due to being walled off between South Station and an office tower. In the past, more residents and families have moved to LD as an urban location with close proximity to the Greenway. This will change with a wall.

Families that have chosen to live in LD will start moving out to the suburbs, changing the demographics of the neighborhood and we will be losing more voters in the city.

2- Oxford indicates this proposed building's public space is available during business hours (8am - 6 pm - Monday thru Friday).

Currently we have a **crime** problem at this location even with foot traffic and BPD is not always able to respond in a timely manner. Crime will increase by having an empty office building after 6 pm and on the weekends.

Oxford properties has owned this location for 2+ years. During this time, this location actually became an attraction for some unsavory characters. The security of the Greenway areas around this building became more of an issue. Just last week, 2 people were mugged on the Greenway property in front of 125 Lincoln and the gang of suspects were stationed behind the garage. Oxford has cameras and a property manager (at Leather District's request) but they have not really partnered with either neighborhoods.

This means BPD will be called here more and more.

3 - With an increased crime and residents leaving, Leather District (LD) and Chinatown property values will decrease. In the mean time, traffic will be even more of a challenge in this area. City will need to address the gridlock that comes from 3000+ people commuting to this location. Another burden for Boston. I cannot see any of these as an economic boom for Boston.

4 - Unique situation of this building for Greenway...Until this building, the height provisions and other lenience from the original plans were on both sides of the Greenway . This building sits in the middle of 2 parcels - the decision on height and its impact to Greenway should be seriously discussed. Other lenience on rules might not necessarily be a predecessor to this proposal. It might not be feasible for Greenway to keep the parcels around 125 Lincoln if they are covered in shadows, hard to plant/grow green areas for public use. Abandoned areas will be great location for crime beds.

Recommendation:

- 1 - Keep the height more aligned with the communities (Chinatown and Leather District) this proposed building surrounds and keep the connected communities
- 2 - Ground floor public space should be public space that is open weekends and late nights
- 3 - Explore mixed use building in this location - maybe partner with a local developer that understands Boston communities.

These comments are in addition to my previous note:

8/5/2019

City of Boston Mail - 125 Lincoln Street Tower Project – Oxford Properties

this oversized project that violates the zoning code (Article 44), urban planning with respect to the Leather District and the BPDA's own Greenway Planning Study for this site all of which say 80' by right and 100' maximum. The Oxford plan is for 370'. The proposed office-only use is completely inconsistent with the successful mixed use (residential/commercial) of the Leather District. It will bath the Greenway Park in shadow in the early part of the day and the Leather District in shadow the later part of the day. We can expect increased traffic and wind. Worst of all, it will serve to wall us off from surrounding neighborhoods.

Thank you for your time and attention, and I appreciate the opportunity to provide comments.

Regards,
Deniz Johnson
Board member - Rose Kennedy Greenway Conservancy
Leather District resident
111 Beach St
Leather District



Michael Sinatra <michael.a.sinatra@boston.gov>

Leather District project does not fit with zoning and greenway formal planning

John Donnellan

Wed, Jun 12, 2019 at 10:01 AM

To: "Michael.a.sinatra@boston.gov" <Michael.a.sinatra@boston.gov>

Cc:

Dear Sir,

I am in opposition to the Leather District oversized project that violates the zoning code (Article 44), urban planning with respect to the Leather District and the BPDA's own Greenway Planning Study *for this site* all of which say 80' by right and 100' maximum. The Oxford plan is for 370'. The proposed office-only use is completely inconsistent with the successful mixed use (residential/commercial) of the Leather District. It will bath the Greenway Park in shadow in the early part of the day and the Leather District in shadow the later part of the day. We can expect increased traffic and wind. Worst of all, it will serve to wall us off from surrounding neighborhoods.

Please plan a project that matches what is already in neighborhood.

Thanks,

John Donnellan

Resident for 20 years

717 Atlantic Ave 1c

Boston, MA 02111



Michael Sinatra <michael.a.sinatra@boston.gov>

125 Lincoln Street Tower Project-Oxford Properties

Cynthia Dyer

Tue, Jul 30, 2019 at 6:10 PM

To: Michael.a.sinatra@boston.gov

Cc: mayor@boston.gov, ed.flynn@boston.gov, michelle.wu@boston.gov

Dear Michael,

I am a long-time resident (over 25 years) of the Leather District who would like to present my concerns regarding the 125 Lincoln Street Tower Project proposal as it stands.

Primarily the current proposal violates the zoning code of 100' and the mixed use character of the Leather District possibly setting a precedent for future development that could eradicate our neighborhood as the historic district that it is.

I have attended 3 of the 4 presentations where many neighbors expressed their dissent of the project. Not only did the Oxford Properties not offer any possible compromises but totally disregarded all concerns raised.

Other specific concerns (not in order of importance):

The project is expected to take three years, three years blocking the Beach St easy access passage from the Leather District to Chinatown and other neighborhoods. A huge inconvenience to walkers and drivers wanting to access the highway. Not only that, it is three years of construction noise reverberating throughout the neighborhood and general disruption.

The presenters mentioned they would be digging down over 20', if I remember correctly, but no mention of a study on how this digging will effect the foundations of nearby buildings.

There is already an office building in the Leather District at the corner of Atlantic Avenue, Beach Street and South Street that stood vacant for many years. If it wasn't for We Work occupying the space it could still be empty. The presenters have been vague as to whether they have tenants in place and if so who they are. It would be an abomination if this project was given a go and the building was left empty.

Also there are plans for building out South Station. Between the two projects our neighborhood would be blocked off, isolated from the rest of the city, a city which is taking great strides to unite all the different neighborhoods. The Southend build up of Harrison Ave has opened access to South Boston and Chinatown. The Greenway connecting the North End to the city proper. Fort Point, Seaport and South Boston are all connected and enjoying increased property values \$1K+ per sq ft while our property values hover between \$600-700. This project, isolating us even more from the rest of the city, could have an even more detrimental effect on our property values.

As other neighbors have mentioned, I am concerned about wind and shadow effects, increased traffic. Little thought given to the current very active businesses on that block- C Mart and Hei La Moon.

I am especially disturbed by the fact that Oxford Properties bought 125 Lincoln knowing full well that our neighborhood has height restrictions but expecting a go ahead, especially without any compromises.

Please do not approve this project as it stands.

Best,
Cynthia Dyer
Sent from my iPhone



Michael Sinatra <michael.a.sinatra@boston.gov>

125 Lincoln Street Tower Project – Oxford Properties

Ford Englander

Tue, Jun 18, 2019 at 10:23 AM

To: Michael.a.sinatra@boston.gov

Cc: mayor@boston.gov, ed.flynn@boston.gov, Michelle.Wu@boston.gov, danchen.xu@boston.gov,

Mr. Sinatra:

I am writing today to voice my opposition to the proposed building at 125 Lincoln Street by Oxford Properties. I am a 15 year resident of the Leather District and live at 150 Lincoln. As you know, the proposed height of 370 feet is almost 4 times that of the maximum height prescribed by the BPDA's own Greenway Planning Study.

The proposed building threatens to cut off our neighborhood from Chinatown. It will disrupt the area by adding large shadows to Chinatown Park in addition to other parts of the Greenway and the Leather District. Furthermore, the construction will shrink the congested city gateway street of Lincoln down to a single lane for at least 3 years. This proposed commercial only building structure has been created with no regard for the mixed use nature of neighborhood. I believe the Greenway Planning Study was a sufficient tax payer investment in the site and all developers should respect the prescriptions codified in the Greenway Planning Study.

Thank you,

Ford Englander



Michael Sinatra <michael.a.sinatra@boston.gov>

125 Lincoln Street Tower Project – Oxford Properties

Meaghan English

Tue, Jul 30, 2019 at 2:54 PM

To: Michael.a.sinatra@boston.gov

Cc: mayor@boston.gov, ed.flynn@boston.gov, Michelle.Wu@boston.gov, danchen.xu@boston.gov,

Dear Michael,

I am reaching out as a resident of the Leather District neighborhood, adamantly opposed to the proposed Oxford Tower construction at 125 Lincoln.

There are numerous reasons why this construction is detrimental for the city, neighborhood, and residents. Many of my neighbors from the Leather District and Chinatown have well-represented several of my concerns, both through written letters and in the meetings we have all attended. Some of these include the exponential increase in air and noise pollution that would distress our families and children daily, both during and post-construction, as well as traffic, wind, and shadow concerns that would negatively affect all of us who have committed to living and raising families in this area. Please accept this as a reiteration of my neighbors' statements around each and every one of these health and safety concerns, which will threaten our community and our children if the Oxford proposal is approved.

I trust you've also received our concerns around the social contract we entered into with the city when we purchased our homes here; that the Greenway Study, into which the city invested so much time, talent, and tax dollars, would be respected, and that nothing over 100' would be constructed in this very space. We are simply asking that our elected and appointed officials respect their commitments, and represent the best interest of their constituents, as is their responsibility. If Oxford is to be granted any proposal, it should be in-line with the law, and appropriate for the community. The building should stand no higher than 100' feet (with 80' setback) and should reflect the nature of the community: mixed use, with architectural features to ensure it becomes a part of the community; not a dividing wall between the Leather District and Chinatown. While residents – both taxpayers and voters – work tirelessly to improve our neighborhood, please do not allow Oxford to disregard law with a tower that will improve nothing but its bottom line.

On the topic of Oxford Properties' management of the current state of affairs: quite frankly, it's appalling. For a world-class building management company to purchase a piece of property and then neglect its upkeep, providing an empty promise to improve once it's extreme demands are met: its offensive. It displays a complete disdain for the community and lack of understanding of the neighborhood. We've heard repeatedly from the Oxford team that this tower will make the area a safer, better place. Yet the current structure has been under their ownership for years, and there have been zero efforts to clean up even the immediate surrounding area. A simple effort to install lighting, or a cleanup of the needles that decorate their own investment would have at least provided a remote display of concern for the property and intent to improve it. To grant a delinquent landlord their request to enhance their wealth – in the order of hundreds of millions of dollars, no less – at the continued expense of the community would condone such behavior and ensure its continuance. I find no solace in the promise of a "safer, better" community that would come from the construction of a commercial high-rise that will be desolate after dark, by a landlord proven to be negligent. None.

Lastly, on the topic of the community, we cannot ignore the fact that immigrant communities in this country are facing a precarious moment. Erecting a commercial tower that further isolates Chinatown from the rest of the city, physically removes the connecting point to the Leather District, and destroys several of its dearest and most community-critical businesses in the process, is the beginning of the end. Oxford commentary that Hei La Moon and C-Mart "could" be relocated to other parts of the city, and that supplemental options for affordable housing (so desperately needed) "will be looked into," is again meaningless, as Oxford cannot be trusted to respect the community within which it operates now. What makes us believe that these businesses will be relocated, and that the workers will be supported in finding income? That affected low-income residents will actually be provided housing opportunity? Chinatown is home to so many who have made incredible contributions to this community. As several of my neighbors also expressed at the recent meeting at Hei La Moon, I'd be ashamed if my city allowed a massive building management company to signal Chinatown's death knell. The approval of such a monstrosity would direly and irreparably hurt the Chinatown neighborhood, as well as the City of Boston. It's not who we are. And it's not who we want to be.

I would welcome the opportunity to continue this conversation with your office, and look forward the City's response to the Oxford proposal. Thank you very much for your continued support for the residents of the Leather District and Chinatown community.

8/5/2019

City of Boston Mail - 125 Lincoln Street Tower Project – Oxford Properties

Best regards,
Meaghan English
Leather District

--

Meaghan English
M.A., International Affairs & US Foreign Policy



Michael Sinatra <michael.a.sinatra@boston.gov>

125 Lincoln Street Tower Project – Oxford Properties

E.Y. Snowden

Tue, Jul 30, 2019 at 12:20 PM

To: Michael.a.sinatra@boston.gov

Cc: mayor@boston.gov, ed.flynn@boston.gov, Michelle.Wu@boston.gov,

Mr. Sinatra,

I am writing as a resident of the City of Boston Leather District in opposition to the Oxford Properties proposal for a 370' office-only development at [125 Lincoln Street](#). This grossly oversized project violates zoning code and urban planning with respect to the Leather District and the Greenway Planning Study for this site. More importantly, such a structure would permanently damage our neighborhood with overcrowding, darkening shadows, and structural separation from the Greenway and Chinatown without doing anything for residential life or local commerce. I agree that the [125 Lincoln Street](#) garage property is in need of redevelopment, but I find Oxford's logic that the garage's *profitability* mandates they build 370' of office to be perverse. If they like the garage's profitability that much, they should rebuild a nice larger garage to the 100' urban planning maximum height.

Thank you for your consideration,

Edward Snowden

[121 Beach St, Boston, MA 02111](#)



Michael Sinatra <michael.a.sinatra@boston.gov>

125 Lincoln Street Tower Project - Oxford Properties

Gregory Fiore MD

Tue, Jul 30, 2019 at 8:27 AM

To: michael.a.sinatra@boston.gov

Cc: mayor@boston.gov, ed.flynn@boston.gov, michelle.wu@boston.gov,

Dear Sir,

Regarding the proposed [125 Lincoln Street Tower Project](#), I am a Leather District property owner and am writing to express concern with the Oxford Properties proposal under consideration.

My concerns stem mainly from the following:

1. Generally, the magnitude of the project will disrupt the footprint of the Leather District / Chinatown which is why prior urban plans suggested different approaches
2. The height of the building will block the visibility from the Leather District into Boston and create shadows that have been more eloquently described previously

Other approaches should be considered.

Thank you,

Greg Fiore

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Michael Sinatra <michael.a.sinatra@boston.gov>

125 Lincoln Street Tower Project - Oxford Properties

Christi Fried

Fri, Jun 14, 2019 at 12:08 PM

Reply-To: Christi Fried

To: michael.a.sinatra@boston.gov

Cc: Debra Fitzgerald-Klemp

, Deborah Kay

, "mayor@boston.gov" <mayor@boston.gov>,

"ed.flynn@boston.gov" <ed.flynn@boston.gov>, "michelle.wu@boston.gov" <michelle.wu@boston.gov>,

"danchen.xu@boston.gov" <danchen.xu@boston.gov>

Mr. Sinatra,

I oppose the over-sized project that violates the zoning code (Article 44), urban planning with respect to the Leather District and the BPDA's own Greenway Planning Study for this site. All of them say 80' by right and 100' maximum while the Oxford plan is for 370'. This will bathe the Greenway Park in shadow in the early part of the day and the Leather District in shadow the later part of the day.

I understand the need for compromise and would be willing to support a lower height of 218'. This takes the following into consideration:

- surrounding variances from the zoning code:
 - Kneeland/Utica hotel to be built: 218'
 - Two Financial: 205'
- Oxford profitability
- diminished shadows on the Greenway and Leather District neighborhood

Respectfully,

Christi Fried
Chickadee Realty, LLC
Leather District Owner
717 Atlantic Avenue, #8D



Michael Sinatra <michael.a.sinatra@boston.gov>

125 Lincoln Street Tower Project – Oxford Properties

Paul Gagnon

Tue, Jul 30, 2019 at 7:06 AM

To: Michael.a.sinatra@boston.gov

Cc: mayor@boston.gov, ed.flynn@boston.gov, Michelle.Wu@boston.gov

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

Dear Michael Sinatra,

I would like to take this opportunity to weigh in on the proposed building at 125 Lincoln St. Let me be as clear as possible, the proposed building height is unacceptable. It violates the current zoning law, it is bad for the neighborhood, bad for the Greenway and bad for Chinatown. I oppose this development.

As you are well aware, the zoning height for this parcel of land is approximately 80/100 feet (give or take). This zone height wasn't created capriciously, or out of context, it was created in the context of the neighborhood, namely the Leather District, the Greenway, and Chinatown. As you are also aware, there were two studies done in 1990 and 2010, that confirmed this zoning height. This is the reason studies are done, plans are developed, and zoning is created and enforced, so ALL are on the same plan.

Might I also take a moment and state that the current zoning height was something that Oxford properties was well aware of when they purchased this property. It was their intention from the onset, to void this zoning restriction. Basically, putting a stake in the ground, that their desires and profits are more important than the neighborhood that they exist in.

Let me point out that the Leather District is a small, low rise neighborhood. We are basically 2.5 blocks length wise by 3 blocks. This parcel takes up 1 full block length wise. It is almost ½ the length of the Leather District. All the proposed renderings of the building do everything in their visual power, to mitigate this. They do NOT display AT ALL, the immense WALL this building will create. WALL sir, WALL. I cannot say it any other way.

The Leather District neighborhood, had to endure countless hours of construction, detours, traffic (and still does) whilst the big dig was being executed, with the promise and hope that at the end, we, like other neighborhoods, bordering it, will have the Greenway as the finished product. Now that Greenway is a success, developers such as Oxford Properties are rushing in to cash in on this, when they had nothing at stake when the construction occurred. Now, they are asking to build a huge WALL, blocking out the Leather District views and providing basically commuters, who don't live in the city, pay taxes and provide life to the city, spectacular views of the Greenway and beyond. All at our expense.

The Greenway is the goal here, yet this building will cast huge shadows on the Greenway. Will create wind tunnels and add more and more traffic in the area (3,000 to 4,000 commuters are not all going to take public transport, there will be endless pickups and drop offs.) Basically, destroying the very element that is attracting the building here in the first place. In addition, part of the Greenway is the small park next to this parcel on Lincoln St. During their so called "construction", they are going to level the park and kill all the trees and then create something in the future. All for them. Do you know how long it takes to get trees to grow so they provide shade again? Approximately 10 years. The Leather District finally has some shade trees and this construction is going to destroy that, so that after their construction (3 years) new trees will be planted. That is 13 years before we have shade trees again. Again, all about Oxford Properties needs, not about the Greenway.

And then we get to Chinatown. The Leather District is part of the Chinatown neighborhood. So, let's build a WALL in between. This is an office building, so no life on evenings or weekends. Do you think the street level business are going to cater to Chinatown or the 3,000 to 4,000 weekday office occupants? Did any of the new buildings in the area cater to anyone except the week day office occupants??? The answer is NO.

Finally, there is the zoning exemption itself. They are not asking to put up a flag pole or extend the top of the building for a chimney or elevator head house. The current building is approximately 60 feet and is already very imposing on the street. The new height is 370 feet or 6 (yes 6) times the height of the existing building. Two times the existing height is

already exceeding the zoning and will be out of proportion to the neighborhood.

There was a reason for a zoning restriction for this parcel of land. Planners knew that a huge building would be bad for everyone concerned except a developer. There is a law in place to prevent this. It is the same law that prevents building heights in the Seaport, Beacon Hill, South End, etc, (Just because the Federal Government wants a height restriction in the Seaport as well, does make a law any stronger, law is law.) I shouldn't have to be writing this letter, as there a LAW preventing this. That was the point of the LAW.

You are asking existing residents, to allow an office tower in the middle of what is now, a mostly residential area, where we will have to endure 3 years of endless destructions/construction, traffic, noise and large quantities of pollution. And what do we get in return? A huge WALL, that removes our sunlight, any visible skies from our units and reduces our property values, all while giving all the benefits to this corporation.

As a resident for 15 years in the Leather District, I am (and from the recent planning meetings, so are most of my neighbors), thoroughly opposed any exemption to the zoning law as it is now stated for this parcel.

Sincerely,

Paul A. Gagnon
108 Lincoln St #4a
Boston



GREATER BOSTON
LEGAL SERVICES
...and justice for all

July 30, 2019

Michael Sinatra
Boston Planning & Development Agency
One City Hall Square, 9th Floor
Boston, MA 02201

Re: Public Comment on 125 Lincoln Street Project

Dear Mr. Sinatra,

The Asian Outreach Unit of Greater Boston Legal Services, which for decades has provided legal representation of and assistance to Chinatown's community groups and residents, opposes Oxford Properties' 125 Lincoln Street project proposal in the Leather District next to Chinatown. After several decades of fighting environmental racism, urban renewal, institutional expansion, and over-development, Chinatown is in the midst of a housing affordability crisis. The proposed project would attract more luxury development, worsen traffic congestion in a community already highly impacted by air pollution, and strip away the community's historical value. The immense size and character of the proposal does not match the surrounding residential environment. In addition, given the historical and cultural context of the community, the benefits proposed by Oxford Properties are insufficient for the project's size.

Founded in 1972, the Asian Outreach Unit (AOU) at Greater Boston Legal Services has advanced equality and justice for the Asian American community through bilingual and bicultural legal services. We incorporate litigation, legislation, and legal services—in collaboration with community organizing—to fight against systemic forces disrupting low-income Asian immigrant communities. No other program in Massachusetts serves the legal needs of the Asian population with the same breadth and depth. Each year, we provide legal representation and assistance to over 1,000 low-income Asian immigrant clients. We directly hear from the most vulnerable Asian immigrants in Greater Boston through weekly legal clinics in the heart of Chinatown and Dorchester, two of the most populated Asian immigrant neighborhoods and collaborate closely with advocacy and organizing by Asian immigrants and organizations. Through the campaigns and cases we work on, we see firsthand the impact of gentrification and displacement on the residents of Chinatown, many of whom have been evicted from their homes and scattered across suburbs such as Malden and Quincy. In recent years, we have represented increasingly more tenants dealing with landlords demanding rent increases or facing imminent eviction in Chinatown.

A 34-story tall office building would disproportionately harm residents of color in a neighborhood already plagued by overdevelopment that is inconsistent with the zoning code and

Chinatown's Master Plan. We urge you to reconsider the current proposal at 125 Lincoln Street and actively work with community organizations, residents, workers, and community stakeholders to understand the historical and cultural context and to identify and respond to the issues and concerns facing this community.

I. The proposed project will exacerbate the housing crisis and disproportionately harm residents of color in Boston's Chinatown

The site of 125 Lincoln Street has long been part of the Chinatown community and provided space for neighborhood institutions and resources benefiting residents, workers, and immigrants who come from other parts of the state and still see Chinatown as a cultural and economic hub. Although the Boston Planning and Development Agency (BPDA) identifies Lincoln Street as part of the Leather District, the 2010 Chinatown Master Plan included Lincoln Street when envisioning the future of the Chinatown community.¹ The proposed project would therefore impact both Chinatown and the Leather District.

Chinatown is one of Boston's most densely populated neighborhoods, with an estimate of 12,000 residents. Existing Chinatown rental households have lived a longer period of time in their units than other Boston rental households and have established deeper roots in the community.² Many residents are long-time renters who rely on the community, its network, and extensive resources for limited English proficient residents and workers. Despite years of development surrounding Chinatown, many residents remain low-income and excluded from the benefits of developments, as over one third of Chinatown's population live below the federal poverty rate.³

While Chinatown's origins are rooted in discrimination, the neighborhood's more recent history is mired in displacement. During the City's urban renewal period in the 1960s, the former Boston Redevelopment Authority seized land and homes from multiple neighborhoods including Chinatown. Seven hundred residents of Chinatown were evicted during this period, and much of the land was later sold to Tufts and New England Medical Center. In addition to institutional expansion into Chinatown, in the 1950s and 1960s, the federal government built two major highways, the Massachusetts Turnpike and the Southeast Expressway, right through the heart of Chinatown, which continues to suffer from serious air pollution problems and chronic traffic congestion.⁴ In more recent years, luxury residential developments and hotels have encroached on Chinatown. These luxury developments have attracted higher income households and led to drastically increased housing prices. By 2016, the majority of Chinatown households were extremely low-income, but a significant percentage was also very high-income.⁵ The rise of

¹ 2010 Chinatown Master Plan, http://www.focl-boston.org/uploads/8/2/7/7/82770312/chinatown_master_ppan_2010.pdf.

² Id.

³ United States Census Bureau. (2018) American FactFinder. Retrieved from:

<https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml>.

⁴ Leong, Andrew, *The Struggle over Parcel C: How Boston's Chinatown Won a Victory Against Institutional Expansion and Environmental Racism*, ScholarWorks UMass Boston (Sept. 1997),

https://scholarworks.umb.edu/cgi/viewcontent.cgi?article=1021&context=iaas_pubs.

⁵ Main, Kelly Leilani & Diana X Bell, *Forced from Home: A Human Rights Assessment of Displacement and Evictions in Boston's Chinatown*, Displacement Research & Action Network (2019),

luxury apartments continues to drive up housing prices and cause even more housing instability for residents. Although the conditions of rental apartments remain subpar, often with no heat or hot water, and regularly filled with rodent and pest infestations, Chinatown rents continue to go up.

For decades, Chinatown residents have borne the brunt of disproportionate development in downtown Boston. Oxford Properties' proposed project continues this pattern. The community's residents of color will again disproportionately experience the impact of policies that enable massive development.

The current proposal on 125 Lincoln Street insufficiently addresses the community's need for affordable housing and other community resources and does not carefully consider new spaces for the existing community. Instead, Chinatown would lose another plot of land to development that attracts high-income professionals into the area and displaces the long-time, low-income, immigrant Chinese American population that has sustained and built this community for decades. Without thoughtful consideration of community needs, Oxford Properties' proposed project will harm the character of this historical Asian immigrant working-class community.

The Chinatown community has long advocated for developments to benefit the public and carry community benefit such as truly affordable housing, community space, and economic opportunities for residents. We urge Oxford Properties to meaningfully engage community residents, workers, organizations, and stakeholders to consider how a new development project could transform and support a community through necessary resources and benefits rather than further erode its history and culture.

II. The proposed project exceeds the allowed building envelope and is inconsistent with Chinatown's Master Plan

Zoning has long played a role in the overdevelopment of Chinatown. The community developed Chinatown's Master Plans in part to respond to zoning variances granted for luxury and other unwanted development in the neighborhood. But without consideration of the Master Plans, developments exceeding the zoning envelope have created eyesores and drastically changed the demographics of Chinatown's historic working class and family-oriented neighborhood. Although Chinatown was originally lined with three- or four-story brick row houses, decades of development have led to the demolition of these historic buildings with the displacement of its residents. Only a dwindling number of row houses are left, and groups like the Chinese Progressive Association, a grassroots organization in Chinatown, have called for more protective zoning law to preserve the row houses remaining in the area.⁶ The Chinatown community is familiar with the power of zoning—and the exceptions to zoning laws granted for developments—that can impact this historic neighborhood of color.

<https://static1.squarespace.com/static/56340b91e4b017e2546998c0/t/5c7811640852290f392207ca/1551372655581/CPA+report+final+2019.pdf>

⁶ Id.

