

BOSTON REDEVELOPMENT AUTHORITY

SCOPING DETERMINATION 319 A STREET REAR PROJECT

SUBMISSION REQUIREMENTS FOR DRAFT PROJECT IMPACT REPORT

PROPOSED PROJECT: 319 A STREET REAR PROJECT

PROJECT SITE: 319 A STREET REAR, FORT POINT
CHANNEL DISTRICT, SOUTH BOSTON,
BOUNDED BY PASTENE ALLEY (PRIVATE
WAY) TO THE NORTH, WEST SERVICE
ROAD TO THE EAST, UNITED STATES
POSTAL SERVICE LAND TO THE SOUTH,
AND EXISTING BUILDING 319 A STREET
FRONT TO THE WEST

PROPONENT: W2005 BHW II REALTY, LLC
C/O GOLDMAN PROPERTIES
319 A STREET, 3RD FLR
BOSTON, MA 02210

DATE: March 9, 2010

I. PREAMBLE AND PROCESS BACKGROUND

The Boston Redevelopment Authority ("BRA") 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 319 A Street Rear project (the "Proposed Project"), which W2005 BHW II Realty, LLC (the "Proponent" or "Developer"), an affiliate of the Archon Group LP and Goldman Properties, submitted to the BRA on November 5, 2009. Notice of the receipt by the BRA of the PNF was published in the *Boston Herald* on November 5, 2009, which initiated a thirty (30) day public comment period that was extended and ended on December 11, 2009. The Scoping Determination requires the Proponent to respond to comments received from City agencies, elected officials, the Mayorally appointed Impact Advisory Group (the "IAG"), and the public.

On December 12, 2008, in accordance with the BRA's policy on mitigation as outlined in Mayor Thomas M. Menino's Executive Order Relative to the Provision of Mitigation by Development Projects in Boston, the Proponent submitted a Letter of Intent to redevelop the property located at 319 A Street Rear in the Fort Point Channel District of South Boston.

On June 16, 2009, letters soliciting IAG nominations for the Proposed Project were delivered to City Councilor Bill Linehan, State Representative Brian Wallace, and State Senator Jack Hart. Additional letters seeking recommendations were delivered to the Office of Neighborhood Services and the City Councilors At-Large. Nominations were also sought from the BRA.

Nine (9) individuals were appointed to the IAG and have been invited to participate in advising BRA staff on the determination and consideration of impacts and appropriate mitigation regarding the Proposed Project. The following list includes the names of the IAG members:

1. Mike Foley
2. Cheryl Forté
3. Linda Lukas
4. Brian Mahoney
5. Jennifer Mecca
6. Bill Meister
7. Gabrielle Schaffner