The proposed project will require zoning variances from the Zoning Board of Appeals. For example, the current height of the proposed project is 340 feet, which far exceeds the limits set in the Boston's zoning code.⁷ Curiously, Oxford Properties is already distancing its project from the Leather District and Chinatown, within which it is squarely situated, and instead trying to affiliate with the Financial District. According to Oxford Properties' Project Notification Form, the proposed height is meant to be consistent with "other buildings along the Rose Kennedy Greenway and within the adjacent Financial District."⁸ The purpose of the zoning code is to protect "Boston's distinct neighborhoods from the development of buildings or uses that do not harmonize with their surrounding context."⁹ Yet, in considering the "surrounding context," Oxford Properties chooses to "harmonize" its project with the Financial District rather than the heavily residential neighborhoods of the Leather District and Chinatown within which the project would be sited. The impact of the proposed high-rise, if allowed by the City, would further intrude and gentrify the communities in Chinatown and the Leather District.

The purpose of the Chinatown 2010 Master Plan is to set guidelines for development. The Master Plan identified low and middle-income units in the neighborhood as a significant need. The Master Plan also identified more open spaces and green areas and better air quality as some of the core public health concerns of Chinatown's residents. The Master Plan has set goals for the City to conduct assessment studies and find ways to improve local air quality and expand open space.¹⁰ The scale of Oxford Properties' proposed project, which might be suitable for the the Financial District, is inconsistent with the goals of the Chinatown community and would result in increased commuters and traffic in residential Chinatown. For long-time and immigrant residents to stay in their homes and communities, Chinatown needs more affordable housing and other community resources—not developments that exceed the zoning envelope without careful consideration of community needs.

III. The proposed project will further damage the health and safety of existing communities and worsen issues of environmental racism against Asian residents

The City of Boston has cited Chinatown as having one of the highest density traffic crashes in the city due to the neighborhood's high population density and its location at the intersection of major highways and roads. The Massachusetts Turnpike and I-93 intersect at the heart of Chinatown, bringing traffic and air pollutants to the neighborhood. Chinatown also has one of the highest percentage of workers who walk to work in the city, at 51.4%. A new office building in the area would only bring more vehicle and foot traffic. However, without addressing any of the health and safety issues imminent to the Chinatown and Leather District communities, whose needs include more green spaces, clean air, and safer streets and roads, the proposed development at 125 Lincoln would make the area even more harmful to its existing communities.

⁷ The Boston Redevelopment Authority Zoning Code website,

https://library.municode.com/ma/boston/codes/redevelopment_authority?nodeId=ART44LED1

⁸ "125 Lincoln Street Project Notification Form" (June 2019) <http://www.bostonplans.org/getattachment/a1db10c3-fb81-40e2-b43a-e9d9efe08285>

⁹ The Boston Planning and Development Agency website, <http://www.bostonplans.org/zoning/what-is-zoning>

¹⁰ *Chinatown 2020 Master Plan: A Health Lens Analysis* (Dec. 2018), http://www.focl-boston.org/uploads/8/2/7/7/82770312/chinatown_master_ppan_2010.pdf

According to a report published earlier this year, Chinatown has the highest concentration of vehicle emissions and the worst air quality in Massachusetts. The same study also shows that Asian American residents are exposed to 36 percent more harmful pollution particles than white residents in the state. Short-term effects of inhaling these particles include asthma and heart attacks, and long-term effects include other respiratory and cardiovascular diseases.¹¹ These particles also trap heat and lead to higher surface temperatures in the summer. Chinatown and the Leather District area has high to very high daytime surface temperature recorded.¹² To make the matter worse, Chinatown also has one of the least tree canopy coverage in Boston.¹³ The lack of tree canopy coverage and green spaces, as well as issues of air pollution in Chinatown, dramatically affect the residents' health and quality of life. With the proposed construction of a 34-story office building, an even higher number of commuters and traffic would come in and out of the area, bringing in more pollutants that would further intensify the severity of chronic pollution issues in Chinatown.

IV. The proposed project will impact opportunities for jobs and small businesses accessible to low-income working class families in the neighborhood

Not only is Chinatown a residential area, it is also the cultural and economic hub for many Chinese Americans in the Greater Boston area. Many Asian Americans, due to racial discrimination and limited English proficiency, are only able to find job opportunities in the restaurants and shops in Chinatown. Currently located on the proposed 125 Lincoln Street project site are longstanding Chinese supermarket and dim sum restaurant that employ dozens of Chinese immigrants and serve as a gathering space for many Asian Americans in Greater Boston. Contrary to Oxford Properties' description in the Project Notification Form of a "deteriorated commercial asset," these community institutions serve important roles for workers and the greater Asian American community.

The proposed project at 125 Lincoln Street would replace the existing restaurant and supermarket, leaving dozens of workers unemployed. According to census data for the years of 2006 to 2010, Chinatown had a poverty rate of 39% and a median household income of less than \$18,000. In addition, the unemployment rate in Chinatown was 50% higher than the city as a whole.¹⁴ Replacing the existing supermarket and restaurant would leave more residents unemployed and exacerbate issues of poverty in Chinatown. The proposed project could make the area even more expensive for small businesses to rent, forcing the current supermarket and restaurant out of Chinatown, as well as other small businesses in the area. In addition to engaging

¹¹ *Inequitable Exposure to Air Pollution from Vehicles in Massachusetts*, Union of Concerned Scientists (June 2019) <https://www.ucsusa.org/sites/default/files/attach/2019/06/Inequitable-Exposure-to-Vehicle-Pollution-MA.pdf>

¹² The Boston Climate Ready Map Explorer, <http://boston.maps.arcgis.com/>

¹³ Trust for Public Land, Climate-Smart Cities website, <https://www.tpl.org/how-we-work/climate-smart-cities>

¹⁴ United States Census Bureau. (2018) American FactFinder. Retrieved from: <https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml>

community stakeholders to carefully consider the needs of Chinatown residents, Oxford Properties should prioritize space for commercial tenants currently at the site.

The proposed project at 125 Lincoln Street will have a disproportionate impact on the Asian American community in Chinatown. A 34-story office building in a community already combatting gentrification will only worsen the ongoing housing crisis and add tremendous pressures to the many long-time immigrant residents and families. With new construction and more commuters coming into the neighborhood, issues of air pollution and traffic will continue to plague the health and safety of residents and workers. The project's goals, vision, and massive size will erode the historic, residential, and cultural fabric of Chinatown.

We urge you to reconsider the project proposal by Oxford Properties and find ways for the project to align with the community's needs and goals. Thank you for your consideration of the community's concerns through this public comment process.

Sincerely,

/s/ Bethany Li

Bethany Li
Director, Asian Outreach Unit
Greater Boston Legal Services



Michael Sinatra <michael.a.sinatra@boston.gov>

125 Lincoln Street Tower Project – Oxford Properties

Rob Geary

Tue, Jul 30, 2019 at 3:06 PM

To: Michael.a.sinatra@boston.gov

Cc: mayor@boston.gov, ed.flynn@boston.gov, Michelle.Wu@boston.gov,

Dear Mr. Sinatra:

I am writing to express my strong opposition to Oxford Properties' proposal to build a colossal office tower in the Leather District. The lot on which they want to build is totally inappropriate for the scale and intended use of this project.

To the east and southeast of this lot is the national register historic district that has for fifteen years been my home. The buildings are low scale, nearly all of them conforming to the 100' limit set by our city's zoning. It is a mixed use neighborhood, but it is largely residential. And it is, in fact, a neighborhood.

To the north and west of the proposed tower is the Chinatown Gateway portion of the Rose Kennedy Greenway. To continue to be a greenway, and to thrive as such, it must have sunlight. The proposed structure would block the sunlight for a major part of the morning. But the Greenway is more than a garden. It is open space, a respite from the sense of being closed in by the city. Even when it is not casting a shadow directly on the plant life, this tower would still block our view of the sky and would diminish the quality of the experience of the park to the many families and other residents who use it.

It would have the same impact on the Leather District. It is proposed as a sheer vertical massing that fills its entire lot, with no set-backs, no relief whatsoever from sidewalk to roofline. It does not conform in any way to its historic surroundings. And it will be filled each workday with office workers who commute in each morning and commute home at night, having no stake in the surrounding neighborhood and no stake in our city, treating it merely as a pass-through. Lincoln Street is already strained to its limits during rush hour. This structure will make it unbearable.

There is a plan in place for zoning around the Greenway, and it should be followed. Variances should be granted only for clear public benefit, not for private profit. The only benefits from this proposal are for the proponents.

I see no reason to trust these people to keep their word in anything they propose. They have used very deceptive presentations to hide the real impact of what they are trying to do: graphics that misrepresent the scale of the structure, graphics that hide the adverse impacts of shadow, wind and traffic, and an endless stream of weasel words; slides that claim they are the pension fund of some tens of thousands of state and municipal workers, without mentioning that these workers are not Americans. They have repeatedly told us they have listened to us and incorporated what we wanted in their plan. In fact, it was not their plan that have revised, only their talking points.

They have also repeatedly mentioned how they plan to "leverage" the set-aside funding that will be required of a project that so egregiously exceeds zoning laws for the site, without telling us what they mean by this. My best guess of this is that they plan to use the set-aside requirement to fund development of a derelict building they own in Chinatown. So instead of helping the city with these funds, their plan seems once again to be to line their own pockets. I only wish I knew how to spell Hootzpah!

These people would make hundreds of millions of dollars from this project, but very little of it will stay in Boston. After the construction work is over, the few security and janitorial jobs the building will generate will barely offset the loss of jobs for the people who now work at the grocery, restaurants and hair salon currently on the site.

Canada has always been a great neighbor. Until now. Please encourage these people to go back across the border and build their awful structure in Halifax or Saskatoon. I am not willing to have my quality of life, nor that of my neighbors, sacrificed so that a bunch of foreign interlopers can have a more lavish retirement.

Please say "No" to this horrendous proposal.

Thank you.

Robert L. Geary
210 Lincoln Street
Leather District
Boston 02111



Michael Sinatra <michael.a.sinatra@boston.gov>

125 Lincoln

Clifford Gluck

Thu, Jun 27, 2019 at 7:54 AM

To: michael.a.sinatra@boston.gov

Dear Mr Sinatra,

This project violates the height restrictions placed along the Greenway, and in no way should be given a variance. The design of the building stands in stark contrast to the historic nature of the Leather District architecture, much like the current City Hall violated the harmony of the West End. The plan speaks of "linkage" but instead creates a wall between neighborhoods. The suggestion that this is a "mixed use" building is absurd. Out of 630,000 sq ft, 4,000 sq ft are dedicated to retail, a ratio of 0.63%! Currently there are vibrant restaurants and a grocery store available to the neighborhood. Most of the frontage on Beach Street would be taken up by a garage entrance, making the walk along Beach St much less inviting to pedestrian traffic. The traffic and trip calculations would exponentially increase the pollution and congestion in the neighborhood. Having attended the meeting last night, the fourth in the proposal series, there has been an alarming arrogance and lack of responsiveness from the Oxford and the Gensler representatives. The neighborhood has been very clear about our concerns; the concerns were not only ignored, but the video "tours" and still mockups of the building all neglected to show its scale or any honest representation of how it will feel in the space. Even the picture on the BPDA website is a skewed view down Lincoln Street from the Surface Road, misrepresenting the scale of the building.

I oppose this project in its current form, and sincerely hope that we, the voters and the taxpayers will be heard.

Most sincerely,

Clifford D Gluck, MD FACS
112 Beach St, Unit 1
Boston, MA 02111

Sent from my iPad



Michael Sinatra <michael.a.sinatra@boston.gov>

Opposition to Oxford Capital Project Proposal for 125 Lincoln Street, Leather District

George Golabek

Mon, Jul 1, 2019 at 9:56 AM

To: Michael.A.Sinatra@boston.gov

Dear Mr. Sinatra,

I am writing in opposition to the proposed project for 125 Lincoln Street, in the Leather District.

Although I was unable to attend the public meeting on June 26, I did review the presentation thoroughly.

I am a long-time business owner, property owner and building manager in the neighborhood. One of the things that drew our company to this area was the neighborhood feel which is illustrated by the relatively small scale of the buildings and vibrancy of residential/commercial mix. I feel the that Oxford proposal does fit this criteria and would be out of place with the rest of the neighborhood.

I am not opposed to development of that site, but I think that a mixed-use building, with a scale suitable for the neighborhood is more in keeping with the type of project that should be considered for that location.

Thank you for your consideration.

Sincerely,

George Golabek

President

Allison Associates

[123 South Street](#)

[Boston, MA02111](#)

www.allisonboston.com

7/1/2019

City of Boston Mail - Opposition to Oxford Capital Project Proposal for 125 Lincoln Street, Leather District

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Michael Sinatra <michael.a.sinatra@boston.gov>

125 Lincoln Comment Letter

Rebecca McKevez

To: Michael Sinatra <michael.a.sinatra@boston.gov>

Cc: Jesse Brackenbury

Tue, Jul 30, 2019 at 7:22 PM

Mike,

Attached please find the Greenway Conservancy's comment letter on Oxford's proposal at [125 Lincoln Street](#). We look forward to continuing this conversation and working closely with the BPDA, Oxford and the community as this project develops.

Thanks very much,

Rebecca McKevez, ASLA

Capital Projects Manager

Rose Kennedy Greenway Conservancy

[185 Kneeland Street](#)

Boston, MA 02111

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**Greenway Conservancy 125 Lincoln IAG Comment Letter.pdf**

109K



Rose Kennedy Greenway Conservancy
185 Kneeland St, 2nd Floor
Boston, MA 02111

Michael Sinatra, MPA, Project Manager
Boston Planning & Development Agency
One City Hall Square, 9th Floor
Boston, MA 02201

Re: Oxford Properties Proposed Project at 125 Lincoln Street

July 30th, 2019

Mr. Sinatra,

The Rose Kennedy Greenway Conservancy appreciates participating in the Boston Planning and Development Agency's Impact Advisory Group (IAG) for Oxford Properties' proposed 125 Lincoln Street development, adjacent to The Greenway's Chin Park and the Lincoln Street Triangle. The Conservancy has worked collaboratively with Oxford through the Greenway BID and at 125 Summer where they significantly improved and activated the streetfront retail and the parklet.

There has been much conversation to date surrounding the height of the building, the proposed building use, and the vibrant retail that currently exists on this site. We look forward to continued community process that will evoke thoughtful ways of addressing these concerns.

The Conservancy is interested in a project at 125 Lincoln that will replace an unsafe garage with a building that encourages an active, engaging street front for 16 hours a day; meets the needs of the adjacent communities; and provides adequate and appropriate public benefits. The project's design and the ongoing operations plan must assure that safety is paramount, given the illegal activities that have occurred in and around the existing garage. We look forward to working with the design team and the IAG to ensure the creation of an inclusive pedestrian experience.

This project should prompt comprehensive thinking about how to help the community with significantly improved open spaces. The 125 Lincoln project, as proposed, would have meaningful shadow impact on Chin Park, the largest park space for the Chinatown and Leather District communities; how to minimize or mitigate these effects must be an important topic. Additionally, the project proposes a welcome expansion and redesign of Lincoln Street Triangle (the park north of the building that is managed by the Greenway



Rose Kennedy Greenway Conservancy
185 Kneeland St, 2nd Floor
Boston, MA 02111

Conservancy), although the narrow site poses challenges to delivering a lush, welcoming park. Moreover, the proposed construction staging on the Lincoln Street Triangle park necessitates a discussion of mitigation. Two other nearby open spaces--the simple Greenway lawn panel adjacent to 125 Summer and the bleak state-owned plaza north of the Leather District--need improvement. Oxford, with its 125 Lincoln development and 125 Summer building anchoring the complex Lincoln St-Essex St-Surface Rd intersection, can help the community plan for and improve these open spaces in an integrated way.

We look forward to the continued discussions and appreciate Oxford's continued engagement with the Conservancy, community stakeholders, and the IAG.

Best,

Jesse Brackenbury
Executive Director
Rose Kennedy Greenway Conservancy



Michael Sinatra <michael.a.sinatra@boston.gov>

125 Lincoln Street Tower Project -Oxford Properties

Caleb Ho

Wed, Jun 12, 2019 at 9:10 AM

To: Michael.a.sinatra@boston.gov

Cc: mayor@boston.gov, ed.flynn@boston.gov, Michelle.Wu@boston.gov, danchen.xu@boston.gov,

Hello Michael and others,

I have lived in the Leather District 20+ years and I love my neighborhood. I love the connections my neighborhood has established with Chinatown. I am writing to voice my strong opposition to the proposed Oxford tower development at 125 Lincoln Street.

The proposed 370 feet building will significantly damage my neighborhood, enveloping us in shadows. It will bring a destructive amount of traffic and noise pollution to my neighborhood. It will be an imposing wall, cutting off my neighborhood from Chinatown and other neighborhoods. The proposed 370 feet building violates the Zoning Code (Article 44). The proposed 370 feet building contradicts the BPDA's own Greenway Planning Study for this very site. This proposed development goes against urban planning as envisioned by my neighborhood and city; that is, developing more mixed-use (residential and commercial) spaces to bring in more residents to our beautiful city.

I support responsible development that is in line with the 100 feet maximum criteria. I support mixed-use development. I do not support Oxford's proposal to plant a 370 feet commercial building in my neighborhood.

Caleb Noël Ho



Michael Sinatra <michael.a.sinatra@boston.gov>

125 Lincoln St Tower Project - Oxford Properties

Scott Johnson

Wed, Jun 19, 2019 at 7:58 PM

To: michael.a.sinatra@boston.gov

Cc: mayor@boston.gov, ed.flynn@boston.gov, michelle.wu@boston.gov, danchen.xu@boston.gov,

Hi Michael,

I am writing to express my strong objection to Oxford Properties' plan to build a 370' office tower at [125 Lincoln St](#). The proposed tower is simply too tall, will wall off the Chinatown and Leather District neighborhoods from one another, and do nothing to improve access to housing in the area.

The BPDA Greenway Planning Study, as well as zoning ordinances, call for a building with a maximum height of 100', in order to minimize shadows and fit into the surrounding area. I feel that this plan, which is nearly 4x taller than zoning allows, is completely inappropriate.

I'm also very concerned about the current businesses in the garage space. The Hei La Moon restaurant and CMart are both important to the Chinatown community in particular, and create active use at night and on weekends that serves to deter crime. An office building will be virtually unoccupied at those times and will create a sort of urban desert.

While the existing building can certainly use some improvement, it is much more valuable to the neighborhood than Oxford's proposal. I'd love to see a mixed use building in this location, with housing and other businesses that would liven up the neighborhood at all hours.

Thank you for your time and attention, and I appreciate the opportunity to provide comments.

Regards,
Scott Johnson
[111 Beach St Unit 3A](#)
[Leather District](#)



Michael Sinatra <michael.a.sinatra@boston.gov>

125 Lincoln Street Tower Project-Oxford Properties

Jamie Sroczynski

To: Michael.a.Sinatra@boston.gov

Cc: mayor@boston.gov, ed.flynn@boston.gov, michelle.wu@boston.gov,

Tue, Jul 30, 2019 at 6:17 PM

Dear Mr. Sinatra,

I strongly oppose the project proposed by Oxford Properties for [125 Lincoln Street](#).

The residents of the Leather District neighborhood are families and individuals who live, work and pay taxes in the city of Boston. The majority of residences are owner-inhabited. There are few parking spots associated with the buildings here – neighborhood residents predominantly walk or take public transportation to their jobs. The neighborhood has grown safer and cleaner over the past two decades. Small independent businesses and restaurants are thriving here. Crime is down. Families with children are staying put instead of fleeing to the suburbs. The neighborhood association is strong and has driven positive change throughout the neighborhood while partnering with adjacent neighborhoods to forge a strong sense of community. In short, this is the type of neighborhood where people want to live and raise families. It should be a model for a city in need of more mixed-use and affordable housing options for its citizens. Yet, if the BPDA – and the City of Boston – approves the commercial office space project proposed for the [125 Lincoln street](#) property by the international development firm Oxford Properties, it will directly imperil the future of this neighborhood and irreversibly change it for the worse.

The [125 Lincoln Street](#) property Oxford Properties purchased over two years ago is zoned for 100 feet. This zoning standard is appropriate and commensurate with the contiguous residential properties and neighborhood. This same height restriction on the property site is also called for by the BPDA's own Greenway Planning Study. It should not be changed and Oxford Properties should be offered no variance to this height restriction without direct approval by the Leather District Neighborhood Association. Any development of this parcel should be limited to 100 feet in height and dedicated to mixed use or residential purposes.

Since Oxford made its purchase of the 125 Lincoln property, it has been an uninvolved and negligent steward for the property. Throughout Oxford's ownership, trash barrels on the property have regularly overflowed, trash has been strewn through the small (public) parking lot contiguous to the market, rats can be seen on a regular basis, graffiti has covered many of the external walls, drug dealing and use has been a daily occurrence behind the property; discarded syringes have posed a hazard to anyone brave enough to wander down the alley, and a baby was birthed next to the dumpster this past winter. For two years, Oxford took no apparent steps to address any of these items – no additional lighting, no regular cleaning, no added security, and no improvements to the physical structure of the parking garage. In short – it closed its eyes to the neighborhood. Perhaps this was intentional – a misguided effort to get the neighborhood to accept its monstrous proposal for a misplaced commercial building – I don't know. However I do know that it would be a grave injustice for the BPDA to now award Oxford Properties for its negligence.

The developer's own presentation shows the proposed project will have a significant impact on shadows and wind in the neighborhood and on the Greenway. Its massive size will dwarf the neighborhood and create a giant physical wall between the Leather District and Chinatown neighborhoods. It will degrade the daily existence of Leather District residents and erode the fabric of this emerging neighborhood. The Leather District is NOT the Financial District - and should not become an extension of it. The proposed office-only use is completely inconsistent with the successful mixed use nature of the Leather District.

If for some reason the BPDA mistakenly recommends a height and usage variance for this Oxford Properties proposal, then it should rightfully be willing to grant the same variance to every property in the neighborhood. Why should this international developer be given the opportunity for deep profits based on a zoning variance when others in the same neighborhood are not? In such a case, the BPDA should approve height and size waivers to every property in the Leather District and let Boston-resident taxpayers benefit in the same manner as this Canadian property developer.

In the end however, I hope the Oxford properties proposal is soundly rejected by the BPDA. It is the wrong project for the Leather District neighborhood and the City of Boston. Please send Oxford back to the drawing boards until they can bring forward a proposal that works for the neighborhood and complies with the height and size requirements currently in place for this piece of property.

Sincerely,

Jamie Magnani Sroczynski
70 Lincoln Street, Unit L618
Boston, MA 02111



Michael Sinatra <michael.a.sinatra@boston.gov>

125 Lincoln Street Tower Project – Oxford Properties

Jonathan Kannair

Tue, Jul 30, 2019 at 11:26 PM

To: Michael.a.sinatra@boston.gov

Cc: mayor@boston.gov, Ed Flynn <ed.flynn@boston.gov>, Michelle.Wu@boston.gov,

Dear Mr. Sintra,

Since 1996 my wife and I have owned property and lived in Boston's Leather District. We have raised a child at our current Leather District address. I also own a business based in the Leather District.

I am writing with respect to the above-referenced proposal now before the Boston Planning & Development Agency (BPDA).

We attended at least four neighborhood and public meetings on this topic which included extensive presentations by Oxford Property Group on their proposed redevelopment of 125 Lincoln Stret. While we began this process with an open mind we are now firmly opposed to this project — along with the majority of other residents and property owners of both Chinatown and the Leather District.

Our strong opposition is based on a these key facts:

- **This proposal violates the zoning code (Article 44), urban planning with respect to the Leather District and the BPDA's own Greenway Planning Study for this site all of which say 80' by right and 100' maximum.** The Oxford proposed redevelopment is for 370 feet, or two-thirds of the height of the One Financial skyscraper across from South Station!
- **Oxford is not a good steward of the property on this site which they now own.** This property has been poorly monitored and maintained by Oxford since they purchased it and their gross negligence as an owner in this regard has been well documented by media reports in the *Boston Globe* as well as reports by current tenants.
- **Oxford has repeatedly demonstrated bad faith in the process.** Oxford is proposing a building that would be 370 feet tall or three times as tall as Lincoln Plaza. They have repeatedly dissembled during public meetings on their critical point and only when pressed have acknowledged the height. I challenge to you look at the artist renderings included by Oxford with their proposal at the BPDA and see if you could figure this out from their submitted highly stylized and dishonest architectural renderings.
- **Oxford knew the height restrictions when they purchased the site.** They purchased believing that they would get a blank check from the City of Boston to do what they wanted there, without regard to zoning, previous urban planning (including by the BPDA for this exact site), expectations for the Greenway and feedback from the neighborhood and those most impacted by the development.
- **The proposed office-only use is completely inconsistent with the successful mixed use (residential / commercial) of the Leather District.**
- **This project would destroy the quality of life in what has become a vibrant mixed use neighborhood with a substantial residential population in the heart of the city.** It will bathe the Greenway in shadow in the early part of the day and the Leather District in shadow during the remainder of the day. We can expect increased traffic and wind. It will become a dead zone for the neighborhood at night instead of contributing to the vitality of this neighborhood. Worst of all, it will wall the Leather District off from Chinatown, contrary to the stated goals of the BRA's own Study.

This is a very poor use of a parcel that is abutting the Greenway. We must do better. We the taxpaying citizens of the Leather District deserve this proposal to be soundly rejected and without further delay.

Sincerely,

Jonathan Kannair

cc: The Honorable Martin J. Walsh, Mayor, City of Boston
The Honorable Edward Flynn, Boston City Councilor, District 2

8/5/2019

City of Boston Mail - 125 Lincoln Street Tower Project – Oxford Properties

The Honorable Michelle Wu, Boston City Councilor, At-Large
Christopher G. Betke, Esq., President, Leather District Neighborhood Association



Michael Sinatra <michael.a.sinatra@boston.gov>

Proposed Project at 125 Lincoln Street

Karen Diane Johnson

Tue, Jul 30, 2019 at 5:42 PM

To: "michael.a.sinatra@boston.gov" <michael.a.sinatra@boston.gov>

Cc:

While I applaud real estate development as it brings opportunities a neighborhood, I feel that the project being proposed by Oxford Properties misses the mark.

As an esteemed investor and operator of Class A commercial buildings, Oxford has an opportunity to create an amazing opportunity for the neighborhood and build a property that will benefit its investors. However, the project Oxford is proposing is of a mass and height that is completely inappropriate for our neighbor and violates the current laws that govern height restrictions. If built as proposed, this project will create noise, dirt and congestion on Lincoln Street and the surrounding streets during its construction then bring unprecedented traffic to the area as an estimated 4,000 to 5,000 workers flood the already busy area by day. Furthermore, the sheer size and mass of the building will cast horrible shadows and consume an entire block, creating a wall between the Leather District and Chinatown. At 370 feet, with no setbacks, it totally out of proportion to other buildings in the neighborhood.

I've seen many of Oxford's other properties and know that they can work with their architects to create a less imposing structure, one that produces refractive light and is at a scale more appropriate for the neighborhood. The design team at Gensler takes its lead from their client. They're a very talented group and are very capable of pivoting and producing a structure that is a better fit for the neighborhood.

The current parking structure occupying the site is a disturbing eyesore. The back of the property serves as a gathering point for intravenous drug users, their drug suppliers and thugs who have been terrorizing the neighborhood recently. I'm sure there are prostitutes there as well. Oxford has owned the property for two years and instead of seeing an improvement, things have gotten worse. It is shocking and disappointing to see this. So far, they've been a terrible neighbor. I'm sure their board and investors would agree.

I'd like to see a modern building of an appropriate scale erected. I'm involved with commercial real estate professionally and while I don't know the economics of this deal, I've seen enough deals to know that there is a tremendous opportunity for Oxford to create a very profitable project under what is lawfully permitted. Personally, I would support a modest height variance if Oxford were to bring a project with a space that is activated 18 hours during the weekdays and on the weekends with high end options.s.

Innovation is the new buzzword. Let's see some innovation.

Karen Diane Johnson
Non est optio defectum
Lux et Veritas



Michael Sinatra <michael.a.sinatra@boston.gov>

Oxford-125 Lincoln St Proposal

Kelley Betke

Thu, Jun 20, 2019 at 9:11 AM

To: "michael.a.sinatra@boston.gov" <michael.a.sinatra@boston.gov>

Cc: "danchen.xu@boston.gov" <danchen.xu@boston.gov>, "ed.flynn@boston.gov" <ed.flynn@boston.gov>, "mayor@boston.gov" <mayor@boston.gov>, "michelle.wu@boston.gov" <michelle.wu@boston.gov>

Dear Mr. Sinatra:

I am writing to strongly oppose the proposed Oxford Development at [125 Lincoln Street](#). It is way too big for that location. In fact, both zoning and the 2010 Greenway Planning Study (done by your agency) indicate that the maximum height should be 100'. What is being proposed is almost 4x that. Moreover, the "office only" use is inappropriate for the mixed residential/commercial use that the Leather District is known for.

I am the mother of two small children. My husband and I bucked the trend and have elected to stay and raise our children in the City and not move to the suburbs. The City should be taking steps to support families doing what we are doing. However, this monstrosity of the building does the exact opposite and makes us contemplate moving (for the first time). It will block all views of the sun and sky from my entire home and cover us all in shadow. It will wall us off from our downtown neighbors, thus, robbing us of important interactions that make living in the City unique and special.

We live in the Leather District and not the Financial District. I urge the BPDA to enforce the zoning law and its own planning study.

Sincerely, Kelley Betke



Michael Sinatra <michael.a.sinatra@boston.gov>

Comment on 125 Lincoln Street Tower Project – Oxford Properties

John P. Kim

Tue, Jul 30, 2019 at 4:40 PM

To: "Michael.a.sinatra@boston.gov" <Michael.a.sinatra@boston.gov>

Cc: "mayor@boston.gov" <mayor@boston.gov>, "ed.flynn@boston.gov" <ed.flynn@boston.gov>, "Michelle.Wu@boston.gov" <Michelle.Wu@boston.gov>, "

Hello,

I am a resident and property owner in the Leather District in Boston.

I am writing to express my complete opposition to the proposed 125 Lincoln Street tower by Oxford Properties.

This proposal - as is - does nothing for the Leather District or Chinatown, and only serves to line the pockets of this real estate developer.

It would introduce massive traffic, block out sunlight for much of the day – including for the historic Chinatown Arch - and provide literally not a single benefit to the residents of this neighborhood. It is actively detrimental to residents who live in these neighborhoods.

Additionally, this proposal ignores the current height restrictions on construction along the Greenway, which Oxford Properties was well aware of when they purchased it. If they thought they could buy your acquiescence to breaking the rules just because they want to, I encourage you to send them packing.

If you support Oxford Properties in this proposal, you are supporting big business interests without any concern for the citizens of Boston who live in the Leather District or Chinatown.

On the other hand, should Oxford Properties decide to build a building in line with the height restrictions currently in place, and particularly if they planned on a mixed use building with residential units, they would gain support in this neighborhood.

Thank you.

John Kim

July 30, 2019

Michael.A.Sinatra@Boston.gov

Michael Sinatra, Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9h Floor
Boston, MA 02201

Dear Mr. Sinatra,

As the owner of a neighborhood barber shop serving the residents and employees in Downtown, I am excited about the possibility of more customers in the neighborhood.

A new office building by Oxford will be best in class, and improve the foot traffic and increase the potential customer base in the neighborhood.

The project offers the potential for local small businesses to grow and support their employees.

We look forward to seeing he project advance.

Sincerely,



Ali Kiswani
Petra Barber Shop L.L.C



Michael Sinatra <michael.a.sinatra@boston.gov>

125 Lincoln Street Tower Project – Oxford Properties

Tyler Kowalski

Wed, Jun 26, 2019 at 10:26 PM

To: Michael.a.sinatra@boston.gov

Cc: mayor@boston.gov, ed.flynn@boston.gov, Michelle.Wu@boston.gov, danchen.xu@boston.gov,

Dear Mr. Sinatra & Members of The BPDA

I support development of the 125 Lincoln Street Property, however I categorically oppose the proposed height of 340+ feet. The current owners, Oxford Properties, purchased this property with full knowledge that the zoning restrictions limit development to 100 feet.

"Future additions or redevelopment of this site will be limited to 100' by the high potential for shadows cast on the park. Development here should align with the 80'/100' heights of the existing Leather District fabric and should reinforce the existing character and scale of the neighborhood."

Despite this Oxford Properties has worked hard to attempt to circumvent these zoning laws in our neighborhood for the benefit of themselves NOT the Leather District. They have proposed a building that exceeds the limit by 240+ feet, and have used deceptive marketing tactics to create renderings of the project that employ skewed perspective and scale to diminish the true height and massing of the building. The current zoning laws should be enforced and not manipulated by proposing heights that vastly exceed the limit in order to negotiate down to a height that still exceeds the 100 foot zoning limit. As a resident in the Leather District and a member of the Leather District Neighborhood Association, I attended all (4) meetings with Oxford to share our overwhelming disapproval of the height. They still have done nothing to address our concerns. I'm hopeful that the BPDA will adhere to the previous BPDA urban planning studies that have been conducted for both the Leather District and the Greenway and the enforce the law.

Best,
Tyler

Tyler Kowalski



Michael Sinatra <michael.a.sinatra@boston.gov>

125 Lincoln Street Tower Project - Oxford Properties

Michael Sroczynski

Tue, Jul 30, 2019 at 12:38 PM

To: michael.a.sinatra@boston.gov

Cc: mayor@boston.gov, ed.flynn@boston.gov, michelle.wu@boston.gov,

As a member of the Board of Trustees of the Lincoln Plaza Condominium Association (corner of Lincoln St and Essex St), I am writing on behalf of the association's 85 unit owners to express the association's strong opposition to the project proposed by Oxford Properties for [125 Lincoln Street](#). This project is vastly out of proportion for its location and will bring irreparable harm to Lincoln Plaza and the Leather District neighborhood if allowed to go forward. It violates existing zoning standards, urban planning with respect to the Leather District and the BPDA's own Greenway Planning Study for the site. Any development of this parcel should be limited to 100 feet in height and consistent with the mixed use/residential nature of the Leather District. We urge the BPDA to reject this proposal outright.

Sincerely,

Michael Sroczynski

Member, Lincoln Plaza Condominium Association Board of Trustees

[70 Lincoln Street, Unit L618](#)[Boston, MA 02111](#)



Michael Sinatra <michael.a.sinatra@boston.gov>

125 Lincoln Street Boston, Ma. 02111

christopher Lucy
To: michael.a.sinatra@boston.gov

Fri, Jun 21, 2019 at 6:32 PM

Hi Mr.Sinatra I would like to register Complete Support for OXFORD PROPERTIES PROPOSAL FOR THIS SITE.All existing Tennant's can be relocated,the building services an obselecent purpose in a parking garage which is counter to environmental and green energy / transportation goals...and Oxford properties is willing to negotiate improvements to the neighborhood with the L DNA association and the Greenway as well.I hope that this project will be approved Christopher Lucy (Owner occupant) [107 South Street unit 3B Boston Mass 02111](#) - 2840

717 Atlantic Avenue, Apt. 3B
Boston, MA 02111-2814
mcgee@post.harvard.edu
617.574.9016 (home)

July 30, 2019

VIA ON-LINE SUBMISSION

Mr. Michael A. Sinatra
Boston Planning & Development Agency
One City Hall, Ninth Floor
Boston, Massachusetts 02201

Re: **125 Lincoln Street Proposal**

Dear Mr. Sinatra:

I am writing with respect to the above-referenced proposal now before the Boston Planning & Development Agency (BPDA). My husband and I have owned property and lived in Boston's Leather District since September 1998. I have attended at least four neighborhood and public meetings on this topic¹ that included extensive presentations by Oxford Property Group on their proposed redevelopment of 125 Lincoln Street, and I entered those meetings with an open mind and ears. Unlike the representatives of Oxford, I was not being paid to be there and attended these meetings out of my limited free time, instead of attending to other obligations and activities, in order to better inform myself on what was being proposed and to be a good citizen. I have zero economic interest or connection with any alternative proposals for this site. However, based on what I have seen and heard from Oxford over the last seven months and in sitting through at least eight hours of neighborhood and BPDA public meetings, I am writing in very strong opposition to Oxford's 125 Lincoln Street proposal.

Given the unanimous opposition to this proposed development within the Leather District, I suspect that you will be hearing separately from many of my neighbors with their own concerns. As a result, I will focus only on a few areas.

At the outset, I want to make clear that I am not a "NIMBY" nor am I opposed to economic development. I am not in the habit of writing in opposition to proposed real estate developments, and I believe this is the first time I have ever written the BPDA on any topic. Indeed, while my home faces Atlantic Avenue / South Station, I have supported the proposed South Station Tower, which would directly impact me both in terms of shadows, wind and construction disruption and is much higher than what is proposed at 125 Lincoln (consistent with zoning for the South Station site across the

¹ I attended a Leather District Neighborhood Association (LDNA) meeting where Oxford presented on 125 Lincoln Street on 2/27/19, 4/24/19 and 6/5/19. I also attended the BPDA public meeting for the Leather District and Chinatown on 6/26/19.

Mr. Michael A. Sinatra
Boston Planning & Development Agency
Page 2
July 30, 2019

street from me). I am not a zoning zealot, and I know that I have chosen to live in downtown Boston and in an urban setting. Within the Leather District, I most recently supported the proposed hotel development at 150 Kneeland Street (formerly the Splash Ultra Lounge), which required a significant variance in zoning to proceed based on its height. I did so based on the repeated sensitivity of the developer of that site to neighborhood issues and concerns as well as my belief that, due to the parcel size, the distressed property would not otherwise be re-developed but for the zoning variance.

I was Assistant Secretary for Policy and Planning in the Executive Office of Economic Development for Governor Deval Patrick from 2007 to 2012, and I well understand and support the need for reasonable real estate development and the necessary ingredients to contribute to a vital business environment and a robust commercial taxpayer base in Boston. This is all by way of saying I am not a NIMBY opponent, and I believe the Leather District has shown itself to be imminently reasonable over the last two decades that I have lived here with respect to proposed developments in the neighborhood.

1. This building proposal would violate the BRA / BPDA's own 2010 Greenway Planning District Study for this very site.

Many of us in the Leather District lived here during the Central Artery / Tunnel project (the "Big Dig"). Construction and staging was done here 24 hours a day, every day. I lived through all of this disruption and noise and watched as little thought or effort was made to address neighborhood concerns because the project was over budget and behind schedule. We understood that our sacrifice was necessary for the greater good, and in meetings with the City, we were repeatedly told that the social contract was that downtown residents who suffered through the noise, the traffic, the dirt, the lack of parking, etc. would end up with a beautiful park – a Greenway – at the end of it all.

After billions in federal and state funds were invested on the Big Dig, one concern was that, after it was complete, private interests would potentially try to capture all of the lots adjacent to the Greenway and essentially take the public investment for themselves by building large projects on lots now made attractive by significant public investment and by the patient suffering of those immediate abutters who lived through the disruption of the Big Dig for many years. It was an understandable concern that large developments would negatively impact this new public space, and that the public good from the massive public expenditure would be lost.

With this all in mind, in 2010, your predecessor agency, the Boston Redevelopment Authority (BRA), undertook the Greenway Planning District Study,

collaborating with many architects, urban planners and neighborhood groups.² Its stated objective was:

“To create a set of guidelines specifically for these parcels adjacent to the Greenway and to establish design controls which achieve the following goals:

- *Preserve the newly created open spaces (environmentally, aesthetically, and economically) by identifying densities, heights and other building massing criteria that are compatible with the recreational activities and horticultural life that are being encouraged to grow there.*
- *Activate the broader public realm in and surrounding the parks by identifying and strategically locating desired uses, particularly at the ground plane, that will contribute positively to the Greenway.*
- *Ensure the long term value of the public’s investment in creating the Greenway by shaping development to maximize the quality of the parks and extend their impact beyond its edges and into the Downtown neighborhoods.”*

As was stated in the BRA’s Greenway Planning District Study: *“Currently, these plots are subject to one or more zoning districts and overlays that do not account for the presence of the Greenway as one of Boston’s most significant new open space assets.”* The planning was intended to *“Balance the development pressures in the Greenway District with other growth areas and development opportunities in the City as a whole.”*

The method employed by the BRA for this study was:

“After an initial Greenway-wide analysis of the existing conditions, hypothetical development scenarios were created at multiple scales and degrees of intervention. These development options were tested using a four-pronged approach for measuring the impacts and appropriateness of these development scenarios. Each of the four analytical tools employed – Urban Design and Form, Environmental Conditions, Program and Use, and Economics – has the ability to greatly impact the way in which people utilize spaces along the Greenway.... What emerged from this study was the conclusion that new development alone will account for an important but relatively small percentage of the entire population that will be living and working near the Greenway. It is therefore important that the Greenway is able to engage the bulk of the people who are already in the Downtown, change their behavior and attract a new regional audience who will view the Greenway as a special destination.”

² <http://www.bostonplans.org/planning/planning-initiatives/greenway-district-planning-study>

This was not just a theoretical or abstract planning exercise. Indeed, the 125 Lincoln Street Garage, which Oxford now owns and proposes to redevelop, was extensively examined and was a specifically-cited case study by the BRA. One of the stated goals for the Chinatown / Leather District development was to: *“Promote continuity and reinforce the neighborhood scale along the Beach Street Crossroad.”* Notably, it was not to build a giant and towering office building to wall off the Leather District from Chinatown and the Financial District.

Among other conclusions in the BRA Greenway study, it states,

*“Because of the length of its frontage on the Greenway, the Lincoln Street Garage Site, if redeveloped, could profoundly affect the character of the Chinatown Park and the adjacent Beach Street Crossroad. The southwest corner of the property, in particular, presents a significant challenge to the legibility of the Beach Street corridor, as the active uses on Beach and Lincoln Streets are segregated from the intersection by a very active garage entry. **Future additions or redevelopment of this site will be limited to 100’ by the high potential for shadows cast on the park. Development here should align with the 80’/100’ heights of the existing Leather District fabric and should reinforce the existing character and scale of the neighborhood.**”* (bold italics mine)

This Greenway District Planning Study is not something lost in the distant mists of time. It’s on your own website right now. It was completed in spring 2010 and adopted by the BRA Board on 7/20/2010. Seven public meetings were held in City Hall to solicit input from the City’s residents. Not to belabor the obvious, but the BPDA should adhere to what is in this Study. To do otherwise would be to reject all of the hard work the BRA did on this, collaborating with many who spent many volunteer hours participating, and it would seriously call into question any future planning efforts by the BPDA that sought the participation or buy-in by those who live in Boston. Why would anyone choose to participate or believe in future commitments, if they could be easily abandoned soon thereafter when a developer with big pockets came along? The height restrictions for this site are and should remain 100 feet at a maximum.

2. Oxford is not a good steward of what is there now.

If you sense a great deal of frustration from members of the community, it’s also because Oxford hasn’t even bothered to appropriately maintain what is there now, while professing to be a fantastic steward of its real estate holdings and delivering a world-class experience for tenants and the neighborhood. Even after repeated feedback from Leather District residents at many meetings, Oxford has allowed significant trash to accumulate on the site, and they have let it become a derelict eyesore for its neighbors. The site is so poorly monitored and maintained by Oxford that, since they purchased it, a baby was born to a homeless drug addict living unnoticed behind a dumpster on the property, as

covered by the *Boston Globe*.³ It seems as if this is a cynical ploy by Oxford to try to make the property even more blighted in order that the City of Boston will approve their zoning variance request to build there and that the neighborhood would then acquiesce to anything they proposed. This would simply be rewarding bad behavior, and it shouldn't be tolerated by Mayor Walsh or the BPDA.

3. Oxford has repeatedly demonstrated bad faith in the process.

Oxford is proposing a building that would be 370 feet tall. Folks could be forgiven for barely understanding that, because we spent at least two meetings and four exhausting hours of presentations by Oxford that focused on artist illustrations and diagrams of just the first floor. When they eventually did bring diagrams, they presented them in a manner that deliberately disguised the height and scale of what is being proposed and made the new proposed building look close in height to what is across the street. It is not. Lincoln Plaza across the street is only 90 feet tall, consistent with other buildings in the Leather District. The Oxford proposed building at 125 Lincoln would be 370 feet tall, or three times as tall as Lincoln Plaza. I challenge to you look at the artist renderings included by Oxford with their proposal at the BPDA and see if you could figure this out from their submitted renderings.

They have ostensibly listened to hours of neighborhood feedback on this proposal and, while purporting to reflect that in their proposal, have made zero changes from what they initially proposed. I believe the many artist renderings and deceptive and distorted angles intended to disguise the full height and scale of the building in neighborhood meetings was not by accident. Oxford knows that the building is out of scale and context for the neighborhood. Otherwise, they would simply show us what the proposed building would really look like if built.

I cannot speak for my neighbors, but I harbored no ill will towards Oxford when I first heard of this proposal, and from what I have seen of its other properties in Boston and elsewhere, I respect their capacity as real estate developers. I cannot blame them for swinging for the fences on this and asking for something well beyond what is permitted for the site. But they have consistently demonstrated bad faith in meetings with the neighborhood and have frittered away any reservoir of good will that I or others might have had for them. They only have themselves to blame for this.

³ *The Boston Globe*, "Under a Dark Sky, a Baby is Born" by Evan Allen, December 18, 2018.

4. Oxford knew the height restrictions when they purchased the site. If they cannot redevelop within those parameters, they should cut their losses and sell to someone who can and will.

One of the more disingenuous arguments that Oxford has repeatedly made is that, given the imbedded value / income-producing assets from tenants on the site now, and the amount of time for construction (when that income would be foregone) and the significant costs of construction, they would need to build to their desired height and mass in order for redevelopment to be economically feasible and for the numbers to pencil out. This is pretty outrageous. Oxford knew what the height restrictions were when they purchased the property in 2017, and they purchased believing that they could get a blank check from the City of Boston to do what they wanted there, without regard to zoning, previous urban planning (including by the BPDA for this exact site), expectations for the Greenway and feedback from the neighborhood and those most impacted by the development. This is a bit like someone murdering their parents and then claiming they deserve special sympathy and treatment because they're now an orphan.

Oxford Properties knew the height restrictions that were on the property when they acquired it, and since, by their own repeated statements to us in neighborhood meetings, they cannot afford to redevelop the site unless the BPDA essentially throws away any zoning laws for the site, Oxford should cut its losses and sell the site to someone who can and will redevelop the site (if so desired, preferably for something mixed use or entirely residential) responsibly and appropriately.

This oversized, 625,00 square feet project violates the zoning code (Article 44), urban planning with respect to the Leather District and the BRA / BPDA's own Greenway Planning Study *for this exact site* all of which state that it is restricted to 80 feet by right and 100 feet maximum in height. The Oxford proposed redevelopment is for 370 feet, or two-thirds of the height of the One Financial skyscraper across from South Station! The proposed office-only use is completely inconsistent with the successful mixed use (residential / commercial) of the Leather District. It will bathe the Greenway in shadow in the early part of the day and the Leather District in shadow during the remainder of the day. We can expect increased traffic and wind. It will become a dead zone for the neighborhood at night instead of contributing to the vitality of this increasingly residential neighborhood. And, worst of all, it will wall the Leather District off from Chinatown, contrary to the stated goals of the BRA's own Study. This is a very poor use of a parcel that is abutting the Greenway. We can and should do better, and the taxpaying citizens of the Leather District deserve for this proposal to be rejected soundly and without further delay.

Mr. Michael A. Sinatra
Boston Planning & Development Agency
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July 30, 2019

I would be happy to discuss this further with you if you wish. Thank you in advance for the opportunity to state my very strong opposition to Oxford's proposed redevelopment at 125 Lincoln Street.

Very truly yours,

/s/ C. Stanley McGee

C. Stanley McGee

cc: The Honorable Martin J. Walsh, *Mayor, City of Boston*
The Honorable Edward Flynn, *Boston City Councilor, District 2*
The Honorable Michelle Wu, *Boston City Councilor, At-Large*
Danchen Wu, *City of Boston Neighborhood Services Leather District Liaison*
Mr. Jesse Brackenbury, *Executive Director, Rose Kennedy Greenway Conservancy*
Christopher G. Betke, Esq., *President, Leather District Neighborhood Association*

July 26, 2019

Michael Sinatra, Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

Dear Mr. Sinatra,

As a Boston resident, I write in support of the proposed project at 125 Lincoln Street. The project offers a tremendous opportunity to transform the site from an outdated, open air parking garage to a well-designed office building with ground floor retail and significant programmable public space.

There is a strong demand for office space in Boston and a limited amount of new construction in our downtown core. This site represents one of the few remaining properties that can support a new office tower in Downtown Boston. Its proximity to South Station, a city and regional transit hub, along with access to MBTA train and bus lines and connection to major highways makes this location ideal for job creation.

Additionally, the project will create new affordable housing, expand and enhance connections to the Rose Kennedy Greenway, and improve the public realm. This proposal provides a significant economic opportunity for the city.

Brian Hammer
Name

120 Peterborough St. Apt 12
Address

Boston, Ma, 02215
City, State, zip


Signature

July 26, 2019

Michael Sinatra, Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

Dear Mr. Sinatra,

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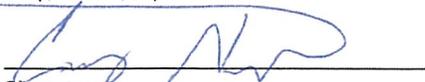
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Corey Nugent
Name

159 Cowper St. Apt #3
Address

East Boston, MA 02128
City, State, zip


Signature

July 26, 2019

Michael Sinatra, Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Vernice Ferreira
Name

274 Wood Ave
Address

Hyde Park MA 02136
City, State, zip

V. Ferreira
Signature

July 26, 2019

Michael Sinatra, Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Steve Hippolite
Name

56 Stockton St
Address

Dorchester MA 02124
City, State, zip


Signature

July 26, 2019

Michael Sinatra, Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

Dear Mr. Sinatra,

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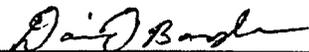
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Additionally, the project will create new affordable housing, expand and enhance connections to the Rose Kennedy Greenway, and improve the public realm. This proposal provides a significant economic opportunity for the city.

David Borden
Name

36 Bird St # 2
Address

Dorchester, MA 02125
City, State, zip


Signature

July 26, 2019

Michael Sinatra, Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

Dear Mr. Sinatra,

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Additionally, the project will create new affordable housing, expand and enhance connections to the Rose Kennedy Greenway, and improve the public realm. This proposal provides a significant economic opportunity for the city.

Steven Rednik
Name

1 Charles St.
Address

Charlestown MA 02129
City, State, zip


Signature

July 26, 2019

Michael Sinatra, Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Additionally, the project will create new affordable housing, expand and enhance connections to the Rose Kennedy Greenway, and improve the public realm. This proposal provides a significant economic opportunity for the city.

Deron Jones
Name

31 Wiltlington St.
Address

Boston, MA 02124
City, State, zip


Signature

July 26, 2019

Michael Sinatra, Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

Dear Mr. Sinatra,

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Additionally, the project will create new affordable housing, expand and enhance connections to the Rose Kennedy Greenway, and improve the public realm. This proposal provides a significant economic opportunity for the city.

Arturo Lopez
Name

6 Castlegate RD
Address

Dorchester MA 02121
City, State, zip


Signature

July 26, 2019

Michael Sinatra, Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

Dear Mr. Sinatra,

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Marc Gordon
Name

77 Iroquois St
Address

Boston MA 02120
City, State, zip


Signature

July 26, 2019

Michael Sinatra, Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Russell Adamson

Name

24 Rosemont St

Address

Hyde Park MA 02136

City, State, zip



Signature



Michael Sinatra <michael.a.sinatra@boston.gov>

125 Lincoln Tower: project Oxford Properties

Christopher Myers

Tue, Jul 30, 2019 at 9:46 PM

To: Michael.a.sinatra@boston.gov

Cc: mayor@boston.gov, ed.flynn@boston.gov, michelle.wu@boston.gov,
<shirley.leung@globe.com>

, shirley leung

Dear Michael,

We are residents in Boston's Leather District and we are writing to express our strong opposition to the building under proposal by Oxford Properties at 125 Lincoln Street. We are in opposition to this project not because we are knee jerk opponents of urban development. Not nearly. We are business owners with interests all over Boston. We are not against aggressive development in any way as long as it makes sense. By making sense we mean that burgeoning business interests must take into account the totality of a neighborhood, its population's wishes, and it's necessary for new construction to have visual kinship with the extant architecture. The Oxford Properties project proposes a ridiculous relationship with neighboring architecture by being in excess of not only what the law permits, but by exceeding that legal limit BY A FACTOR OF THREE.

We have lived on the corner of Lincoln and Kneeland streets for 21 years. In all humility, we feel we possess a fair understanding of the flavor of what makes this area work for the residents and families and business owners that constitute the Leather District. This neighborhood invites development. However, the proposed building is too tall, grotesquely out of balance, for the location, is out of character with the low-rise mixed use of the Leather District, will create unwanted shadow and window effects, will grossly increase traffic, and most importantly this will effectively wall off the Leather District from its neighbors. This building possesses a massive difference in scale and would create a jarring and unnatural effect with the residential buildings that have existed here for decades. This neighborhood was not meant to stage such a large construction project. Please do not permit this massive project to go forward. If anyone in the city's planning offices attended any of the neighborhood's meetings, they would have heard, without exaggeration, universal opposition to this project, voiced by the hundreds of people that turned out for the tone deaf delivery of Oxford Properties. We attended all three gatherings, and it would appear that just about every resident of the Leather District feels fervently that this location needs to be renovated. We applaud the new owners direction for new development. However, their proposal is simply too large by a considerable amount.

Thank you for your attention to this communication.

Christopher Myers and Joanne Chang.
210 Lincoln St, Apt 501
Boston MA 02111

July 26, 2019

Michael Sinatra, Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Michael Davey
Name

28 HAWANA ST
Address

Roslindale MA
City, State, zip

[Signature] 02131
Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Avon Drzke

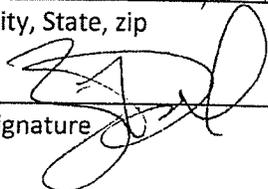
Name

9 McKone St. #3

Address

Dorchester, MA 02122

City, State, zip


Signature

July 26, 2019

Michael Sinatra, Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Catherine Davey
Name

28 HAVANA ST
Address

Roxin Dale MA. 02131
City, State, zip

Catherine Davey
Signature

July 26, 2019

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Boston Planning and Development Agency
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David Collins

Name

55 Woodhaven St

Address

Mattapan M.A 02126

City, State, zip

D. Collins

Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Justin Alves

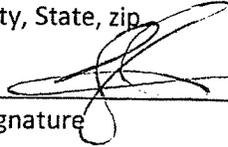
Name

255 OLNEY Street

Address

Dorchester MA

City, State, zip


Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Aderemi Harris

Name

11 Hazelton St

Address

Mattapan Ma 02126

City, State, zip



Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Alison Dawey
Name

28 Havana St
Address

Roslindale MA 02131
City, State, Zip

[Handwritten Signature]
Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Josh Capra

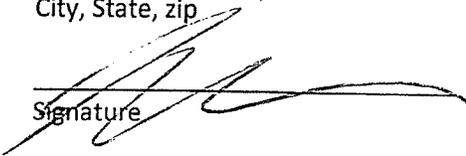
Name

603 Gibson St Apt 1B

Address

Dorchester, MA, 02122

City, State, zip


Signature

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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DAVE RAMBARRAN

Name

840 HYDE PARK AVE

Address

Boston MA. 02136

City, State, zip

Dave Rambarran

Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Joseph Darcy
Name

28 HAVANA ST
Address

Roslindale MA. 02131
City, State, zip

Joseph Darcy
Signature

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JANICE MURPHY
Name

8 Cowell St #3
Address

Dorchester MA 02124
City, State, zip


Signature

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One City Hall Sq., 9th Floor
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John Davy

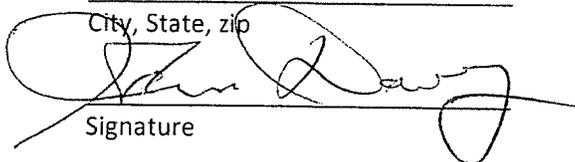
Name

228 Poplar St

Address

Roslindale MA 02131

City, State, zip



Signature

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Edward GORMAN

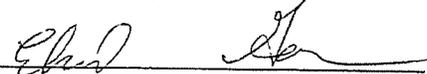
Name

43 Kenwood St

Address

Dorch MA 02124

City, State, zip



Signature

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Boston Planning and Development Agency
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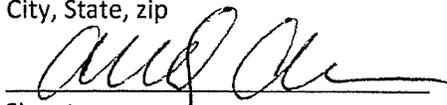
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CHRISTOPHER CHASE
Name

176 WREN ST
Address

BOSTON MA 02132
City, State, zip


Signature

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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John Moccaldi

Name

109 Tremont St. #610

Address

Brighton Ma. 02135

City, State, zip

[Signature]

Signature

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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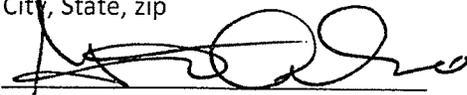
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Giovanni Andino
Name

78 Saint Gregory St.
Address

Dorchester, MA 02124
City, State, zip


Signature

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Boston, MA 02201

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John Russell
Name

23 Ely Road
Address

Boston MA, 02124
City, State, zip

JL RM
Signature

July 26, 2019

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Boston Planning and Development Agency
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Boston, MA 02201

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SEAN W GRIMES

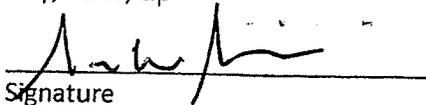
Name

23 KERNA ROAD

Address

WEST ROXBURY, MA 02132

City, State, zip



Signature

July 26, 2019

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One City Hall Sq., 9th Floor
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KEVIN HACKE 77

Name

36 ASPENWALL RD

Address

BOSTON, MA 02124

City, State, zip

Kevin Hacke

Signature

July 26, 2019

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Stephen Sullivan
Name

720 Lagrange St
Address

West Roxbury, MA
City, State, zip

Stephen Sullivan
Signature

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Armando Baragán

Name

281 Summer St.

Address

East Boston Ma. 02128

City, State, zip

Armando Baragán

Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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James Lee

Name

15 Dana Ave

Address

Hyde Park 02136

City, State, zip

James Lee

Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
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Patrick Perdue

Name

341 Hopewell Rd

Address

Neve Park, MA 02136

City, State, zip

Patrick Perdue

Signature

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Additionally, the project will create new affordable housing, expand and enhance connections to the Rose Kennedy Greenway, and improve the public realm. This proposal provides a significant economic opportunity for the city.

Alexis Hidalgo

Name

458 Ashmont Street

Address

Boston, MA 02122

City, State, zip

Alexis Hidalgo

Signature

July 26, 2019

Michael Sinatra, Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Rolando Segura

Name

76 Clarkson St

Address

Dorchester MA 01925

City, State, zip

[Signature]

Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Lenka Williams

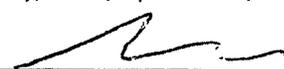
Name

135 Temple St

Address

West Woburn, MA, 02132

City, State, zip



Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Selvia Plummer

Name

39 Kerwin St

Address

Dorchester MA 02124

City, State, zip

[Handwritten Signature]

Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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JUAN Mejia

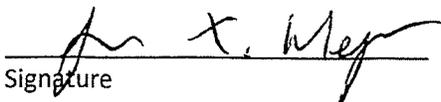
Name

5 gavin way

Address

South Boston MA 02127

City, State, zip



Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Danny Lane
Name

437B Main St #2
Address

Charlestown MA, 02129
City, State, zip


Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Celina Descoteaux

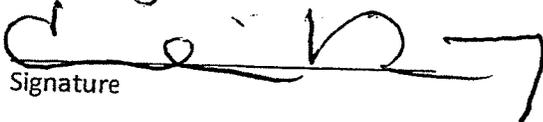
Name

47 Brackett St. Apt 1

Address

Brighton MA 02135

City, State, zip



Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Andrick Pene-wilkus

Name

51 Bushnell St

Address

Boston MA 02124

City, State, zip



Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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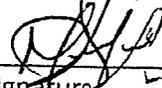
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Nancy L. Parz.
Name

119 Barnes Ave.
Address

East Boston MA.
City, State, zip


Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Derine Leslie
Name

15 Broadshaw St
Address

Boston MA 02121
City, State, zip


Signature

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Jason Butler

Name

47 Brook Av

Address

Boston MA 02119

City, State, zip

Jason Butler

Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Dennis Moynihan
Name

177 Tudor St
Address

So. Boston MA 02127
City, State, zip


Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Stephanie Lanters
Name

35 Sudan St
Address

Dorchester Ma. 02125
City, State, zip

[Handwritten Signature]
Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Matthew Colon

Name

682 Saraidge St.

Address

E. Boston, MA 02128

City, State, zip



Signature

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Chris Kenney

Name

30 Whitridge St.

Address

Dorchester Ma 02124

City, State, zip

Chris Kenney

Signature

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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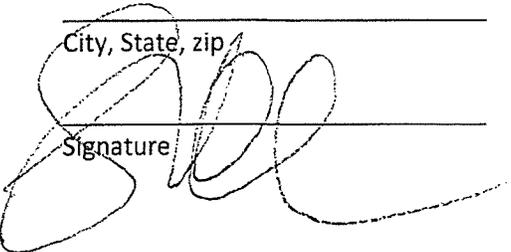
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Shaquille Lee
Name

225 Birch Hill Ave Roxbury Ma 02119
Address

City, State, zip


Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Bryan Joyce
Name

32 Victory Rd Apt 2
Address

Dorchester MA 02122
City, State, zip


Signature

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Robert McDanaght
Name

35 Averga St
Address

Dorchester, MA 02122
City, State, zip


Signature

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Boston Planning and Development Agency
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DAITHI BURKE

Name

672 ADAMS ST. APT 2

Address

BOSTON MA 02122

City, State, zip

Daithi Burke

Signature

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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VANIO SIMÕES DASILVA

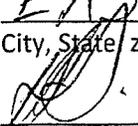
Name

453 FRANKFORT ST

Address

EAST BOSTON MA 02128

City, State zip



Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Tony Buckley
Name

83 St. Mark's Rd
Address

Dorchester MA, 02124
City, State, zip

T. Buckley
Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Patrick Joyce
Name

29 Sylvester Road
Address

Boston, Ma 02122
City, State, zip


Signature

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Boston Planning and Development Agency
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Asia Tarver

Name

114 Rosseter Street

Address

Boston Ma 02121

City, State, zip

Asia Tarver

Signature

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James Clough
Name

125 M St
Address

South Boston 02127
City, State, zip


Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Samuel O. Patrick

Name

188 Sargent St

Address

Dor, MA 02125

City, State, zip

Sam Patrick

Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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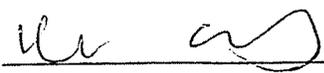
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Kamari Cruz
Name

65 Hawthorn St
Address

Boston Mass 02121
City, State, zip


Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Donald R Milley

Name

20 PATTERSON WAY 208

Address

So Boston MA 02127

City, State, zip

Donald R Milley

Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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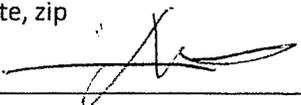
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Jeremy Edwards
Name

42 Rosmar St
Address

Dorchester MA
City, State, zip


Signature

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Boston Planning and Development Agency
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Boston, MA 02201

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Gabriel Buz

Name

90 Hyslop Ave

Address

Revere

City, State, zip

GMB

Signature

July 26, 2019

Michael Sinatra, Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

Dear Mr. Sinatra,

As a Boston resident, I write in support of the proposed project at 125 Lincoln Street. The project offers a tremendous opportunity to transform the site from an outdated, open air parking garage to a well-designed office building with ground floor retail and significant programmable public space.

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Additionally, the project will create new affordable housing, expand and enhance connections to the Rose Kennedy Greenway, and improve the public realm. This proposal provides a significant economic opportunity for the city.

Donata Wolterding
Name

90 Brandywine dr
Address

Boston MA 02128
City, State/zip

[Handwritten Signature]
Signature

July 26, 2019

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Boston Planning and Development Agency
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Boston, MA 02201

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John McDough
Name

217 NEWBURY AVE
Address

DORCHESTER MA
City, State, zip

[Signature]
Signature

July 26, 2019

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Boston Planning and Development Agency
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Hayden Boyce
Name

6 Monson St
Address

Mattapan Ma 02126
City, State zip

H Boyce
Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Josh Blake

Name

19 Eastman Street

Address

Dorchester, MA, 02125

City, State, zip



Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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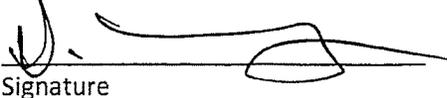
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Danny Cooney
Name

15 Sedalia Rd.
Address

Dorchester, MA 02124
City, State, zip


Signature

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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ALTON BRIGGS

Name

68 Seaver St. #3

Address

Roxbury MA. 02121

City, State, zip

A. Briggs

Signature

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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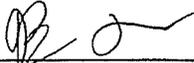
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Barbara Sunjibally
Name

46 Cedarwest Rd
Address

West Roxbury, MA 02132
City, State, zip


Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Frederick Albert
Name

2836 Washington St
Address

Roxbury MA 02119
City, State, zip

[Signature]
Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Timothy Brown

Name

64 Bradfield Ave

Address

Ros. MA 02131

City, State, zip

[Handwritten Signature]

Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Janelle Corley

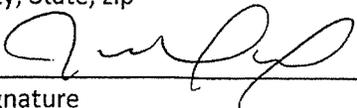
Name

1051 R Washington St

Address

Boston, MA 02124

City, State, zip



Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Pidon L. Charles

Name

47 Wolcott St

Address

Boston MA 02121

City, State, zip

P. L. Charles

Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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TAK How
Name

15 Dorchester St Unit B
Address

South Boston Ma 02127
City, State, zip

TAK How
Signature

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Deborah J. Miller
Name

9 Whitcomb Place Apt 14J
Address

Boston MA 02110
City, State, zip


Signature

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Paul Vey

Name

44 Montvale St.

Address

Roslindale, Ma. 02131

City, State, zip

Paul Vey

Signature

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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FREDERICK JAMES

Name

P.O. Box 191880

Address

ROXBURY MA 02119

City, State, zip

FREDERICK JAMES

Signature

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Billy Gu L
Name

31 Rosewood St
Address

Mattapan 02126
City, State, zip

[Signature]
Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Darnell LFE
Name
25 Rugby Rd
Address
Malden, MA 02126
City, State, zip
Darnell
Signature

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Boston Planning and Development Agency
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Christopher Cheng

Name

49 Parsons St Brighton MA 02135

Address

Brighton MA 02135

City, State, zip

C. Cheng

Signature

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Tim LUCE

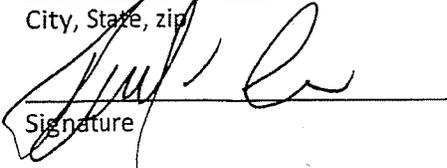
Name

56 N ST

Address

SOUTH BOSTON, MA 02127

City, State, zip


Signature

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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RICHARD JAMES
Name
35 N. Hampton APT 2806
Address
BOSTON MASS 02128
City, State, zip
RJ
Signature

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Boston Planning and Development Agency
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Pat McGarity

Name

38 Colberg Ave

Address

Roslindale MA, 02151

City, State, zip

Pat McGarity

Signature

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Richard Daly
Name

27-A West Spring Field St
Address

Boston Ma 02118
City, State, zip


Signature

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Boston, MA 02201

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Stephen Walker

Name

16 Rockland St

Address

Roxbury 02119

City, State, zip

[Handwritten Signature]

Signature

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Shawn Holloman

Name

130 Delhi St.

Address

Boston, MA. 02126

City, State, zip

Shawn Holloman

Signature

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Richard Penha

Name

205 Florence St Apt 1

Address

Boston, MA 02131

City, State, zip

Daniel Penha

Signature

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En MILLER
Name

245 EMERSON ST.
Address

S. Boston MA 02127
City, State, zip


Signature

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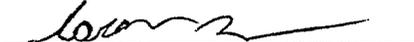
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Aaron Jones
Name

11 Santuit St.
Address

Dorchester MA 02124
City, State, zip


Signature

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Louis M. Savod
Name

1052 RIVER ST AP2
Address

HYDE PARK MA 02136
City, State, zip

[Signature]
Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Sharelle Seiden
Name

202 Clare Ave
Address

Hyde Park, MA, 02136
City, State, zip


Signature

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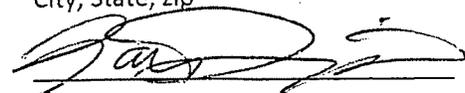
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Additionally, the project will create new affordable housing, expand and enhance connections to the Rose Kennedy Greenway, and improve the public realm. This proposal provides a significant economic opportunity for the city.

PAUL MASCIVILLI
Name

788 SARATOGA ST
Address

E. BOSTON MA 02128
City, State, zip


Signature

July 26, 2019

Michael Sinatra, Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Joan Glone
Name

7 Fairfax St
Address

Dorchester 02124
City, State, zip

Joan Glone
Signature

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Ben Alce

Name

10 Ledgebrook Rd.

Address

Mattapan MA 02126

City, State, zip



Signature

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Annisha Simpson
Name

92 Whitfield St. Apt. 1
Address

Dorchester, MA, 02124
City, State, zip


Signature

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David Curran

Name

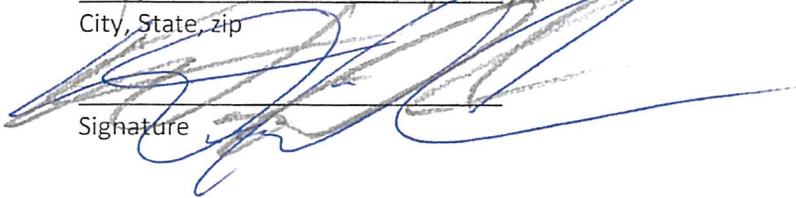
91 Vallaro rd

Address

Hyde Park, MA 02136

City, State, zip

Signature



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Andral A. Bobb

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56 Idaho Street

Address

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City, State, zip



Signature

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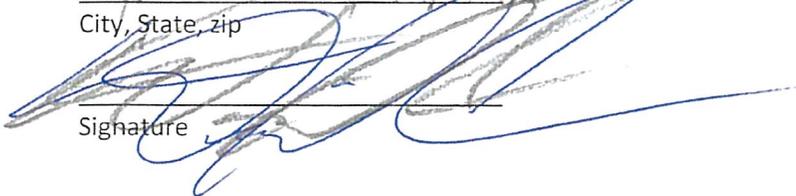
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Name

56 Idaho Street

Address

Mattapan, MA 02126

City, State, zip



Signature



Michael Sinatra <michael.a.sinatra@boston.gov>

125 Lincoln Street Tower Project – Oxford Properties

Ogi Ogas

Sun, Jun 23, 2019 at 11:57 AM

To: Michael.a.sinatra@boston.gov

Cc: mayor@boston.gov, Michelle.Wu@boston.gov, danchen.xu@boston.gov,

Mr. Sinatra:

I am a resident of the Lincoln Plaza condominiums in the Leather District, where I live with my wife and one year old son. My wife and I made the conscious decision to have and raise a child in the city instead of moving out to the suburbs because over the past ten years our neighborhood has undergone a dramatic transition from a highly urban, gritty, and somewhat unsafe environment with exceedingly few families to a very family-friendly environment with vibrant parks (especially the Greenway, Dewey Square, and Chinatown Park), many family-oriented businesses and attractions, and most importantly, a safe neighborly environment where people recognize one another on the street and know one another's children. When I moved into my building in 2006, there was a single family. Today, there are at least 2 dozen children in Lincoln Plaza.

The Leather District has always been a mixed use community, and today we are finally seeing this mixed-use history flower into a dynamic, prosperous, and safe neighborhood. In my opinion, it is the presence of families which grounds a community and makes it a neighborhood rather than an urban district. This was the dream of what would happen after the Big Dig, and it is indeed happening all around us.

The proposed office tower from Oxford would drop a boulder on that dream.

First of all, the massive tower will serve as a wall--just like the expressway was before the Big Dig--cutting off the Leather District from the Greenway and Chinatown. The whole point of the Big Dig was to knit communities back together, and the Greenway serves as the main stitch; the Oxford tower not only blocks access from one side of the Greenway to the other, it will put the Greenway in perpetual shadow, preventing most of the plants and foliage (the "green" of the Greenway) from growing. It will also place the waterfall and the Chinatown park, areas that are now very popular with families, in perpetual darkness. My wife and I donate money each year to the Greenway because we want our son and future children to be able to enjoy this beautiful park. Oxford's project undercuts everything that we've been investing in to make our neighborhood hospitable to families.

Second of all, one of the reasons that the Leather District and surrounding areas have become so safe is because there are finally businesses, restaurants, and destinations here that are open in the evenings and on weekends. The most dangerous and homeless-populated location near the Leather District right now is the gigantic Financial One office tower, which is deserted on the evenings and weekends and therefore attracts undesirable activities. The Oxford tower proposal only offers access during weekday business hours, which means that it will become as unpopulated and dangerous as Financial One during those times when families are most likely to be out and about in the neighborhood.

Third of all, the traffic. As you know, traffic throughout Boston has reached crisis proportions, and the traffic on Lincoln Street is particularly awful because it is an onramp into the city from 93. During rush hour, it is very dangerous to cross, as cars constantly double-park on Lincoln Street while other drivers try to get down Lincoln Street as fast as they can, ignoring the many pedestrian crosswalks. As someone who pushes a stroller across Lincoln Street virtually every day, I can tell you that it always requires a parent to be completely vigilant. If you add another 4,000 commuters onto a street that is already far beyond its capacity, along with a loading dock and massive delivery trucks, its a recipe for injury to children. The Leather District has spent tremendous effort over the past decade and a half to make Lincoln Street more safe for residents--limiting double-parking, getting rid of idling trucks and illegal bus stops, calling for improvements to the previously pothole-riddling Lincoln Street and its cross streets--and adding the Oxford office tower feels like it one swoop its going to undermine all the advances we have made in rendering Lincoln Street reasonably safe for families.

This is the Leather District, not the Financial District. This is no place for a monster commercial tower that goes against everything this neighborhood stands for and has suffered through to make this a desirable place to live. It feels like everything that the people who have lived here for the past 2 decades and worked so hard to build is now being exploited by a multinational corporate real estate developer to make money at our expense. I believe there was a contract that the city made with our neighborhood and other neighborhoods around the Big Dig that if we all suffered through the Big Dig that it would become a family-friend neighborhood afterwards. My wife and I bought into the contract, and now that we're finally able to reap the rewards of everyone's intense labor, outside interests with no stake in the neighborhood are swooping in without even attempting to adjust to the needs and realities of our mixed-use, family-oriented community.

I urge you to block Oxford's development project as currently proposed.

Dr. Ogi Ogas

(

70 Lincoln Street #213

Boston, MA 02111



Michael Sinatra <michael.a.sinatra@boston.gov>

Do NOT approve the 125 Lincoln St. Tower Project by Oxford Properties

Hans Oh

Mon, Jul 29, 2019 at 11:59 PM

To: Michael.a.sinatra@boston.gov

Cc: mayor@boston.gov, ed.flynn@boston.gov, Michelle.Wu@boston.gov,

Dear Mr. Sinatra,

I am a resident and unit owner at 111 Beach St. and am writing to share my comment regarding the proposed tower project by Oxford Properties at 125 Lincoln St.

I am writing to express my opposition to the proposal as it will negatively impact the surrounding neighborhood in Chinatown and the Leather District. If approved, this tower will undue all of the progress that has been made to improve the area.

Specifically, the proposed tower violates the zoning code (Article 44) and approved urban plan regarding the Leather District and the BPDA's own Greenway Planning Study. Both re-enforce the standard of 80' by right and a 100' maximum.

The Oxford plan is 370'. That is nearly *four times* the zoning code and a significant departure from the intent of the city plan.

Further, the Oxford plan for the monstrous tower is for office-only use which is inconsistent with the mixed-use approach of combining both residential and commercial development in the Leather District and Chinatown. This proposed tower will overwhelm the area and cause shadows in both the early and latter parts of the day resulting in increased traffic congestion, wind, and other negative effects.

More critically, the proposed tower would hamper access to the surrounding areas between South Station and Chinatown, the Financial District and the Leather District, and so on.

I am not against development that enriches the fabric of our wonderful city. However, developers must respect the plan and standards in place especially if it impacts the lives of residents.

To re-iterate, I am wholly OPPOSED to the Oxford proposal for a 370' tower as it violates the city plan and does not improve the neighborhood for those who live in and around the Leader District and Chinatown.

I hope you will place the needs and wishes of the residents of Boston over the commercial interests of a multi-national corporation.

Sincerely,
Hans Oh

Hans Oh



Michael Sinatra <michael.a.sinatra@boston.gov>

125 Lincoln Street Tower Project – Oxford Properties

mark oldham

Mon, Jul 8, 2019 at 7:49 PM

To: Michael.a.sinatra@boston.gov

Cc: mayor@boston.gov, ed.flynn@boston.gov, Michelle.Wu@boston.gov, danchen.xu@boston.gov,

Comments in opposition to the current proposal for 125 Lincoln Street

Stewards of our cherished urban fabric

- As elected officials you and your team at the BPDA are employed to serve as representatives of city residents and act as stewards of our city and the resources we collectively share.
- When you do your jobs well and with courage you can (and have) created great benefit to the city - think of the Greenway and all the positive impact it has fostered. Thank you.
- When you don't show the requisite wisdom, sensitivity and courage but instead succumb to special interests or yield to pressures of short-term financial gain at the expense of what is truly right for the city in the long run you can do great and irreparable harm.
- Little survives longer or provides as much ongoing benefit or harm to our city as the buildings and open spaces within it. As stewards of this city, the quality of the built environment you allow is one of the key responsibilities your positions hold and one of the longest lasting impacts of what you do. The decisions about what you do and do not allow – and where - are not trivial and their impacts are not transient.
- We need look no further than the destruction of Boston's the historic West End 1960 in favor of faceless and overly scaled towers. 60 years later we all still witness the irreversible damage your predecessors unfortunately allowed in that part our city. If given the chance to remake that decision I'm sure you all would.

The Leather District: World Class Historic Urban Fabric

- Despite previous mistakes, In downtown Boston we are fortunate enough to still have a number of neighborhoods with genuinely world class historic urban fabric. The Back Bay. Beacon Hill. The North End. The South End. Bay Village. Without doubt the Leather District stands among them as a truly irreplaceable historic urban fabric.
- Like their peers the world over, these neighborhoods are so cherished largely because of two (irreplaceable) ingredients: 1. The Quality of their Building Stock and 2. The Consistency of their Human Scale.
- Historic fabric of this quality is rare and the envy of cities across the globe. In our young country they are particularly rare. Other cities would yearn for them.
- This proposed project for 125 Lincoln Street, as currently proposed, with its excessive height, bloated massing, inappropriate use (office) and disproportionately financially driven agenda - for this location - seriously jeopardizes the integrity, and special character of the Leather District.

Appropriate Development

- I fully understand that development helps foster the growth and prosperity on which we all rely. I also understand that surrounding all our best cherished human scaled neighborhoods there exist larger scale commercial districts that allow our city to thrive financially. Both are needed and must coexist. However if not adequately protected the towers can and will drown the fabric.
- Larger development can easily exist when juxtaposed to historic fabric of this quality. Rarely however does it succeed when it is so out of scale and superimposed on top of it and so close. That is the case with the 125 Lincoln proposal.
- Other solutions to this site are possible. Solutions that could make the developers adequate return long term, that can improve on the currently underutilized lot, that can increase real estate taxes and can benefit the community and residents – they are all possible without ruining a neighborhood.
- Unfortunately, the currently proposed inappropriate scale and use does not do these things and will ruin the integrity and special character of the neighborhood. They know it and you know it.
- With real courage and vision the city would have turned this lot into a park continuing the Greenway. With none of those qualities you would allow it to proceed as planned. There is however a middle ground.
- I am quite certain your agency wouldn't allow this development in the heart of the North End, Bay Village, South End or Beacon Hill and you instinctively know why. Don't do so here in the Leather District.
- Allowing it to proceed as proposed would violate one of the more important obligations entrusted in you by the residents and voters of this city - to act as stewards for our city and its fabric - for the long term.

10 Reasons the 125 Lincoln Street Tower is not appropriate development as currently proposed:

- **Height Alone (370')** is far too tall for this location
 - The location is within the heart of the Leather District of a residential and mixed use neighborhood (not adjacent or across a major artery)
 - Its height alone is irresponsibly tall for the location. The 2010 Greenway Planning Study was correct and should be listened respected.
- **Overall Mass(iveness)** has compounded negative impact of Tall Height **and** Large Floor Plate.
 - The large office (not residential) scaled footprint when extruded to this height creates a double negative impact of creating a wide and too tall building compounding the destructive effect on neighborhood scale.
- **It would destroy or** (at minimum severely damage) **an irreplaceable cherished historic urban fabric.**
 - These neighborhoods are cherished assets that must be protected not overpowered by insensitively scale and use.
 - Your job as stewards is to provide appropriate reason and judgement for the long term not just for short term finances
 - The scale and massing alone are the primary culprit. The non community friendly use is the secondary but related) culprit.
- **The scale proposed is not needed to provide adequate financial return.**
 - We know this to be fact as alternate proposals by competing developers at the time of land purchase proposed developments with at least 40% less mass and scale than the current proposal.
 - These alternate (non-office) proposals were both shorter, smaller in footprint and yet still allowed adequate market driven financial return
 - Just because a developer paid a price for land assuming it would be allowed to develop on it does not mean they have the right to do so.
- **Proposal is disproportionately motivated by financial profit.**
 - Absent of financial motivation, I do not believe a single architect or planner in this city would seriously believe that a tower of this size, proportion or mass on this site is the best thing for the city's long term future. It is too big and that is obvious.
 - Solutions far smaller than this insensitively planned tower would and could work with benefit to all.
 - Existing zoning, planning studies, common opinion and law reflects this truth. Please read and listen to them.
- **You don't have to allow it and it doesn't help the community**
 - The city has seen an explosion of office space over the last 10 years in the seaport.
 - You don't need to allow this much more office SF in a single new spec office tower.
- **The proposal completely contradicts existing sound planning and zoning studies**
 - 2010 Greenway Planning confirms 80-100' as max appropriate height specifically for this site.
- **Wrong Occupancy**
 - No substantive community or evening benefit is provided by the office use.
 - The office use is detrimental to community building as it is vacated at night and does not help to solve ongoing night time safety and behavior issues near South Station
- **There are other options and solutions.**
 - It is not a situation of this proposal or nothing.
- **The voters, tax payers and neighboring communities unanimously do not support it**
 - You are employed as stewards of our city for both short and long term. Make it better not worse.
 - You are elected by and serve the residents and tax payers of this city, not the corporations or businesses. Proposing

Conclusion

- In a country with so little urban fabric of the quality of the Leather District please protect it appropriately.
- This does not by default mean no development. This means appropriately scaled, appropriately occupied and appropriately considered development. Development that seeks **first** to maintain the qualities that make our city's fabric so strong and **then** to see how that fabric can be enhanced and not overpowered by new development.
- It is of course a sensitive balance. That said it is one that any objective observer knows the proposed project at 125 Lincoln Street Tower does not strike.
- Please see the bigger question at play. This cannot be about immediate financial circumstances. This must be about maintaining the very fabric and essence that make this city so wonderful for generations to come.

As a resident, as a tax payer, as a neighbor, and as an architect who has worked with the city designing some of the most well received community buildings in the city over the last 10 years, I request you deny the current application for this development as currently conceived.

Mark Oldham
 Architect & Boston Resident
 111 Beach Street,

7/9/2019

City of Boston Mail - 125 Lincoln Street Tower Project – Oxford Properties

Leather District
Boston MA

Tatte

BAKERY & CAFE

7/31/2019

Michael.A.Sinatra@Boston.gov

Michael Sinatra, Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

Dear Mr. Sinatra,

As the owner of a neighborhood small business serving the residents and employees in Chinatown, the Leather District, and Downtown Crossing, I am excited about the opportunity of revitalizing the space at 125 Lincoln Street with a new, mixed use building.

A new office building with publicly accessible ground floor uses will add vibrancy and activity to the site, improve the public realm and safety in the area, and increase foot traffic and patrons in the neighborhood.

The project offers the potential for local small businesses to grow and support their employees.

We look forward to seeing the project advance.

Sincerely,

Tzurit Or

Tzurit Or
Founder & CEO

July 30, 2019

Michael Sinatra
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

RE: 125 Lincoln Street Project

Dear Mr. Sinatra,

We are submitting these comments on behalf of the Oxford Street Tenants Association in opposition of the project proposed by 125 Lincoln Street LLC and the Oxford Properties Group. We live at 22-30 Oxford Street in Chinatown, less than 500 feet from the proposed development site. We believe this project will impact us greatly.

We are more than 20 families of working-class immigrants fighting to stay in our community after our landlord proposed rent increases of 18-20%. With expansive luxury developments encroaching on Chinatown, and multiple hotel proposals in the vicinity, our community would be negatively impacted by such a high office building with no affordable housing on site. Furthermore, we are worried about the potential displacement of a Chinese grocery store and restaurant, which serves our community's needs.

Our primary concerns are the lack of affordable housing on-site at a time when ourselves and others are deeply in need of it. Other major concerns include the height of the project, increased street and pedestrian traffic, the displacement of the community's anchor businesses including a restaurant, grocery store, and butcher shop.

We hope the developer will continue to listen to the community's feedback and reshape this project into something which both Chinatown and the Leather District residents can support. Thank you.

Sincerely,
Oxford Street Tenants Association

Michael Sinatra
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

RE: 林肯街 125 号发展项目

波士顿规划和发展局的 Sinatra 先生，

我们住在唐人街好事福街 22-30 号的住户，我们的住所距离开发项目的地点不到 500 尺，该项目的发展会对我们造成极大的影响。我们好事福住客联谊会想提交这些意见，反对 125 Lincoln Street LLC 和 Oxford Properties Group 提出的这个发展项目。

当我们的房东提出租金要增加 18-20% 之后，我们有超过 20 个工人阶级移民家庭一直在争取留在我们的社区。随着唐人街的豪华项目开发，以及附近的多个酒店项目建议，我们的社区现时又将面临受到兴建得如此高的办公楼的负面影响，但大楼里面并没有我们需要的可负担性房屋。此外，我们也担心对唐人社区非常重要的美东超市和喜临门酒楼也会失去。

我们最主要担心的是我们自己和其他居民其实最需要的是可负担性房屋，但项目发展大楼里面并没有包含可负担性房屋单位。而其他问题还包括该项目的高度，街道和行人交通量等的增加，社区的小商业也将变得流离失所，包括餐馆，杂货店等。

我们希望开发商要继续倾听社区的反馈意见，并将这个项目重新设计为唐人街和皮革区居民都可以支持的项目。谢谢。

好事福住客联谊会

2019 年 7 月 30 日



Michael Sinatra <michael.a.sinatra@boston.gov>

125 Lincoln Street Tower Project - Oxford Properties

Pennie, Chris

Tue, Jul 30, 2019 at 9:15 AM

To: "Michael.a.sinatra@boston.gov" <Michael.a.sinatra@boston.gov>

Cc: "mayor@boston.gov" <mayor@boston.gov>, "ed.flynn@boston.gov" <ed.flynn@boston.gov>, "Michelle.Wu@boston.gov" <Michelle.Wu@boston.gov>, "bpdacomments@gmail.com" <bpdacomments@gmail.com>, "Pennie, Chris"

The proposed tower at this location would be an absolute travesty for both the city and the neighborhood. Its massing and height would completely take away from what makes the Leather District special. It is completely out of scale with the Greenway Planning Study for the site and it would wall off our entire neighborhood as well as increase the shadowing later in the day. I can only imagine what the wind will be like on Lincoln Street.

I am completely opposed to this development in its current context.

Christopher Pennie

Leather District Resident

111 Beach Street



Chris Pennie, LEED AP
Senior Vice President - Operations
Lee Kennedy Company
Let's build on big thinking.

122 Quincy Shore Drive, Quincy, MA 02171



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Michael Sinatra <michael.a.sinatra@boston.gov>

125 Lincoln Street Tower Project – Oxford Properties

Rob Petrie

Tue, Jul 30, 2019 at 3:02 PM

To: "Michael.a.sinatra@boston.gov" <Michael.a.sinatra@boston.gov>

Cc: "mayor@boston.gov" <mayor@boston.gov>, "ed.flynn@boston.gov" <ed.flynn@boston.gov>, "Michelle.Wu@boston.gov" <Michelle.Wu@boston.gov>

Michael,

I am writing in support of the [125 Lincoln Street](#) project. I understand that there is a small, but very vocal, minority in the Leather District who vehemently oppose the project. However, overblown and outsized fears about changing zoning laws, shadows, wind, and traffic should lead to the cancellation of this project. The Leather District belongs to the city, which desperately needs additional office space. The project will also lead to the creation of much needed communal spaces in the community. For these reasons, I think the project should move ahead.

My only real concern about the project is that it will bisect Chinatown and, in the long run, reduce its overall size. As you may or may not know, the Chinatown neighborhood doesn't end at the JFK Surface Road. It continues on into the Leather District. Almost all the businesses affected by the demolition of the car garage are Chinese owned (namely C-Mart & Hei La Moon) and very much a part of the Chinatown community. Moreover, there are many Chinese businesses along Lincoln Street, including a tenant of [105 Beach Street](#) (Empire Auction House). This project risks creating a wall in people's minds between Chinatown and the Leather District, which would over time lead the JFK Surface Road to become a natural barrier between them. This should be avoided because, historically, Chinatown has already suffered hardship in the name of development. Not too long ago the Central Artery was built through Chinatown without serious consideration for the hardships doing so would impose on the community. It also led to the loss of its only library (which was just recently restored). For obvious reasons, repeating this mistake should be avoided. A white suburban middle class residential or commercial community would not be expected to stand for it. Neither should Chinatown.

Given the above, it is essential that Chinese businesses affected by this project be offered assistance so they can continue to occupy the retail space on the first floor of the [125 Lincoln Street](#) project. While it may make the project less profitable, it will preserve the integrity of the neighborhood. It is also a small price to pay to avoid the mistakes of the past.

Robert Petrie
Academic Director

LSI Boston





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Michael Sinatra <michael.a.sinatra@boston.gov>

125 Lincoln Street Tower Project – Oxford Properties

Pile, Richard

Tue, Jul 30, 2019 at 4:20 PM

To: Michael.a.sinatra@boston.gov

Cc: mayor@boston.gov, ed.flynn@boston.gov, michell.wu@boston.gov,

Dear Sir

I am writing to voice my strong opposition the proposed development at 125 Lincoln Street. I have reviewed the Project Notification Form submitted by the developer and have many objections, but here are what I feel are the most salient points.

The Leather District is zoned for 80' with a maximum variance to 100'. **Oxford Properties is planning a 370' commercial building massing 625,000 square feet.** Their sole reference is that "the project site is located in :(i the Leather District, which is governed principally by Article 44 of the code...". (pg 1-8) **Nowhere in their 787 page proposal do they mention that this contradicts existing zoning and planning and ignores the last 25 years of planning and zoning code developed by the City and the BPDA in response to the changes brought about by the Big Dig and the creation of the Greenway.**

The Leather District is an historic, distinctive, low-rise residential live/work community distinct from the high density, high rise commercial areas of the Financial District and Downtown Crossing. A 625,000 square foot office building does nothing to enhance the neighborhood. Rather than a benefit, this is a resource the directly detracts from the historic and residential nature of the Leather District and undermines its uniqueness and value as a downtown residential community that acts as a counter point to the nearby, heavily developed office districts.

This project offers nothing to the neighborhood. **In their report, Oxford properties mentions no direct benefits to The Leather District or Chinatown, only that it will strengthen economic vitality and ..."provide new office space that meets the demands of future employers..."**. (pg 1-8) Hardly a plus for residents.

As an office building it places incredible load on the neighborhood while not being part of it. During the day, the influx of office workers will overload the sidewalks and streets, over-fill existing amenities in the area and in effect squeeze residents out. At night the building will be empty, providing no draw for pedestrian traffic after dark, just another empty street.

One of the goals of the Greenway is to connect the Leather District to neighboring Chinatown, opening these communities to each other and the downtown. This building creates a huge, dividing wall between them,

Oxford does mention that it will be "replacing a deteriorated commercial asset" . Since their purchase of the property they have made no visible attempt to improve the building with repairs, security or better trash control and sanitation. It would appear that they are content with the building as it is. During their presentations to the neighborhood association, they repeatedly mentioned that a large development was the only "economically viable" way to develop the property. Given that they only purchased the building two years ago and with any kind of due diligence were aware of the condition of the building, the zoning in place for the property, and the price they were paying for it, I find this argument fallacious. If their building is, as they describe it, "deteriorated" they should consider options to rectify this within the zoning envelope.

There are many details present in the Oxford report that are points of contention, but they are only relevant if all of the planning, development and zoning developed from the Big Dig and its revitalization of the downtown are not only ignored, but actively overturned. The broad, economic "benefits" espoused by this proposal are already being adequately realized by high density developments in the Seaport and Downtown. There is no need to degrade a unique, historic part of Boston to create another "cookie-cutter" office building in a location where it does not belong.

Thank you for your time

Richard Pile and N. Cathy Hogan
Residents,
Leather District,
Boston



Michael Sinatra <michael.a.sinatra@boston.gov>

125 Lincoln Street Proposal

Rolfe, Eileen

Fri, Jun 28, 2019 at 2:18 PM

To: "michael.a.sinatra@boston.gov" <michael.a.sinatra@boston.gov>

Cc:

Dear Mr. Sinatra,

I am writing regarding the [125 Lincoln Street](#) development proposal. I have lived in the Leather District for close to 20 years.

I am pleased to see the parking garage go. However, the proposed development will not bring any added value to our neighborhood unless there is a plan for mixed use. We need a significant residential (and not transient) component to bring life and safety to the area. We do not need another huge block on the same street and side that is dead and dark without any street or neighborhood life after 5pm. Let alone the violation of the zoning height.

The retail plans are not the least bit specific and can change at anytime. It also appears that they are being able to use the Greenway portion as a selling point for themselves.

Our neighborhood always seems to be an afterthought to city hall. Sidewalks, drugs, lighting and above all, the worst pollution rate in the city. We have to suffer the on/off highway ramp traffic and anti-pedestrian behaviors.

And now, this. Walling off 2 neighborhoods!!! Isn't that one of the reasons the elevated central artery came down?

If the city allows this proposal as is, without a residential component, it will be just appalling.

Sincerely,

Eileen Harvey Rolfe

[210 South Street](#)

6/28/2019

City of Boston Mail - 125 Lincoln Street Proposal

Boston, MA

02111

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**LARRY ROSENBLUM PRESENTATION NOTES
125 LINCOLN STREET PROPOSAL
PUBLIC MEETING WITH BPDA AND OXFORD PROPERTIES – 6.26.19**

INTRO – Resident and business owner in Leather District, received first ZBA variance to live in this neighborhood, in 1979. Been active in LD and City of Boston planning issues for 40 years.

Major concerns about this project:

- **WAY TOO TALL AND MASSIVE**
- **OFFICE TOWER IS NOT A DESIRABLE BUILDING TYPE OR USE FOR THIS NEIGHBORHOOD - SHOULD BE RESIDENTIAL OR MIXED-USE**
- **SITE TOO CONSTRAINED FOR THIS INTENSIVE USE – ACCESS LIMITATIONS, EXISTING TRAFFIC**
- **PROPOSAL TOTALLY IGNORES ZONING REQUIREMENTS**

Questions regarding last point:

- **How do we find ourselves in this situation, being asked to comment on a proposal that blatantly ignores the development guidelines for the neighborhood?**
- **Did the developer not know the zoning limitations when they purchased the property?**
- **Did they test the neighborhood's tolerance for a project like this BEFORE making a formal proposal to the City? Do they expect an approval irrespective of how we feel about it?**
- **What happens if the City rejects this proposal? What's next?**

I know this developer and his team are capable of creating a good office tower project. The problem is, this site should not have an office tower on it!

THIS IS NOT THE FINANCIAL DISTRICT.

COMMENT LETTER – OXFORD PROPERTIES 125 LINCOLN STREET OFFICE TOWER PROPOSAL

TO: Michael A. Sinatra, Project Manager
Boston Planning & Development Agency

CC: Mayor Martin Walsh
City Councilor Ed Flynn
City Councilor Michelle Wu
Danchen Xu

FROM: Larry Rosenblum
118 South Street
Boston, MA 02111

DATE: June 24, 2019

RE: Public Comment - Oxford Properties proposal for 125 Lincoln Street

I am part of the original group of property owners at 118 South Street who, in 1979, sought and received the first zoning variance that allowed legal residence in the Leather District.

I introduce myself this way because that variance, and the zoning changes that followed, bear directly on the choices the Leather District and City of Boston now face with regard to 125 Lincoln Street.

Background

In 1979 the Leather District was zoned exclusively for commercial use. The variance request came at a time when the neighborhood was under severe stress. The leather industry was in decline - for environmental and other reasons - and building vacancies were very high, leaving the streets at night dark, empty and forbidding. Most of the buildings – being 70 or 80 years old - were not suited for modern commercial or office use without major investment, and this was not forthcoming from the business or development communities, so the very future of these buildings was at risk.

The Zoning Board of Appeals understood this situation and viewed our request as a new way of thinking about the future of the neighborhood. We were a group of people who wanted to live and/or work here and who understood both the potential and limitations of the buildings. We were prepared to take on these challenges and we did. And, as it turns out, many followed behind us.

This was the beginning of a new downtown neighborhood, one that combined commercial, retail and residential uses in buildings that would otherwise have no future, bringing both economic resiliency and 24/7 life to these streets and buildings.

That first variance – affecting less than a dozen people – later grew into interim and then permanent zoning intended to both codify and protect the architectural and mixed-use character of the District. Today hundreds of people live in this eight-block area, having paid as much as \$700 to \$1,000 per square foot for the privilege. Those of us who chose to live here consider Article 44 zoning as important today as when it was first adopted.

Which takes us to the proposal for 125 Lincoln and why I and most of my neighbors strongly oppose it. The following are the highlights of my objections, not in any particular order:

Building Height & Massing

It doesn't take an architectural critic to recognize the inappropriateness of a 370-foot building on Lincoln Street – part of a neighborhood whose average building height is around 100 feet.

Wow, that's BIG! This is the first impression the community had when shown the drawings and it's the first thing anyone in or around the neighborhood will see and feel when coming within eyeshot of this building. It is just too big. It will not only cast long shadows on buildings, streets and Greenway spaces around it, it will dominate the sky for people on the streets and looking out their windows.

There is a reason maximum-building-heights are included in zoning regulations, which, for the Leather District, is 80 feet, or 100 feet with Large Project Review. The zoning seeks compatibility of the new with the old, and this is particularly important in historic districts. In flaunting Leather District zoning, this building simply says, I don't care. This mentality is what drives financial district buildings into the sky, but it shouldn't be acceptable here. The Leather District is not the Financial District and this building is attempting to change that.

Using words from the Leather District Zoning Article 44.1, Purpose, Goals and Objectives – this building does NOT meet the standard of “ensur[ing] that new development is compatible with existing buildings in scale, design, and choice of building and decorative materials.”

Site Characteristics & Constraints

The site doesn't allow suitable access for vehicles and pedestrians, nor does it offer adequate open space – other than by incorporating adjacent public space that it connects to. It's a big building crammed onto a very constrained site.

In addition, because the building can't be approached from Surface Road - a more logical access point being a major street - Lincoln and Beach Streets become the default entry and egress points. This will be true both during construction and well beyond. Neither are wide enough to handle construction vehicles or vehicles queuing for the service dock or underground parking, to say nothing of double-parked cars at the Lincoln Street entrance. This site, given its size and limited access options, is just not suitable for such intensive use.

Building Use

Leather District vitality derives from its mixed-use occupancy, intimate scale and varied commercial and business activities. There are business people, retirees, and families-with-children in the neighborhood, and small eateries and other commercial establishments. These bring vitality and 24/7 safety to the neighborhood and these are the qualities the community is trying to protect.

Large office buildings undermine these qualities. They fill and empty in morning- and afternoon-waves, clogging streets and sidewalks with office workers otherwise disconnected from the neighborhood. For this proposal that means more than 3,000 people entering and leaving each weekday - a number that probably approaches the combined number of people who currently live and work here. This large, monolithic, single-use building does not belong in a historic, mixed-use residential area.

125 Lincoln As Precedent

If approved in its current form, this building will undermine the future of the Leather District as a historic, mixed-use neighborhood. Across Beach Street is the old 5-story Teradyne building, another large-footprint parcel in the hands of a single owner. If a 370-foot building is acceptable for this site, how do you say no to that property owner or the next developer also looking to benefit from an expanded Financial District?

Given its locational advantages it's not hard to imagine the Leather District one day becoming the South Station Tower District, relegating the old Leather District to a chapter (or paragraph) in architectural and urban history books. After all, the entire Financial District was also once a collection of small brick buildings. If the architectural and mixed-use character of the Leather District is to be preserved, the intent of Article 44 must applied to this proposal.

As a person who has been intimately involved in every planning effort in and around the Leather District since the 1980's – including serving on the Mayor's Central Artery Completion Task Force and a number of South Bay planning efforts, and who brings other personal and professional experience to this subject, I feel confident in saying this building is not appropriate for this site.

I hope the City of Boston takes my comments and those of my neighbors to heart. There are many ways this site could be redeveloped to the satisfaction of the neighborhood and benefit of the City. This is not one of them. Please reject this proposal.



Michael Sinatra <michael.a.sinatra@boston.gov>

125 Lincoln Street Tower Project – Oxford Properties

John Russell

Tue, Jul 30, 2019 at 5:58 PM

To: Michael.a.sinatra@boston.gov

Cc: mayor@boston.gov, ed.flynn@boston.gov, Michelle.Wu@boston.gov,

Dear Mr. Sinatra,

I am a resident at [70 Lincoln Street](#) in the Leather District. I write in opposition to the height and scope of the [125 Lincoln Street Tower Project](#).

I am a supporter of commercial and residential real estate development and have seen how it can be vitalizing to underdeveloped sections of our great city.

However, left unchecked, development can have a deleterious effect on a neighborhood. It is clear as day to me that the proposal for a massive office building at 125 Lincoln Street will harm the Leather District and, likely, Chinatown. A scaled down version of the proposal would be much more appropriate. I support development of this site, but not at this size and scope.

And finally, does the law matter at all? The proposed height is well beyond any legal limits and is against the recommendation of the Greenway Planning Study. So my view is not simply the narrow perspective of a provincial local resident but is backed by the leaders who wrote the regulations on the size and height of buildings on Lincoln Street and the experts who studied the Greenway back in 2010.

Please enforce the law and the will of the people and scale this project down to the appropriate size. Thank you.

JRussell



Michael Sinatra <michael.a.sinatra@boston.gov>

125 Lincoln Street Tower Project – Oxford Properties

Gregory Shomo

Sat, Jul 27, 2019 at 4:20 PM

To: "Michael Sinatra, Project Manager" <Michael.a.sinatra@boston.gov>

Cc: Mayor Martin Walsh <mayor@boston.gov>, City Councilor Ed Flynn <ed.flynn@boston.gov>, City Councilor Michelle Wu <Michelle.Wu@boston.gov>, Danchen Xu <danchen.xu@boston.gov>, greg shomo

The proposed skyscraper office building at 125 Lincoln Street is being presented as a boon to the neighborhood, but in reality it only manages to transform the overlap between Chinatown and the Leather District into a giant wall. These neighborhoods are home to many families (both young and old) and would prefer to be brought closer together rather than split apart. As mentioned in several meetings, the best thing for the people in the neighborhood would be a park - green space - at that location. Nobody thinks what we really need is a giant skyscraper office building.

The plan submitted by Oxford Properties includes a massive zoning variance to allow them to build up to a height of 370'. This is just about four times the maximum height allowed by code and doesn't even consider the mechanical floor - an additional 30'. Imagine if Oxford asked to build 4 office buildings (at 100 feet) while only purchasing the single plot !

Current code is not arbitrary - many weeks were spent establishing zoning codes during the Big Dig and Greenway Projects - but there is nothing naive about asking for such a variance. Oxford Properties wants to privatize any gains that they can from the successful and well-maintained Greenway and are not concerned about consequent effects.

In addition to the adverse effects on Chinatown, the Leather District, and the Greenway, Oxford Properties's plan is bad for Boston. We're one of the actually great cities in the United States. Boston is a human-friendly, built out before cars ruled the world (I grew up in Detroit) and it is different. The proposed office building does nothing to advance living-in-Boston. It might do something for commute-to-work-in-Boston, but surely there are enough office buildings already that fill this role. We do not need an office building at 125 Lincoln Street.

The proposed structure turns its back on both Chinatown and the Leather District, making no effort to incorporate itself into the location. There is no set-back for the higher floors. Maintenance of the current structure begs the question "Can Oxford really manage this property ?". We've gone on and on with these points (and many others) in meetings, but the main point for me is that this building just does not belong where they want to put it. It might be a good building for a different location, but it is absolutely the wrong building for 125 Lincoln Street.

I've lived in the Leather District for 19 years and seen a fair amount of construction and renovation over that time. Much of it has been good and appreciated, but I believe strongly that the Oxford Project is bad for the neighborhood, bad for the people living in the

8/5/2019

City of Boston Mail - 125 Lincoln Street Tower Project – Oxford Properties

neighborhood, and bad for the City of Boston. I ask that you reject the plan outright and thank you for your consideration.

Greg Shomo
116 Lincoln St, #6C
Boston, MA 02111



Michael Sinatra <michael.a.sinatra@boston.gov>

125 Lincoln Street Tower Project – Oxford Properties

Linda See

Wed, Jun 12, 2019 at 3:39 PM

To: Michael.a.sinatra@boston.gov

Cc: mayor@boston.gov, ed.flynn@boston.gov, Michelle.Wu@boston.gov, danchen.xu@boston.gov,

Michael et al:

I am a lifelong Boston resident and have been a homeowner in Chinatown and the Leather District since 2009. I live and work in this neighborhood with my three young children, who also attend school here. I am writing to voice my strong opposition to the proposed development by Oxford Properties at 125 Lincoln Street.

Although technically considered the Leather District, this is an important site to the Chinatown community as the current home of Hei La Moon, C-Mart, a parking garage, and other retail establishments. C-Mart, the supermarket – which has existed at this site under various ownership for at least 25 years, if not more – offers familiar products at an accessible price point for the residents of Chinatown that Whole Foods and Roche Bros do not. The restaurant, Hei La Moon, is host to large wedding celebrations and other cultural events, as well as a bustling daily dim sum business that is popular with residents and visitors. There are few alternatives remaining within Chinatown for these types of businesses, and losing them to an office tower would be a tremendous hit to the Chinatown community.

The Oxford proposal violates the existing height restrictions and includes no residential component at a time when affordable housing is sorely needed in Chinatown, and they have made no commitment to preserving these important resources within Chinatown. An office-use only tower would be inaccessible at nights and on weekends and jeopardize safety in the surrounding area by removing the residents, visitors and patrons of the existing businesses.

Chinatown needs to be preserved, and I ask for your help in this effort by rejecting the Oxford proposal in its current form.

Kind regards,
Linda Y. See



Michael Sinatra <michael.a.sinatra@boston.gov>

125 Lincoln Street Tower Project - Oxford Properties

Dave Seeley

Tue, Jul 30, 2019 at 3:55 PM

To: Michael.a.sinatra@boston.gov, mayor@boston.gov, ed.flynn@boston.gov, Michelle.Wu@boston.gov, danchen.xu@boston.gov

COMMENT LETTER – OXFORD PROPERTIES [125 LINCOLN STREET](#) OFFICE TOWER PROPOSAL

TO: Michael A. Sinatra, Project Manager
Boston Planning & Development Agency - Michael.a.sinatra@boston.gov

CC: Mayor Martin Walsh - mayor@boston.gov
City Councilor Ed Flynn - ed.flynn@boston.gov
City Councilor Michelle Wu - Michelle.Wu@boston.gov
Danchen Xu - danchen.xu@boston.gov
Christopher Betke - bpdacomments@gmail.com

FROM: David Seeley
102 South Street 4
Boston, MA 02111

DATE: July 30, 2019

RE: Public Comment - Oxford Properties proposal for [125 Lincoln Street](#)

Thanks for the opportunity to comment on this proposed development. I've been a resident and business owner in the Leather District for over thirty years, and have participated in City planning processes throughout that time. I practiced architecture and urban planning for a dozen years before a career change, and was the project designer on both the Boston Police Headquarters for the City of Boston, and the South Station complex for the Beacon Companies, both with Stull and Lee, Inc. I was a representative to the South Bay Planning Study, the Mayor's Central Artery Completion Task Force, and I was co-chair for both the Chinatown Greenway Park process and the One Greenway tower development by ACDC, along with friend and Chinatown advocate Stephanie Fan. I then served two years on the Greenway Leadership Council, where I oversaw comments on the BRA's Greenway District Planning Study, in which the [125 Lincoln Street](#) site was specifically studied in order to determine the appropriate height and massing in order to protect the surrounding neighborhood and Chinatown Park from detrimental shadow, wind, and traffic impacts. As you know, that costly study, including many hours of public meetings, resulted in a 100' maximum, with substantial setback at 80'. While I agree with my neighbors that this development clashes with the context in both concept and design, and would be better suited as residential, in the interest of brevity I want to speak directly to the unacceptable massing of the proposal.

By way of institutional knowledge, there was a bill proposed in 2009 by State Reps Byron Rushing and Marty Walz to protect City's parks from shadow impacts. The bill was a result of public sentiment over no-confidence in the City in its stewardship of public green space relative to the lure of economic development benefits.

http://archive.boston.com/news/local/massachusetts/articles/2009/02/05/bill_looks_to_limit_shadows_on_parks/

I believe that the Greenway District Planning study was the BRA's answer to demonstrating that they didn't need State oversight in order to be good stewards of public parks. Shadow impacts on the open space were paramount in consideration of setting massings on the sites studied. During the public unveiling event of the Greenway District Planning study, then BRA Chief Planner Kairos Shen was asked how we were to trust that allowable height and density would not exceed those set within the study. His response was "you have my word." While it's understood that administrations come and go, it is darkly ironic that the Walsh administration, which ran on transparency and fairness in new development, would consider this proposal for the 125 Lincoln Street site. As a community, we understand that only the Mayor has authority to determine the final massing of this development, and we understand the pressure that can be brought to bear "behind closed doors" and in the media, when the massing beyond the 100' height limit is estimated to generate an additional 277 million dollars profit as proposed. We respectfully ask you to resist that pressure, and be strong stewards for the character and quality of our neighborhoods by holding the limits set in the Greenway District Planning Study.

I believe that the shadow studies presented to date by the proponent are misleading at best, and I encourage you to generate your own independent studies. Via the url below: I utilized the City's publicly available model to generate these shadow studies during critical dates during the seasons. Impacts on the growth seasons for the Chinatown park, and shadows in the Leather district AND the Park are major, despite the proponent characterizing them as "negligible" in a neighborhood meeting.



Michael Sinatra <michael.a.sinatra@boston.gov>

125 Lincoln Street Tower Project – Oxford Properties

Paul Semonian

Thu, Jun 20, 2019 at 9:17 AM

To: Michael.a.sinatra@boston.gov

Cc: mayor@boston.gov, ed.flynn@boston.gov, Michelle.Wu@boston.gov,
danchen.xu@boston.gov

Dear Mr Sinatra,

I am writing, as a new resident of the leather district, to state my objection to the currently proposed project at 125 Lincoln. I bought a new residence at 111 Beach a month ago and will be moving in within a few weeks. I am looking forward to moving into an area of the city that I believe has a nice mix of everything, residential, commercial, retail food and drink establishments.

This proposed building does absolutely NOTHING to improve the area and from my view the developers are turning a deaf ear to the concerns of the neighborhood and it's proper development going forward. First the proposed structure is absurdly large given the surrounding area and the zoning that was outlined in Article 44 / BPDA's own Greenway Planning Study. This study states that 80' - 100' is the maximum height allowed in the Leather District. This building is almost 4 times that maximum. Aside from it violating the height limits, I urge you to oppose this building for other reasons as well:

Commercial use only - the developer is not listening. They are focusing on maximizing profits vs proper development for the area where we live. This area is a great area because of the successful mix of residential and commercial. This shifts the scale significantly.

This is a massive proposed structure that will serve as a WALL that we don't want and don't need. The greenway served to re-connect areas of the city that were previously walled off and developing something like this right along the same path is extremely inconsistent with what anyone envisioned for the city in this area.

Traffic - it is hard to imagine how Kneeland and Lincoln Street could handle the massive influx of traffic that this building would bring to bear at rush hour. Lincoln Street is already a parking lot at times. Adding thousands of additional workers all rushing to get to and from their offices does not contribute to the area in a positive way whatsoever!

My final point is this. When traveling around various states one can easily witness areas where proper planning was ignored and developers were allowed to just build what they wanted. Thankfully, in my humble opinion, Boston does not have that many examples of this as we tend to hold the reins to make sure our great city stays great. Allowing this builder to put up a building 4 times the maximum size and more than 4 times the average height, with this amount of square footage, with ZERO mixed use in the area really damages more than just the beauty of this area. It also sets a very dangerous precedent and would serve for a successful mixed use neighborhood to be turned into a commercial only ghost town over time. That would be a horrible thing to allow.

I hope that my comments help to influence this project in a more productive direction - one that is developed in concert with the surroundings and takes into consideration the needs of the neighborhood vs just potential profit.

Sincerely,

Paul Semonian
111 Beach St, Unit 5E



Michael Sinatra <michael.a.sinatra@boston.gov>

125 Lincoln Street Tower Project - Oxford Properties

Jane Snowden

Thu, Jun 20, 2019 at 11:57 AM

To: Michael.a.sinatra@boston.gov

Cc: mayor@boston.gov, ed.flynn@boston.gov, Michelle.Wu@boston.gov, danchen.xu@boston.gov,

Dear Mr. Sinatra,

I have attended the informational meetings in the Leather District regarding the proposed office building at 125 Lincoln St. I am extremely concerned about the oversized 370' height which directly violates the zoning code of 100' maximum for the site. This will negatively impact us with shading issues onto the Greenway's new landscaping as well as the Leather District housing, the ensuing wind tunnel issues and the increased traffic through our small 9-block neighborhood. The traffic is already gridlocked in the afternoons along Lincoln and this will only worsen. This proposed office building would not be in keeping with the mixed use environment of our neighborhood and its size would effectively cut us off from other neighborhoods.

Please don't allow the 100' maximum height limit to be so blatantly disregarded, which could then become a precedent for other projects in the city.

Thank you,
Janie Snowden

July 30, 2019

Michael.A.Sinatra@Boston.gov

Michael Sinatra, Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

Dear Mr. Sinatra,

I am an Executive Managing Director of Tiger Capital Group, LLC, which is a proud tenant of Oxford Properties Group at 60 State Street. While at this time, I am only writing you in my capacity as an officer Of Tiger and individually, please also note that I reside at 20 Rowes Wharf and I am a Director on the Board of the Rose Kennedy Greenway Conservancy.

As you consider plans for a proposed office building at 125 Lincoln Street, I would like to note that our experience working with Oxford Properties is that they are great operators of office buildings and that they take the public realm in and around their properties seriously and they do so with tremendous and thoughtful care. I also have extensive experience with the Oxford team in Toronto and they are world class.

I am of the opinion that the demand for office space in Boston remains strong, and the site at 125 Lincoln represents one of the few remaining properties that can support a contemporary new office tower in Downtown Boston.

I am confident that Oxford Properties Group will develop an awesome project that will make the City of Boston and its citizens' proud. I am a firm believer that under your guidance, Boston will continue to grow and shine!

I am available to you for further discussion and/or perspective. My cell is 617.699.1744

All the very best

Brad



Bradley W Snyder
Executive Managing Director
Tiger Capital Group, LLC
60 State Street, 11th Floor
Boston, MA. 02109 USA



Michael Sinatra <michael.a.sinatra@boston.gov>

125 Lincoln Street Tower Project – Oxford Properties

Valentine Oldham

Mon, Jul 8, 2019 at 9:51 PM

To: Michael.a.sinatra@boston.gov

Cc: mayor@boston.gov, ed.flynn@boston.gov, Michelle.Wu@boston.gov, danchen.xu@boston.gov, Christopher Betke

Dear Michael,

Hello from the Leather District, where I've lived for nine years.

I'm writing to urge you to heed the overwhelming voice of Leather District residents in opposing Oxford Properties development at 125 Lincoln Street, as it now stands.

Is the city willing to exchange the short-sighted financial gain of a oversized development like this in exchange for destroying the historical character and scale of the Leather District, the likes of which are rarely seen in other American cities? The West End, once populated with brownstones as picturesque as the Back Bay, has been bulldozed in favor of charmless high rises. Please consider the legacy of your decision as you evaluate Oxford's insensitive proposal for 125 Lincoln -- consider what it will mean not just for this neighborhood, but for what you believe Boston deserves.

40-year resident, business owner, trained architect and urban designer Larry Rosenblum put it best at the June 26 meeting, and I echo all of these sentiments:

- I'm struck by the disconnect between the perspective Oxford brings to this project and the reality of where this project is.
- This would be a fabulous project if the Leather District didn't exist.
- This belongs in the Financial District
- The effort to bring it into a historic, low-rise, mixed use neighborhood is the beginning of the death knell of the Leather District.
- The site is too constrained for this intensiveness of use.
- This is an inappropriate response to the redevelopment of the site.
- If I had to choose between this and the parking garage, I'd prefer the parking garage.

Here are a few reasons I oppose it:

- **HEIGHT:**
 - The Greenway Planning Study recommended that buildings adjacent to the Greenway not exceed heights of 80-100 feet. The proposed building is 370-feet tall. Why should a large developer automatically get to flout those restrictions?
 - The bones of the Leather District are beautiful, with streets evoking New York's Soho. A monolithic, 370-foot office tower adjacent to that would reflect the city's reckless disregard for the historic, charming scale of a neighborhood that could otherwise thrive from a well scaled alternative.
- **WIDTH:**
 - This will wall off our entire neighborhood from the rest of the city and from Chinatown. It will also create epic shadows across a park where so many children play.
- **USE:**
 - Oxford's existing plan to erect a building full of offices does nothing to buttress the Leather District's vibrancy. 9-5 workers will come and go, while the neighborhood will revert to what feels more like a dead zone on evenings and weekends. That makes it difficult for local businesses to thrive, and for residents to enjoy amenities that could have arisen from a mixed-use structure.
 - The intended office use brings huge burden to the neighborhood traffic, ensuring a tidal wave of thousands of people at the beginning and end of each workday. We exist at the nexus of an already overtaxed intersection of South Station traffic, onramps to 93 and 90, and this neighborhood is not equipped to handle such additional volume.
 - When tourists arrive to South Station, their experience passing through the LD won't reflect the broader agenda Boston should pursue: that the city's "doorstep" should be welcoming and filled with options for visitors to pause and enjoy themselves. "Privately owned public space" under a large office tower is hardly the "activation" that would benefit the neighborhood or the many tourists gathering first impressions. While those "public spaces" are technically accessible, they are hardly inviting.

- Oxford has been focusing on the ground level. To paraphrase another neighbor, Roberta Niculescu, we Leather District neighbors residents don't need a glorified lobby to spend time in -- we use our living rooms to entertain each other. I'd like to see a variety of use at the ground floor -- retail, restaurants, etc. -- rather than some supposedly public space that closes at 7pm.
- **OXFORD's APPROACH**
 - I have now attended four meetings with Oxford properties about this project, and have found their approach to be evasive. They've referred to the height as its lower zoned height, until prompted during a Q&A to include mechanical floors, which add 30' of height. Their renderings of the building vs. the neighboring LD buildings appear to have been created in a fun-house mirror, thanks to unrealistic perspectives. They've shared multiple video renderings of the building, none of which showed its full height. The last meeting concluded with a Q&A slide, featuring a photo that truncated the building at about 10 floors, rather than showing the height we all so vehemently oppose.
 - It seems as though Oxford is holding these public meetings because they're ticking the box, claiming they've listened. I only sense this is a one-way street, and have not gleaned one ounce of compromise on the main issues -- height, massing and use.

The residents have spoken. Again, I implore you to consider the legacy you have the opportunity to preserve. Please consider echoing the city's residents in opposing a building this insensitive to our beautiful neighborhood.

Thank you,
Valentine

--

Valentine Oldham

111 Beach Street
Unit 1 H
Boston, MA 02111

June 27, 2019

Michael Sinatra
Boston Planning & Development Agency
One City hall Square, 9th Floor
Boston, MA 02201

Hello,

I was at the meeting last night in the Hei La Moon Restaurant in the Leather District. Although I did not make any statements or ask any questions, I am shocked at the plans owners of the property have for our neighborhood.

I have a question. When Oxford was deciding to buy the property on Lincoln Street, was there any thought from them to actually have a meeting with residents before they purchased the land? That might have been a smart thing to do. Perhaps they would have thought twice about purchasing property that no owner in the Leather District or citizens in Chinatown want anything done to. There is nothing wrong with the building that house the restaurant and the C-Mart. I have lived South Street for 20 years. The small historic area does not need any updates, except maybe the already being worked on sidewalks. I would bet if you had asked before you purchased, you would have found that out, and saved yourself from making a mistake. I have a feeling you all will do as one person said...that your plan for a 370' tall building will be brought down to 270 or something like that....a ruse, to say the least.

Why you would choose to build a building like you have designed is beyond me. It does not fit into the very historic area, it serves no purpose, it detracts from the beautiful old buildings, it causes wind, it blocks sunlight, it increase traffic, it increases number of people. None of the streets need to be change to a two way street, none of the streets need to be changed at all. Just leave it the way it is. My ex-husband is an international architect, and he is shocked at what is being proposed.

We do not need more residents, more cars, more restaurants, more office space more anything. We are all happy the way we are, and we are already a world class city with 52 colleges and universities, and visitors from all over the U.S. and from all over the world. I have traveled all over the world and lived in several other countries. I ride the Red Line to work every day...I hear every language possible being spoken on the T or walking down the street. We are a wonderful, accessible, vibrant city...already world class.

Thank you.



Sarah Wood
118 South Street
Boston, MA 02111



Michael Sinatra <michael.a.sinatra@boston.gov>

125 Lincoln Street

Linda Yuen

Thu, Jun 13, 2019 at 6:53 PM

To: "michael.a.sinatra@boston.gov" <michael.a.sinatra@boston.gov>

Michael

I am opposed to the current proposal at 125 Lincoln Street. C-Mart and Hei La Moon are two vital Chinatown staples that provide vital food, services and business to the Chinatown community. There isn't enough affordable housing and green space. It will be eyesore and visual hindrance to the vital cultural neighborhood that is Chinatown.

Chinatown is an authentic cultural hotspot and makes Boston that much more diverse, interesting and multi faceted.

Please reconsider the proposal and please work with the community.

Respectfully yours,

Linda Yuen

Boston resident



Michael Sinatra <michael.a.sinatra@boston.gov>

125 Lincoln Street Tower Project – Oxford Properties

Bill Zimmermann

Thu, Jun 20, 2019 at 9:08 AM

To: "Michael.a.sinatra@boston.gov" <Michael.a.sinatra@boston.gov>

Cc: "mayor@boston.gov" <mayor@boston.gov>, "ed.flynn@boston.gov" <ed.flynn@boston.gov>, "Michelle.Wu@boston.gov" <Michelle.Wu@boston.gov>, "danchen.xu@boston.gov" <danchen.xu@boston.gov>, Bill Zimmermann

Sir:

As a resident of the Leather District I must strongly oppose this project as it is currently being proposed. I do not dispute the fact that a new building at this site would benefit the neighborhood in many ways, however a building of the size and mass proposed would be more detrimental to the Leather District and Chinatown neighborhoods than beneficial. I, and most of my neighbors, are strongly concerned about the following issues that this building would cause:

- Air pollution
- Traffic (car and pedestrian) Congestion
- Noise Pollution (contrary to most commonly held beliefs, the Leather District is now predominantly a 24/7 residential neighborhood)
- Shadows

I respectfully suggest you stand on the corner of Lincoln and Beach on any weekday, especially during morning and afternoon rush hours to see the amount of congestion and noise we currently deal with. Then extrapolate how much worse it would be with the additional cars, traffic, people, noise, etc. that a 300 foot office tower would add.

Further, numerous city studies have already concluded that the existing height limitation of 100 feet is appropriate and correct for this neighborhood.

I could accept a slightly taller building with less massing but certainly not a block to block massive 300' tower as proposed.

Please, do what's right for the neighborhood and consider the wishes, interests, and physical and emotional wellbeing and the general quality of life of your constituents who live here.

Respectfully,

William Zimmermann
150 Lincoln Street

July 26, 2019

Michael Sinatra, Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

Dear Mr. Sinatra,

As a Boston resident, I write in support of the proposed project at 125 Lincoln Street. The project offers a tremendous opportunity to transform the site from an outdated, open air parking garage to a well-designed office building with ground floor retail and significant programmable public space.

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Ken Quaff
Name

16 Beak St.
Address

Brookline MA.
City, State, zip

02124
Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Don Tran
Name

42 Ashland Street
Address

Dorchester MA 02122
City, State, zip


Signature

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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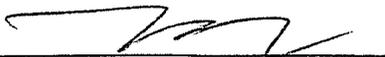
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nhn HONG
Name

1996 Dorchester ST
Address

Dorchester MA 02122
City, State, zip


Signature

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Sam Byrne
Name

39 Shepherd Street
Address

Dorchester MA 02124
City, State, zip

Sam
Signature

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Jai Nguyen
Name

61 Ashland Street
Address

Dorchester MA 02122
City, State, zip

Jai Nguyen
Signature

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
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HOWE-M-TAN

Name

10 FINETS HEET 412

Address

DORCHESTER - MA 02122

City, State, zip

Signature



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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
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THOMAS T. LYNN

Name

20 THORNTON ST #1

Address

DORCHESTER, MA 02125

City, State, zip



Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
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TAI TRAM

Name

20 THORNLEY ST #1

Address

DORCHESTER, MA 02125

City, State, zip



Signature

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Aluna Nayan
Name

20 THE DISTRICT ST #3
Address

Boston 02125
City, State, zip


Signature

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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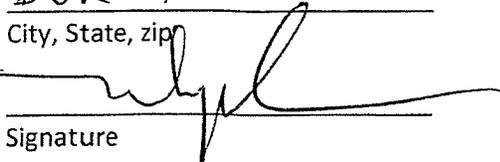
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Tim Huynh
Name

10 High St
Address

Dorchester MA 02122
City, State, zip


Signature

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Hoang My
Name

255 HANCOCK ST
Address

Dorchester MA 02125
City, State, zip

My
Signature

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Can Nguyen
Name

253 HANCOCK ST
Address

Dorchester MA 02125
City, State, zip

[Signature]
Signature

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Mem Phan
Name

252 HANCOCK ST
Address

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City, State, zip

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Anthony N. Fournier
Name

253 Hancock St
Address

Dorchester MA 02125
City, State, zip

Anthony
Signature

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Vinh Pha

Name

253 HANCOCK ST

Address

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City, State, zip

[Signature]

Signature

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Ly Mei
Name

255 HANCOCK ST
Address

Dorchester MA 02125
City, State, zip

Ly
Signature

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Cam Bill

Name

255 HANCOCK ST

Address

Dorchester MA 02125

City, State, zip


Signature

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Ueng Tran
Name

255 Hancock St
Address

Dorchester MA 02125
City, State, zip

MA 02125
Signature

July 26, 2019

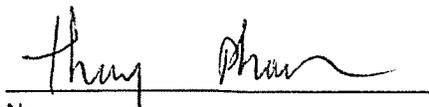
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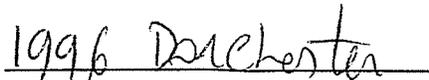
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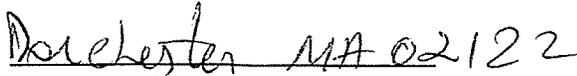
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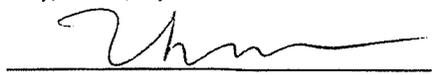
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Address



City, State, zip



Signature

July 26, 2019

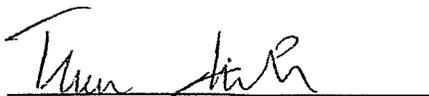
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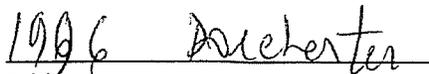
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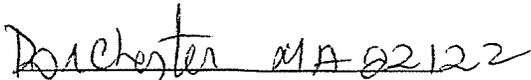
Additionally, the project will create new affordable housing, expand and enhance connections to the Rose Kennedy Greenway, and improve the public realm. This proposal provides a significant economic opportunity for the city.



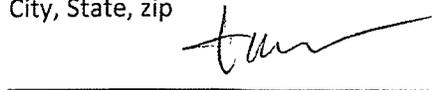
Name



Address



City, State, zip



Signature

July 26, 2019

Michael Sinatra, Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

Dear Mr. Sinatra,

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Hang Tran
Name

1990 Dorchester MA
Address

Dorchester MA 02122
City, State, zip


Signature

July 26, 2019

Michael Sinatra, Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Bay LAI
Name

39 SHPETON ST
Address

DORCHESTER 02224
City, State, zip

Bon
Signature

July 26, 2019

Michael Sinatra, Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Cuong Tran
Name

14 SHPETON ST
Address

Dorchester 02125
City, State, zip

CS
Signature

July 26, 2019

Michael Sinatra, Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

Dear Mr. Sinatra,

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Tony Lai
Name

HELA - ST
Address

Dorchester 02124
City, State, zip

Tony Lai
Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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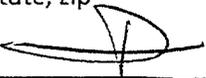
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DA Diem
Name

3 Beale St
Address

Dorchester MA 02122
City, State, zip


Signature

July 26, 2019

Michael Sinatra, Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Cap Town
Name

3 Beale St
Address

Dorchester MA 02122
City, State, zip

[Signature]
Signature

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One City Hall Sq., 9th Floor
Boston, MA 02201

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Alibaba
Name

3 Beale St
Address

Dorchester MA 02122
City, State, zip

Alibaba
Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Ma Ma

Name

3 Beale St

Address

Dorchester MA 02122

City, State, zip

M

Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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HA HA
Name

3 Beale ST
Address

Dorchester MA 02122
City, State, zip

HA
Signature

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Tam Tran

Name

3 Beale St

Address

Dorchester MA 02122

City, State, zip

[Signature]

Signature

July 26, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Stephanie Dorsey
Name

49 Rockland St
Address

Boston Ma, 02119
City, State, zip

Stephanie Dorsey
Signature

波士頓安良工商會

ON LEONG

Chinese Merchants Association of Massachusetts

20 Hudson Street Boston, MA. 20111
Tel.617 482-3972; Fax.617-482-2409

Mr. Michael A. Sinatra
Boston Planning & development Agency
Boston City Hall
Boston, MA 02201

Re: 125 Lincoln Street Proposal

Dear Mr. Sinatra:

I am writing as a long standing organization of Boston's Chinatown neighborhood. I am encouraged by the growth and prosperity that Boston and our community have enjoyed under the Walsh Administration and current BPDA leadership. However, I write today to formally go on record in opposition to the current proposal at 125 Lincoln St.

The proponent, Oxford Properties, has proposed a project that does not fit within the character of the Leather District, or Chinatown. In fact, it threatens to wall off and separate these communities that have long enjoyed cohesion and harmony. Beyond the extremely large massing and

scale of the proposal on a small lot, the project could potentially do harm to the Chinatown community by displacing needed institutions. The possibilities of losing the institutions of a neighborhood grocer and dining/banquet space that has a personal connection to generations of Chinatown residents and visitors – has caused much unrest. Chinatown has been seeing grocery stores and markets close over the past 10 years, if we lose the market at this site then the neighborhood will only have one left.

The proposed physical structure would seem massive from our Chinatown perspective - 330 feet of height, 24 stories and 625,000 gross square feet of development. The 125 Lincoln Street lot is only 27,958 square feet. The allowed FAR (floor area ration) is 8 and this proposal violates that and beyond by proposing a 22.5 FAR.

I am also troubled that the building is strictly to be an office use. These buildings do not bring any life and vitality to a community outside of the 9 – 5 hours. This building will sit empty on nights and weekends and potentially attract trouble.

If approved, this structure would have a drastic effect on the livelihood of our community and the Leather District. Therefore, I humbly ask the BPDA and City officials to ask Oxford Properties to go back to the drawing board and come back to the community with a project more palatable for each community.

Sincerely,

A handwritten signature in black ink, appearing to read 'Frank Wong', written in a cursive style.

Frank Wong, Chairman

Chinese Merchants Association
20 Hudson St.
Boston, MA. 02111



波士頓華埠商會

Boston Chinatown Business Association

6 Tyler Street #2/F, Boston, MA 02111

Tel. (617) 338-6868

Mr. Michael A. Sinatra
Boston Planning & Development Agency
Boston City Hall
Boston, MA 02201

Re: 125 Lincoln Street Proposal

Dear Mr. Sinatra:

I am writing you on behalf of the Chinatown Business Association and its members. I am encouraged by the growth and prosperity that Boston and our community have enjoyed under the Walsh Administration and current BPDA leadership. However, I write today to formally go on record in opposition to the current proposal at 125 Lincoln St.

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Sincerely,

A handwritten signature in black ink, consisting of a long, sweeping horizontal line that curves slightly upwards at the end, followed by a smaller, more defined signature underneath.

Steven Chen, President
Chinatown Business Association

APPENDIX C
COMMENTS FROM THE IMPACT ADVISORY GROUP



Michael Sinatra <michael.a.sinatra@boston.gov>

125 Lincoln Notification Form

Christopher Betke

To: Michael Sinatra <michael.a.sinatra@boston.gov>

Cc: kathryn friedman

, Brad Blake

Mon, Jun 17, 2019 at 6:25 PM

, Suzanne Lee

Dear Mike:

I am writing to object to the use of what I believe is an inaccurate rendering on the cover of the 125 Lincoln Street Project Notification Form. Simply put, there is virtually no legitimate perspective that would result in those buildings looking that close in size. That is so because I believe Lincoln Plaza (building on the left) is about 90' tall and the Oxford Proposal is 340' tall. Our team looked at it and created what we believe is a much more accurate image.

Of course, all of this begs the question: what project has to skew perspectives in order to present itself?

Answer: A project that does not fit into the context of the neighborhood.



← much closer to reality

Oxford rendering

CHRISTOPHER G. BETKE

COUGHLIN ◦ BETKE LLP

Massachusetts | Connecticut | New Hampshire | Rhode Island

Main Office

175 Federal Street | Boston, MA 02110



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Michael Sinatra <michael.a.sinatra@boston.gov>

125 Lincoln Street Public Meeting Flyer

Christopher Betke

Tue, Jun 11, 2019 at 5:42 PM

To: Michael Sinatra <michael.a.sinatra@boston.gov>

Dear Mike:

On behalf of the Leather District Neighborhood Association, we request a longer comment period. It is insufficient time between a meeting on June 26 and July 8 for comment particularly with the intervening 4th of July holiday. Please advise.

Best, Chris Betke, Chair, LDNA

CHRISTOPHER G. BETKE

COUGHLIN • BETKE LLP

[Massachusetts](#) | [Connecticut](#) | [New Hampshire](#) | [Rhode Island](#)

[Quoted text hidden]



Michael Sinatra <michael.a.sinatra@boston.gov>

125 Lincoln Street Public Meeting Flyer

Brad Blake

Tue, Jun 11, 2019 at 6:32 PM

To: Kathryn Friedman

Cc: Michael Sinatra <michael.a.sinatra@boston.gov>, Christopher Betke

Thank you Kathryn. Michael, I echo Kathryn's sentiments here. I was just about to email you about this public notice. Is it standard practice for these to be so one-sided? This makes it sound like a dream come true for the neighborhoods and mentions nothing about it being so outside of zoning or guidelines. It feels like a product of the Oxford PR machine, strikes me as very misleading, and doesn't at all read as an unbiased public notice that should come from city entity providing some of the key facts on both the potential upside and challenges/downside. It should at the very least include how much the proposal is outside of the current law and guidelines for the parcel. I think we may need to make our own version to post alongside or in lieu of this that's more factually balanced.

[Quoted text hidden]



Michael Sinatra <michael.a.sinatra@boston.gov>

125 Lincoln

Christopher Betke

Fri, Jul 19, 2019 at 9:31 AM

To: Mark McGowan

Cc: Ed Flynn <ed.flynn@boston.gov>, "michelle.wu@boston.gov" <michelle.wu@boston.gov>, "mayor@boston.gov" <mayor@boston.gov>, Michael Sinatra <michael.a.sinatra@boston.gov>

Dear Mark:

I wanted to follow-up on my comments at the most recent at BPDA. They also echo comments I made from our very first meeting. To date, there has been nothing presented that would make this project enticing to (a) people who are immediately across the street; or (b) the Leather District as a whole. The problem, of course, is that the project is extremely inappropriate in terms of massing/height and its single use is not consistent with the mixed use the neighborhood. Admittedly, it is tough to dress that up. Having said that, I note an almost deliberate effort to make the project not enticing to the Leather District.

I am very surprised that the project has progressed this far with virtually nothing of import being proposed for the Leather District. This project is in the Leather District. The LD is not of the view that a glorified lobby is public space that counts as a neighborhood benefit. We all know that lobbies are public space anyone. I can walk into every lobby in the city now. Therefore, that is not seen itself as any more of a benefit than what I would have if Oxford simply just built the building. On the other hand, because it is in your building, inevitably, Oxford will control the who, what, why, where and when of use of that space. That is not public space in any meaningful sense. In addition, and importantly, once the building is built, access shrinks. We all know that from experience with other buildings. To continue to suggest that as a "benefit" when we all have called it out again and again and again as nothing we want or have solicited is indicative of a lack of concern for our viewpoint.

The "additional" green space Oxford speaks of is *de minimis* and no enticement. First, it will be an accoutrement for your building. Again, without regard for a neighborhood "benefit", Oxford would likely want to have some adjoining exterior aspect to the property. Thus, again, we are only really being offered what Oxford would ordinarily do anyway. Second, a good portion of the space is already public space including some of which has been adopted into the Greenway (through the efforts of the LDNA – not the owner of 125 Lincoln Street). As such, Oxford is offering us public space that is already public space. To the extent Oxford is proposing an "upgrade", the upgrade is not of significance. Put differently, the small amount of additional green space being proposed is of little/no consequence. That is not necessarily Oxford's fault per se, the space is too limited. Nevertheless, it is not anything of meaning.

When you and I first met, I suggested that Oxford's proposals for LD benefits be "bold, creative and imaginative." I also suggested offering a meaningful, tangible benefit to the numerous people who will be directly, economically impacted by Oxford's proposal to violate the zoning laws and all prior design studies. If the City approves this, it is transferring wealth from the individual taxpayers/residents who live across the street from that location by decreasing the value of our property to increase the value of Oxford's property. In addition, the City will be taking, without due process, our right to deploy solar power on our roofs which

is something our building is considering. To date, there has been nothing of meaning offered to the LD as a group or to the most impacted property owners that would justify this taking.

Truthfully, it is hard for the Leather District to see what Oxford is proposing as anything other than ignoring the Leather District's interests or concerns. In order to get LD support, Oxford does not need a PR campaign or a lot of one on one coffee meetings with people in the neighborhood. Oxford needs better substantive ideas and plans. Our neighborhood has already demonstrated that we support good ideas. To date, this is not one.

Best, Chris

CHRISTOPHER G. BETKE

COUGHLIN ◦ BETKE LLP

Massachusetts | Connecticut | New Hampshire | Rhode Island

Main Office

175 Federal Street | Boston, MA 02110



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Michael Sinatra <michael.a.sinatra@boston.gov>

125 Lincoln Street _ Project

Christopher Betke

Mon, Jul 29, 2019 at 11:21 PM

To: Michael Sinatra <michael.a.sinatra@boston.gov>

Cc: "michelle.wu@boston.gov" <michelle.wu@boston.gov>, Ed Flynn <ed.flynn@boston.gov>, "mayor@boston.gov" <mayor@boston.gov>

Dear Mr. Sinatra:

I write to personally oppose the out of proportion, inappropriate project proposed by Oxford Properties. I have lived in the Leather District for close to 20 years. Currently, I live there with my wife and two children. We are a family that eschewed a move to the suburbs because we love our historic, low-rise neighborhood. We work hard, pay our taxes, rent office space in Boston, employ people in Boston, give to our community and try to make our City a better place. We ask little from the City for ourselves. We should not have to come hat in hand to ask the City to enforce *its own laws* to protect our home from a wealthy foreign corporation.

The Oxford Proposal represents a significant threat to our home and family life in the City. If the City approves this completely disproportionate project, it will bathe our home in shadow, create an outrageous wind-tunnel, increase traffic, wall off our home and our neighborhood from sky and light and cut us off from existing neighborhoods. We did not buy a home in the financial district nor did we elect to raise our family in the financial district. My decisions on where to buy and where to live were informed by the zoning laws that should apply to everyone including mega-rich corporations like Oxford. The City's process of permitting wealthy developers to buy their way out of applicable zoning laws is broken and violates constitutional mandates of equal protection under the law. If the City believes that 300'+ height is appropriate in the Leather District, it should pass zoning laws that allow all property owners in the Leather District to partake in that bonanza, not just rich foreign corporations that can afford the process to spot zone *their* location.

I incorporate herein by reference the letters sent to you by Roger Berman, Valentine Oldham, Paul Gagnon, David Seeley, Kathryn Friedman and Ogi Ogas as if they were sent by me. The building is too big, its office only use is inappropriate, it is out of character, it is violates all prior planning, etc. etc. etc. A zoning variance is not required by Oxford as its representative stated in a public meeting that the property is economically viable "as is."

However, I wish to call a few unique issues to your attention. The City should not approve a project of this scope and magnitude in such close proximity to residential buildings. A project of this massive scale – built to the property line – represents a danger to the integrity of the residential buildings as well as a physical danger to residents who will be within 50-100 feet of this massive construction project. We had absolutely no reason to believe when we purchased our home or when we elected to stay in the City that the City would ever consider such an over the top project that does not even pay lip service to existing law. If we had known, we would have never stayed in Boston. For the first time ever, we have to consider whether we can live and raise our family at our home. The notion that a huge project will be built less than 100 feet from my children's room is something that keeps me and wife up at night. To date, Oxford has not bothered to say or

propose a single thing to address this concern. Indeed, the Oxford project is unique in its complete and utter disregard for any concerns for the Leather District and, in particular, directly abutting residential owners. I have been part of many processes like this and I have never seen a circumstance before where a developer does not try to meaningfully address such concerns. It makes me wonder whether this process is truly dynamic or whether there is a pre-ordained outcome. I sure hope it is the former and not the latter.

Why do families flee to the suburbs? Because Cities don't care that they do. I have worked hard and given of my time and effort to improve Boston. Me and my family are part of the solution – not the problem. We are not asking for anything other than that the City enforce its law and follow its own planning. If it does, this project should not be approved.

Thank you for your consideration.

Sincerely, Chris

CHRISTOPHER G. BETKE

COUGHLIN • BETKE LLP

Massachusetts | Connecticut | New Hampshire | Rhode Island

Main Office

175 Federal Street | Boston, MA 02110



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Michael Sinatra <michael.a.sinatra@boston.gov>

125 Lincoln Notification Form

Kathryn Friedman

Tue, Jun 18, 2019 at 11:03 AM

To: Michael Sinatra <michael.a.sinatra@boston.gov>

Cc: Brad Blake

, Suzanne Lee

, Christopher Betke

Hi Michael,

I would like to add inconsistencies in the PNF to Chris's email about skewed information. The PNF contains conclusions about wind, shadows, solar glare, daylight, etc. These conclusions are supposedly based on data, yet the supporting images in Appendix B look to be based on a different model than the building presented on the cover of the PNF and the one presented to the Leather District. I understand that design is an iterative process and that there is a continuous need to update information. To file a document with the BPDA, though, in which conclusions and the data on which they are based do not align calls into question Oxford's desire for transparency.

Best,

Kathryn

[Quoted text hidden]



Michael Sinatra <michael.a.sinatra@boston.gov>

125 Lincoln Street Public Meeting Flyer

Kathryn Friedman

Tue, Jun 11, 2019 at 6:20 PM

To: Michael Sinatra <michael.a.sinatra@boston.gov>

Cc: Christopher Betke

Hi Michael,

Thank you for arranging the public meeting and for sending out the flyer. I have forwarded it to the Leather District Association and will make sure to get it posted in neighborhood lobbies.

Residents of the Leather District are extremely concerned about Oxford's proposal as I am sure you will hear in the coming weeks. There has also been quite a bit of frustration with the process. Oxford has used their multitude of resources to push forward on a project that ignores the health, safety, and livability of the Leather District. In addition, the project seems to be in direct conflict with the Greenway's goal to reconnect neighborhoods and Boston's 2030 vision of a more sustainable city. While we are busy collecting our thoughts to share with you, Oxford has been on a campaign to lead many to believe that the project is well along its way to approval, and that our voices do not count. We hope that you will hear us and that you will give us opportunities to speak up at all critical junctures. I look forward to being on the IAG, but I also want to make sure that my neighbors feel they have a say in protecting our community.

I look forward to seeing you at the scoping session on Monday.

Best,

Kathryn

[Quoted text hidden]



Michael Sinatra <michael.a.sinatra@boston.gov>

125 Lincoln Notification Form

Kathryn Friedman

Tue, Jun 18, 2019 at 3:14 PM

To: Michael Sinatra <michael.a.sinatra@boston.gov>

Cc: Brad Blake

, Suzanne Lee

, Christopher Betke

Hi Michael,

Thank you for your response. Here are my comments regarding yesterday's scoping session:

- Climate study analysis and conclusions should be based on current building model.
- Does the addition of a large office building change the noise standards for Lincoln Street from residential to business? I.e. Can we be sure that no overnight construction will be permitted and that snow removal will not involve any loud equipment?
- The proposal should remove any reference of introducing two-way traffic on Beach Street.
- How much parking will be removed from the Leather District, including residential spots, metered spots, and publicly accessible garage spots?
- Vehicular path(s) of travel from proposed garage to 93N should be included. Vehicular path(s) of travel from 93N to garage should also be included. These paths should be looked at in conjunction with traffic data.
- Anticipated arrival/departure paths for cyclists should be included. Current cyclist entry suggests that cyclists will be approaching from the Essex, Surface, Lincoln intersection. Otherwise they will have to travel through traffic on Lincoln Street or against traffic on Beach Street.
- What is the proposed F.A.R. and how does that compare with surrounding buildings? What is the F.A.R. both with and without the requested air rights?

In addition to asking for these clarifications and supplemental material, I support comments made by others yesterday. Unfortunately, I do not have a list of those present so I can not attribute specific comments, but I would like to reinforce the following:

- Leather District residents should be prioritized in all improvements to the public realm. The improvements to the public realm should be 'extraordinary'. Privately owned public space may not be welcoming enough.
- The project and all public improvements should seek to make more welcoming thresholds into the Leather District.
- Tufts Street should be further explored as the loading dock entry. My building entry is on Tufts Street, so from a personal standpoint, this is less desirable for me due to noise and safety issues. From an urban design standpoint, however, I do agree that more investigation of the Tufts Street entry is warranted. Beach Street is the path that connects South Station, the Leather District, Chinatown, and often point farther west. It is also the main connection between the Leather District and local schools, school bus stops, and daycares. Pedestrian comfort needs to be prioritized on Beach. In addition, the Tufts Street extension which separates the Oxford-owned 125 Lincoln parcel from the Greenway is consistent with the roadways that mediate between public and private throughout the length of the Greenway. Allowing Oxford's property to flow seamlessly into Greenway owned land opens up too much ambiguity over property ownership and responsibility.
- Wind is currently uncomfortable on/near the site. The building should not further decrease the comfort level. I would like to add to this by pointing out the number of children that reside

in the Leather District and Chinatown. What might be considered 'uncomfortable' for an adult could result in dangerous conditions for kids. I have had a stroller overturn at point 110 (fig. 5.1a) several times as well as at a location between points 50 and 53 (also fig. 5.1a).

- A dimensioned site plan should be included in the proposal. It would be nice to also see a dashed line included along all sidewalks showing where hydrants or signage would go. The addition of these elements significantly cuts down available width of path.

Finally, here were my closing comments to Oxford:

In the PNF there is continuous mention of significant improvements to the public realm, however, from the Leather District standpoint there is:

- Loss of connection with Chinatown
- Loss of businesses that are used by neighborhood residents
- Loss of night and weekend activity in an area that needs it
- Loss of sunlight
- Loss of parking
- Loss of residential neighborhood feel
- Loss of sky view
- Gain in wind
- Gain in solar glare
- Gain in traffic at already congested times

I hope that any further submissions by Oxford will address these points.

Best,

Kathryn

[Quoted text hidden]



Michael Sinatra <michael.a.sinatra@boston.gov>

125 Lincoln Street Tower Project- REVISED Letter from IAG Members

Kathryn Friedman

Tue, Jul 30, 2019 at 5:29 PM

To: Michael Sinatra <michael.a.sinatra@boston.gov>

Cc: mayor@boston.gov, ed.flynn@boston.gov, Michelle.Wu@boston.gov, Brad Blake

Christopher Betke

>, "Leff, Drew"

>, Karen Chen

Ruth Moy

, Jeena Hah

, Suzanne Lee

, Theresa Tsoi

>, "Dong, Sherry"

Dear Michael Sinatra,

We the undersigned IAG members are writing in response to the Project Notification Form (PNF) submitted on June 7, 2019 by Oxford Properties. The proposal is for a 24-story office tower at [125 Lincoln Street](#) in the Leather District, neighboring Chinatown.

The following are our joint concerns about the proposed project at [125 Lincoln Street](#):

- The height and massing of the proposed project are out of scale with the surrounding neighborhoods, and the project will disrupt the connective ties between Chinatown and the Leather District.
- The existing large-scale retail spaces are anchor institutions that serve Chinatown, the Leather District, and communities beyond. We need clear commitments from the developer in preserving the existing businesses at the current location.
- The introduction of a single-use office tower threatens the historic character of Leather District and its history as a mixed-use neighborhood. A mix-used building with smaller massing and height is more fitting.
- The transition of the parcel from mixed-use to only office-use would increase traffic congestion during peak weekday hours and result in the loss of meaningful night and weekend activity.
- The proposed loading dock and garage entry would compromise Beach Street as a pedestrian corridor.
- The placement of an office tower amid low- and mid-rise housing would disrupt the residential feel of both neighborhoods. Both Chinatown and the Leather District prefer to see this project as an extension of our neighborhoods rather than an extension of the Financial District. We believe that the people of Chinatown and the Leather District are what gives this city life and soul. Therefore, it is critical that the residential feel is preserved.
- The magnitude of the proposed building would create dense shadows on outdoor spaces that serve both neighborhoods and on Leather District residences.
- The proposed community benefits are not proportional to the size of the project.

The 125 Lincoln block has become important to the lives of both communities. To remove that block and replace it with an exceedingly tall, barrier-like office tower, will deactivate a critical urban edge and change the character of the historic Leather District and the Chinatown Greenway park. It will also leave both neighborhoods with a loss of important assets following the burden of a painful construction process.

Unless there are some drastic changes, in accordance to the needs and concerns of Chinatown and Leather District residents and stakeholders, we encourage Oxford Properties to withdraw its current proposal.

Sincerely,

Chinatown and the Leather District IAG members:

Brad Blake
Christopher Betke
Drew Leff
Jeena Hah
Karen Chen
Kathryn Friedman
Ruth Moy
Sherry Dong
Suzanne Lee
Theresa Tsoi



Michael Sinatra <michael.a.sinatra@boston.gov>

125 Lincoln Street Tower Project- Oxford Properties

Kathryn Friedman

Mon, Jul 15, 2019 at 11:17 AM

To: Michael Sinatra <michael.a.sinatra@boston.gov>

Cc: mayor@boston.gov, ed.flynn@boston.gov, Michelle.Wu@boston.gov,

Dear Michael,

After much thought regarding Oxford's proposal for 125 Lincoln Street, here are my official comments:

Oxford Properties' proposal for a 340'/370' office tower at 125 Lincoln Street is at odds with the 80'/100' zoning restrictions, which were implemented to guide the development of the site. The most recent zoning restrictions were established in 2009 and were intended to balance the needs of Boston's residents with the needs of profit-seeking developers. Oxford's proposal severely prioritizes the developer and does little to acknowledge the neighborhood in which the project is sited. It is critical to note the many adverse conditions that the project will impose upon the Leather District:

- Loss of connection with Chinatown
- Loss of businesses that are used by residents of the Leather District, residents of Chinatown, those with ties to the Chinatown community, and tourists
- Loss of night and weekend activity in an area that desperately needs it
- Loss of sunlight
- Loss of sky view
- Loss of parking for both residents and businesses
- Loss of residential neighborhood feel
- Gain in wind
- Gain in solar glare
- Gain in traffic at already congested times
- Compromise of Beach Street as a pedestrian corridor

This is an objective look (see climate, traffic, noise, etc. studies in the PNF) at what Oxford's proposal will do to the desirability of the Leather District as a place to live and a place to conduct business. The proposed building will not only have harmful ramifications for those who currently have interests in the Leather District but will also likely reduce the overall desirability of the neighborhood for future investors, including for the very tenants that Oxford seeks to attract.

It is important to keep in mind that Oxford's premise for this project is based solely on a floor area and a proximity to transit. For them, the connection between site and program can be reduced to information that can easily be found on a map of Boston. They have overlooked the less tangible factors that cannot be obtained through quick internet searches. They have ignored the deep-seeded roots of both the Leather District and Chinatown neighborhoods as well as the current vibrant and interconnected communities that exist on both sides of the site. Introducing an office tower, which is at odds with the scale and uses of surrounding buildings starts to create a firm delineation at what is now a fluid neighborhood edge. It is the start of a wall between two distinct but integrated cultures/communities and sets a frightening trajectory for future development along neighborhood boundaries. Boston is a city which has expressed a strong desire to reconnect neighborhoods. Is Oxford prepared to proceed with the proposed height, massing, and use

that would disconnect communities and place big business interests over the livability of some of Boston's oldest and most storied neighborhoods, or would Oxford consider a mixed-use building with a smaller footprint?

In return for all the losses/gains listed above, the Leather District has been offered 'privately-owned public space'. This is not an equitable trade. The project's benefits to Oxford and their investment portfolio are significant. The project's consequences to both the Leather District and Chinatown are also significant. While there has been talk of low-income housing credits for Chinatown, the offering to the Leather District is a token gesture and one of little need. The neighborhood already has a 'privately-owned public space' at One Financial; it is inaccessible to residents at all convenient hours and provides no amenities other than a few tables with a nice view. Then there is South Station. While the building remains open throughout evenings and weekends, the unprogrammed public space has no draw. Is Oxford prepared to reconsider this aspect of their proposal, engage the Leather District in dialogue about neighborhood needs, and offer a more significant mitigation option to the community in which they wish to build?

I offer my criticism as both a Leather District resident and as an architect. When developers and designers do not fully understand the context in which they seek to build, they place undue stress on the public. I see this everyday in my neighborhood when those who need to access the South Station T or the Greenway are forced to make decisions about which way to walk around the One Financial building. While commuters usually opt for the shortest path, we are required to consider wind conditions, traffic conditions, time of day, day of the week, etc. because safety and comfort are serious factors. The Beach Street corridor is currently one of the few protected entrances/exits into and out of the Leather District as far as climate and activity. Is Oxford prepared to redesign their proposed building to mitigate the vulnerability that residents, workers, and visitors to the neighborhood will experience as a result of this project?

My concerns with Oxford's proposal are too numerous to state in a single succinct letter. The site analysis and program analysis neglect to understand the short- and long-term impact of the proposed building on both the immediate surrounding neighborhoods and on the City of Boston. Many of us in the Leather District are prepared to entertain a project which will fix long-standing concerns of connectivity, climate response, congestion, and accessibility. We are also willing to entertain a project which will bring meaningful activity to our neighborhood. The current proposal, however, is an obstacle to every one of these goals. Is Oxford's team prepared to revisit the context in which they seek to build and offer a new proposal that solves more urban problems than it creates?

--

Kathryn Friedman, Architect



Michael Sinatra <michael.a.sinatra@boston.gov>

125 Lincoln - LDNA position

Christopher Betke

Mon, Jul 29, 2019 at 10:22 AM

To: Michael Sinatra <michael.a.sinatra@boston.gov>

Cc: "michelle.wu@boston.gov" <michelle.wu@boston.gov>, Ed Flynn <ed.flynn@boston.gov>, "mayor@boston.gov" <mayor@boston.gov>

Dear Mr. Sinatra:

Please accept this comment on behalf of the Leather District Neighborhood Association ("LDNA"). The LDNA is unequivocally opposed to the proposed Oxford project at 125 Lincoln Street as its massing and office only use is completely out of character with the low-rise/mixed-use buildings in the Leather District. It is no accident that new economy, tech businesses like to call the Leather District home. This massive office-only building will hurt, not help that economic engine. Indeed, it is worth noting that at the June 5, 2019 public LDNA meeting, a representative of Oxford publicly stated (with close to 100 witnesses) that the current use of the parking garage with tenants in the building is economically viable.

No formal urban planning whatsoever is supportive of this out of scale project.

Here is a quick guide to Leather District zoning and planning:

Current - Boston Zoning Law (Article 44 – Leather District) – Maximum height 100 feet.

2010 - City of Boston Greenway Planning Study (Development THIS SITE - 125 Lincoln Street) -

Because of the length of its frontage on the Greenway, the Lincoln Street Garage Site, if redeveloped, could profoundly affect the character of the Chinatown Park and the adjacent Beach Street Crossroad. The southwest corner of the property, in particular, presents a significant challenge to the legibility of the Beach Street corridor, as the active uses on Beach and Lincoln Streets are segregated from the intersection by a very active garage entry. Future additions or redevelopment of this site will be limited to 100' by the high potential for shadows cast on the park. Development here should align with the 80'/100' heights of the existing Leather District fabric and should reinforce the existing character and scale of the neighborhood.

1990 Leather District Plan - To preserve the scale of the District, the proposed zoning will allow a maximum building height of eighty (80) feet, (100 feet with design review), and will limit floor area ratios (FAR) to six (6) times the size of the building lot (8 times with design review). The height may be attained either through new construction or rooftop additions.

In other words, to build this here, one has to literally disregard every law or urban planning that came before. This building will effectively block the sky to our residents, build a wall between us and our neighbors, bury the Chinatown Greenway Park in shadow, create additional traffic to the project and significantly increase wind in the area.

Importantly, this building will be in direct violation of the City's own Greenway Planning Study which stated its objective was to

Preserve the newly created open spaces (environmentally, aesthetically, and economically) by identifying densities, heights and other building massing criteria that are compatible with the recreational activities and horticultural life that are being encouraged to grow there. Activate the broader public realm in and surrounding the parks by identifying and strategically locating desired uses, particularly at the ground plane, that will contribute positively to the Greenway. *Ensure the long term value of the public's investment in creating the Greenway by shaping development to maximize the quality of the parks and extend their impact beyond its edges and into the Downtown neighborhoods.*

This building does none of that. In fact, it is precisely what the BDPA's own planning study was intended to prevent. It violates the zoning law, violates the Greenway Planning Study *for this site* and violates any sense of proportion or

common sense in urban design.

Further, this site is too small and too close to residential buildings to permit this sort of project. Essentially, if allowed to build to physical dimensions of the lot, the City will put residential buildings within less than 100 feet of a massive construction project. This represents a clear danger to the residents of those buildings – not to mention an impermissible encroachment on their quiet enjoyment of life.

The process for this project has been ineffective. The LDNA has had multiple meetings with the Oxford team, and while they are nice enough people personally, there has been virtually no change in the proposal to address neighborhood concerns and issues. There has been no meaningful attempt by Oxford to mitigate the potential harm to the neighborhood by this project. Proposed “public space” is viewed as neither “public” in any meaningful sense nor is it viewed as any “benefit.”

The residents and businesses of the Leather District are not unfortunate bystanders who just happen to be in the way of this huge, out-sized project proposed by a foreign corporation. Rather, the Leather District is our home and we lived here long before Oxford decided to purchase this property knowing full well the zoning limitations on it. The City should be supportive and understanding of our concerns – not the other way around.

Thank you for your time and consideration.

Very truly yours,

Christopher G. Betke, Chair, LDNA

CHRISTOPHER G. BETKE

COUGHLIN • BETKE LLP

Massachusetts | Connecticut | New Hampshire | Rhode Island

Main Office

175 Federal Street | Boston, MA 02110



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Drew Leff

112 Beach Street
Boston, MA 02111

Mr. Michael Sinatra, Project Manager
Boston Planning & Development Agency
One City Hall Square, 9th Floor
Boston, MA 02201
617.918.4280

By email: michael.a.sinatra@boston.gov

Dear Mr. Sinatra:

I have reviewed the 125 Lincoln Street Project Notification Form (PNF) dated June 2019 and provide the following comments both on the proposal and the specific analysis provided in the PNF. I provide these comments as a member of the IAG, as a Trustee of the Ottello Condominium (112 Beach Street), and as a resident of the Leather District for the past 11 years. As background, I have been a developer and a real estate development consultant for most of my career, and often find myself on the proponent's side of such ENFs. I have also been active in the historic preservation community as past Board Members of both the Boston Preservation Alliance and Historic Boston, Inc. and currently, as an Advisor to the National Trust for Historic Preservation, (though I do not represent those organization as I write these comments).

Overview

I do not object to the Proponent's desire to replace the existing garage building. There is no love for the building and the property can certainly use improvement. But what he has proposed is much worse for our neighborhood. He has put forth plans that exceed the current zoning by more than 3 times the allowed height and if he wants zoning relief, he should be proposing to provide a development that is a significant improvement over the status quo.

Instead there are numerous very negative impacts that the proposed development would have on our historic neighborhood, primarily due to its height and bulk, the loss of two important retail/restaurant institutions and replacement with much less, undefined, retail space, and a primary use—office—that brings no benefits and only impacts to our neighborhood. I address these issues and others below:

1. Historic Character and Scale

The Leather District is a Historic District on the National Register (#83004098). The District is small and a fragile place with a very strong, and unique character in Boston. It's scale, building type, materials all add to this character. Section 6.4.2 of the ENF argues that the proposed building complements the historic neighborhood. I feel strongly that it does NOT complement the historic neighborhood. I have less concern that the building is a more contemporary structure. My concern is about the scale and what it will do to the character of the neighborhood. Much of the original Leather District has been lost with construction of the Surface Artery, other parts have been divided off. We don't want to lose what remains by changing the character of the neighborhood so radically. A 370" high (including mechanical

Drew Leff

112 Beach Street
Boston, MA 02111

penthouse) office building with its broad dimensions will serve as a wall against the neighborhood. It was one thing when Radian and the State Street Bank Buildings were built with both the Greenway and the broad Fitzgerald Surface Artery providing space and buffer. This building will be an oppressive barrier cutting off the sky and dominating the much smaller scale Leather District buildings across Lincoln Street.

We like the Financial District as a neighbor; we don't want to become part of it. When Two Financial Center was built on our edge, its only benefit was it helped screen and modulate the huge scale of One Financial Center. The height and scale of the Proposed building will also have a major impact on the Chinatown Park, which will become surrounded by very tall buildings. The proponent has suggested that the proposed building will form a gateway with Radian. Why would we want such a gateway?

We ask that a much more thorough study be done by the Proponent and its consultant on the impact on the Historic District. Further, will Massachusetts Historic Commission and the Landmarks Commission have jurisdiction and need to weigh in?

The height of the proposed building results in severe Skydome obstruction and shadow impacts on buildings on the more northern portion of Lincoln Street within the Leather District and on the Greenway park. The Proponent should be required to test alternate designs with lower scale buildings and mixed-use buildings with residential above office. A residential footprint can be placed and more easily designed to avoid new shadow as well as skydome obstruction.

2. Uses

The primarily office use is of real concern. We have been concerned about retaining our mixed-use character and augmenting the ground floor retail to both activate our street frontage and make the Leather District an even more unique place. An office building does not help to support both day and night retail—we don't need any more sub shops! Residential use does help to support around the clock retail. Also, I note that the office floor-to-floor heights are 14'. This is unusually high—more like an R&D floor-to-floor height. If it is R&D, the penthouse requirement is more like 40" making the building 380'!

Residential use has another benefit: The typical footprint is much smaller than that of a downtown office building. It allows more flexibility in design in order to avoid shadow and blocking the skydome. By mixing the two uses, the Proponent could build the office component to a much lower height and then add residential on top. It does have the drawback of requiring an additional lobby and core, but they are likely of a much smaller scale than the office core and lobby. Further the office roof can provide amenity for the residential tenants. Also, Office and residential uses can share parking to a major extent, thus reducing parking.

Retail: The proposed ground floor plan does have some positive elements. It does provide some activation of Lincoln Street and the Beach Street corner near the Surface Artery. But, we have real concern as to what kinds of tenants will occupy the space and that none of them are likely to be as beneficial to the neighborhood as Hei La Moon with its very active front, and C-

Drew Leff

112 Beach Street
Boston, MA 02111

Mart. The new retail will only be about 4,100 SF—only a fraction of the space devoted to the existing retail/restaurant tenants

The Winter Garden with the expanded park is an interesting idea but I have real concern about how it will be used, if at all. Who controls the park? How will the Proponent commit to active public programming?

How is pedestrian safety improved, as stated, between the Leather District and Chinatown? Hei La Moon with its active frontage and big windows does as much as imaginable to keep it safe now. I should also note that the Beach Street sidewalks that the Proponent claims they will widen and improve have just been widened and improved. (I spent 10 years pushing the City to get this done—which had been a Central Artery commitment!)

3. Traffic

Traffic coming from Atlantic onto Beach in the PM appears to be a problem per the analysis that should be addressed.

While the Proponent takes credit for improved traffic flow for SB drivers exiting the garage with the removal of the Tufts St. exit, this send NB traffic on a goose chase unless there is a 2- way Beach—which the Proponent had indicated in the public meeting was an error and from an earlier scheme. NB drivers will back up at the Beach Street light, turn left on Surface Artery, turn left on Kneeland and then left on Lincoln and back through our neighborhood. What's the impact and what's the solution? Reduction in scale of the office component would help considerably.

Is there a need for a MassDOT acquisition along Tufts and the 93 ramp? See Fig. 1.4. What is the status?

The design of the garage is extremely inefficient. Would a screened, above grade, garage be any better? Would that provide an option for bringing C-Mart or Hei La Moon back into the development? Are there other design options?

Currently the garage is a resource for overnight parking for some Leather District residents and their guests. Will spaces in the new garage be open to Leather District residents and the public?

4. Sustainability

In the proponent's performative goals slide from their 7/10/19 IAG presentation, they mention Passive House strategies. I must note from personal experience that this is very difficult to accomplish with a high rise building where you don't control solar orientation and want large window openings.

5. Community Benefits

While the Proponent has suggested benefits related to affordable housing at 79 Essex, there are no specific benefits for the Leather District other than the proposed Winter Garden and

Drew Leff

112 Beach Street
Boston, MA 02111

renovated park. For the reasons stated above, I am very dubious as to the success or benefit of the Winter Garden strategy.

I look forward to the BPDA and Proponent responses and hope to see a significantly revised proposal.

Sincerely,

A handwritten signature in blue ink that reads "Drew Leff". The signature is fluid and cursive, with the first name "Drew" being larger and more prominent than the last name "Leff".

Drew Leff

APPENDIX D
EXAMPLE OF PUBLIC NOTICE

SAMPLE

PUBLIC NOTICE

The Boston Redevelopment Authority d/b/a Boston Planning & Development Agency (“BPDA”), acting pursuant to Article 80 of the Boston Zoning Code (“Code”), hereby gives notice that a Draft Project Impact Report (“DPIR”) for Large Project Review has been received from _____

(Name of Proponent)

for _____
(Brief Description of Proposed Project)

proposed at _____.
(Location of Proposed Project)

The DPIR may be reviewed on the BPDA website – www.bostonplans.org - or at the Office of the Secretary of the BPDA at Boston City Hall, Room 910, between 9:00 A.M. and 5:00 P.M., Monday through Friday, except legal holidays. Public comments on the DPIR, including the comments of public agencies, should be transmitted to Casey Hines, Senior Project Manager, BPDA, Boston City Hall, Boston, MA, 02201 or via email at Casey.A.Hines@Boston.gov within forty five (45) days of this notice or by _____.

The Proponent is seeking issuance of a Preliminary Adequacy Determination (“PAD”) by the Director of the BPDA pursuant to Section 80B-5 of the Code. The PAD may waive further review requirements pursuant to Section 80B-5.4(c) (iv), if, after reviewing public comments, the BPDA finds such DPIR adequately describes the Proposed Project’s impacts.

Teresa Polhemus, Secretary

APPENDIX E
ACCESSIBILITY CHECKLIST

ARTICLE 80 – ACCESSIBILITY CHECKLIST

A Requirement of the Boston Planning & Development Agency (BPDA) Article 80 Development Review Process

The Mayor's Commission for Persons with Disabilities works to reduce architectural barriers that impact accessibility in Boston's built environment. This Checklist is intended to ensure that accessibility is planned at the beginning of projects, rather than after a design is completed. It aims to ensure that projects not only meet minimum MAAB/ADA requirements, but that they create a built environment which provides equitable experiences for all people, regardless of age or ability.

All BPDA Small or Large Project Review, including Institutional Master Plan modifications, must complete this Checklist to provide specific detail and data on accessibility. An updated Checklist is required if any project plans change significantly.

For more information on compliance requirements, best practices, and creating ideal designs for accessibility throughout Boston's built environment, proponents are strongly encouraged to meet with Disability Commission staff prior to filing.

Accessibility Analysis Information Sources:

1. Age-Friendly Design Guidelines - Design features that allow residents to Age in Place
<https://www.enterprisecommunity.org/download?fid=6623&nid=3496>
2. Americans with Disabilities Act – 2010 ADA Standards for Accessible Design
http://www.ada.gov/2010ADASTandards_index.htm
3. Massachusetts Architectural Access Board 521 CMR
<http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/aab/aab-rules-and-regulations-pdf.html>
4. Massachusetts State Building Code 780 CMR
<http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/csl/building-codebbrs.html>
5. Massachusetts Office of Disability – Disabled Parking Regulations
<http://www.mass.gov/anf/docs/mod/hp-parking-regulations-summary-mod.pdf>
6. MBTA Fixed Route Accessible Transit Stations
http://www.mbta.com/riding_the_t/accessible_services/
7. City of Boston – Complete Street Guidelines
<http://bostoncompletestreets.org/>
8. City of Boston – Mayor's Commission for Persons with Disabilities
<http://www.boston.gov/disability>
9. City of Boston – Public Works Sidewalk Reconstruction Policy
http://www.cityofboston.gov/images_documents/sidewalk%20policy%200114_tcm3-41668.pdf
10. City of Boston – Public Improvement Commission Sidewalk Café Policy
http://www.cityofboston.gov/images_documents/Sidewalk_cafes_tcm3-1845.pdf
11. International Symbol of Accessibility (ISA)
<https://www.access-board.gov/guidelines-and-standards/buildings-and-sites/about-the-ada-standards/guide-to-the-ada-standards/guidance-on-the-isa>
12. LEED – Pilot Credits for Social Equity and Inclusion
<https://www.usgbc.org/articles/social-equity-pilot-credits-added-leed-nd-and-leed-om>

Glossary of Terms:

1. **Accessible Route** – A continuous and unobstructed path of travel that meets or exceeds the dimensional requirements set forth by MAAB 521 CMR: Section 20
2. **Accessible Guestrooms** – Guestrooms with additional floor space, that meet or exceed the dimensional requirements set forth by MAAB 521 CMR: Section 8.4
3. **Age-Friendly** – Implementing structures, settings and policies that allow people to age with dignity and respect in their homes and communities
4. **Housing – Group 1 Units** – Residential Units that contain features which can be modified without structural change to meet the specific functional needs of an occupant with a disability, per MAAB 521 CMR: Section 9.3
5. **Housing – Group 2 Units** – Residential units with additional floor space that meet or exceed the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 9.4
6. **Ideal Design for Accessibility** – Design which meets, as well as exceeds, compliance with AAB/ADA building code requirements
7. **Inclusionary Development Policy (IDP)** – Program run by the BPDA that preserves access to affordable housing opportunities in the City. For more information visit: <http://www.bostonplans.org/housing/overview>
8. **Public Improvement Commission (PIC)** – The regulatory body in charge of managing the public right of way in Boston. For more information visit: <https://www.boston.gov/pic>
9. **Social Equity LEED Credit** – Pilot LEED credit for projects that engage neighborhood residents and provide community benefits, particularly for persons with disabilities

Article 80 | ACCESSIBILITY CHECKLIST – Updated October, 2019

10. **Visitability** – A structure that is designed intentionally with no architectural barriers in its common spaces (entrances, doors openings, hallways, bathrooms), thereby allowing persons with disabilities who have functional limitations to visit

Today's Date:		Your Name and Title:		
1. Project Information: <i>If this is a multi-phased or multi-building project, fill out a separate Checklist for each phase/building.</i>				
Project Name:				
Project Address(es):				
Total Number of Phases/Buildings:				
Primary Contact: (Name / Title / Company / Email / Phone):				
Owner / Developer:				
Architect:				
Civil Engineer:				
Landscape Architect:				
Code Consultant:				
Accessibility Consultant (If you have one):				
What stage is the project on the date this checklist is being filled out?		SPRA / PNF / Expanded PNF Submitted	Draft / Final Project Impact Report Submitted	BPDA Board Approved or other: _____
2. Building Classification and Description: <i>This section identifies preliminary construction information about the project including size and uses.</i>				
What are the dimensions of the project? See below:				
Site Area:		SF	Building Area:	
First Floor Elevation:			Any below-grade space	
			Yes / No	
What is the construction classification?		New Construction	Renovation	Addition
			Change of Use	
Do you anticipate filing any variances with the MAAB (Massachusetts Architectural Access Board) due to non-compliance with 521 CMR?		YES NO		
If yes, is the reason for your MAAB variance: (1) technical infeasibility, OR (2) excessive and unreasonable cost without substantial benefit for persons with disabilities? Have you met with an accessibility consultant or Disability Commission to try to achieve compliance rather than applying for a variance? Explain:		(1) OR (2)		

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What are principal building uses? (using IBC definitions, select all appropriate that apply):	Residential – One - Three Unit	Residential - Multi-unit, Four+	Institutional	Educational
	Business	Mercantile	Factory	Hospitality
	Laboratory / Medical	Storage, Utility and Other	Other:	
List street-level uses of the building:				
<p>3. Accessibility of Existing Infrastructure: <i>This section explores the proximity to accessible transit lines and institutions. Identify how the area surrounding the development is accessible for people with mobility impairments, and analyze the existing condition of the accessible routes to these sites through sidewalk and pedestrian ramp reports.</i></p>				
Provide a description of the neighborhood where this development is located and its identifying topographical characteristics:				
List the surrounding accessible MBTA transit lines and their proximity to development site, including commuter rail, subway stations, and bus stops:				
List surrounding institutions and their proximity: hospitals, public housing, elderly and disabled housing, educational facilities, others:				
List surrounding government buildings and their proximity: libraries, community centers, recreational facilities, and related facilities:				
<p>4. Surrounding Site Conditions – Existing: <i>This section identifies current condition of the sidewalks and pedestrian ramps at the development site.</i></p>				
Is the development site within a formally recognized historic district? <i>If yes, which one?</i>	YES NO			
Are there existing sidewalks and pedestrian	YES NO			

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<p>ramps at the development site? If yes, list the existing sidewalk and pedestrian ramp slopes, dimensions, materials, and physical condition:</p>	
<p>Are the sidewalks and pedestrian ramps existing-to-remain? If yes, have they been verified as ADA/MAAB compliant (with yellow composite detectable warnings, cast in concrete)? If yes, provide description and photos. If no, explain plans for compliance:</p>	<p>YES NO</p>
<p>5. Surrounding Site Conditions – Proposed <i>This section identifies the proposed condition of the sidewalks and pedestrian ramps around the development site. Ideal sidewalk width contributes to lively pedestrian activity, allowing people to walk side by side and pass each other comfortably walking alone, in pairs, or using a wheelchair or walker.</i></p>	
<p>Are the proposed sidewalks consistent with Boston Complete Streets? If yes, choose which Street Type was applied: Downtown Commercial, Downtown Mixed-use, Neighborhood Main, Connector, Residential, Industrial, Shared Street, Parkway, or Boulevard. Explain:</p>	<p>YES NO</p>
<p>What are the total dimensions and slopes of the proposed sidewalks? List the widths of each proposed zone: Frontage, Pedestrian and Furnishing Zone:</p>	<p>Frontage: Pedestrian: Furnishing:</p>
<p>List the proposed materials for each Zone. Will the proposed materials be on private property or will the proposed materials be on the City of Boston pedestrian right-of-way?</p>	<p>Frontage: Pedestrian: Furnishing:</p>
<p>Will sidewalk cafes or other furnishings be programmed for the pedestrian right-of-way? If yes, what are the proposed dimensions of the sidewalk café or furnishings and what will the remaining right-of-way clearance be?</p>	<p>YES NO</p>

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<p>If the pedestrian right-of-way is on private property, will the proponent seek a pedestrian easement with the Public Improvement Commission (PIC)?</p>	<p style="text-align: center;">YES NO</p>
<p>Will any portion of this project be going through the Public Improvement Commission (PIC)? If yes, identify PIC actions and provide details:</p>	<p style="text-align: center;">YES NO</p>
<p>6. Building Entrances, Vertical Connections, Accessible Routes, and Common Areas: <i>The primary objective in ideal accessible design is to build smooth, level, continuous routes and vertical connections that are integrated with standard routes, not relocated to alternate areas. This creates universal access to all entrances and spaces, and creates equity for persons of all ages and abilities by allowing for “aging in place” and “visitability” (visiting neighbors).</i></p>	
<p>Are all of the building entrances accessible? Describe the accessibility of each building entrance: flush condition, stairs, ramp, lift, elevator, or other. If all of the building entrances are not accessible, explain:</p>	<p style="text-align: center;">YES NO</p>
<p>Are all building entrances well-marked with signage, lighting, and protection from weather?</p>	<p style="text-align: center;">YES NO</p>
<p>Are all vertical connections located within the site (interior and exterior) integrated and accessible? Describe each vertical connection (interior and exterior): stairs, ramp, lift, elevator, or other. If all the vertical connections are not integrated and accessible, explain:</p>	<p style="text-align: center;">YES NO</p>
<p>Are all common spaces in the development located on an accessible route? Describe:</p>	<p style="text-align: center;">YES NO</p>
<p>Are all of the common spaces accessible for persons with mobility impairments? (Examples: community rooms, laundry areas, outdoor spaces, garages, decks/roof decks):</p>	<p style="text-align: center;">YES NO</p>
<p>What built-in features are provided in</p>	

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<p>common public spaces? (Examples: built-in furnishings such as tables, seating; countertop heights, outdoor grills and benches). Are these accessible? Do benches and seats have armrests? Describe:</p>	
<p>If this project is subject to Large Project Review/Institutional Master Plan, describe the accessible routes way-finding / signage package:</p>	
<p>7. Accessible Housing Units (If applicable) – Residential Group 1, Group 2, and Hospitality Guestrooms <i>In order to create accessible housing and hospitality rooms, this section addresses the number of accessible units that are proposed for barrier-free housing and hotel rooms in this development.</i></p>	
<p>What is the total number of proposed housing units or hotel rooms for this development?</p>	
<p>If a residential development, how many units are for sale? How many are for rent? What is the breakdown of market value units vs. IDP (Inclusionary Development Policy) units?</p>	
<p>If a residential development, will all units be constructed as MAAB Group 1* units, which have blocking and other built-in infrastructure that makes them adaptable for access modifications in the future? (*this is required in all new construction):</p>	<p>YES NO</p>
<p>If a residential development, how many fully built-out ADA (MAAB Group 2) units will there be? (requirement is 5%):</p>	
<p>If a residential development, how many units will be built-out as ADA/MAAB sensory units? (requirement is 2%):</p>	
<p>If a residential development, how many of the fully built-out ADA (MAAB Group 2) units will also be IDP units? If none, explain:</p>	
<p>If a hospitality development, how many of the accessible units will feature a wheel-in</p>	

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<p>shower? Will accessibility features and equipment be built in or provided (built-in bench, tub seat, etc.)? If yes, provide details and location of equipment:</p>	
<p>Do the proposed housing and hotel units that are standard, non-ADA units (MAAB Group 2) have any architectural barriers that would prevent entry or use of the space by persons with mobility impairments? (Example: stairs or thresholds within units, step up to balcony, etc.). If yes, explain:</p>	<p>YES NO</p>
<p>8. Accessible Parking: <i>See Massachusetts Architectural Access Board Rules and Regulations 521 CMR Section 23.00 regarding accessible parking requirements and the Massachusetts Office of Disability Disabled Parking Regulations.</i></p>	
<p>What is the total number of parking spaces provided at the development site? Will these be in a parking lot or garage? Will they be mechanically stacked? Explain:</p>	
<p>How many of these parking spaces will be designated as Accessible Parking Spaces? How many will be “Van Accessible” spaces with an 8 foot access aisle? Describe:</p>	
<p>Will visitor parking be provided? If yes, where will the accessible visitor parking be located?</p>	<p>YES NO</p>
<p>Has a drop-off area been identified? If yes, where is it located, and is it wheelchair accessible?</p>	<p>YES NO</p>
<p>9. Community Impact: <i>Accessibility and inclusion extend past required compliance with building codes to providing an overall development that allows full and equal participation of persons with disabilities and older adults.</i></p>	
<p>Has the proponent looked into either of the two new LEED Credit Pilots for (1) Inclusion, or (2) Social Equity – with a proposal that could increase inclusion of persons with disabilities? If yes, describe:</p>	<p>YES NO</p>

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<p>These new LEED Pilot Credits may be awarded for filling out this checklist and evaluating ways to add features to your design that will increase equity for persons with disabilities. Have you looked at this list to assess the feasibility of adding any of these features?</p>	<p>YES NO</p>
<p>Is this project providing funding or improvements to the surrounding neighborhood or to adjacent MBTA Station infrastructure? (Examples: adding street trees, building or refurbishing parks, adding an additional MBTA elevator or funding other accessibility improvements or other community initiatives)? If yes, describe:</p>	<p>YES NO</p>
<p>Will any public transportation infrastructure be affected by this development, during and/or post-construction (Examples: are any bus stops being removed or relocated)? If yes, has the proponent coordinated with the MBTA for mitigation? Explain:</p>	<p>YES NO</p>
<p>During construction, will any on-street accessible parking spaces be impacted (during and/or post-construction)? If yes, what is the plan for relocating the spaces?</p>	<p>YES NO</p>
<p>Has the proponent reviewed these plans with the City of Boston Disability Commission Architectural Access staff? If no, will you be setting up a meeting before filing?</p>	<p>YES NO</p>
<p>10. Attachments <i>Include a list of all documents you are submitting with this Checklist – drawings, diagrams, photos, or any other materials that describe the accessible and inclusive elements of this project.</i></p>	
<p>Provide a diagram of the accessible routes to and from the accessible parking lot/garage and drop-off areas to the development entry locations, including route distances.</p>	
<p>Provide a diagram of the accessible route connections through the site, including distances.</p>	
<p>Provide a diagram the accessible route to any roof decks or outdoor space (if applicable).</p>	
<p>Provide a plan and diagram of the accessible Group 2 units, including locations and route from accessible entry.</p>	

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Provide any additional drawings, diagrams, photos, or any other material that describes the inclusive and accessible elements of this project.

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This completes the Article 80 Accessibility Checklist required for your project. Prior to and during the review process, Commission staff are able to provide technical assistance and design review, in order to ensure that all buildings, sidewalks, parks, and open spaces are welcoming and usable to Boston's diverse residents and visitors, including those with physical, sensory, and other disabilities.

For questions about this checklist, or for more information on best practices for improving accessibility and inclusion, visit www.boston.gov/disability, or contact our Architectural Access staff at:

ADA@boston.gov | patricia.mendez@boston.gov | sarah.leung@boston.gov |
617-635-3682 (phone) | 617-635-2726 (fax) | 617-635-2541 (tty)

The Mayor's Commission for Persons with Disabilities
Boston City Hall, One City Hall Square, Room 967, Boston MA 02201

Updated: October, 2019

APPENDIX F
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.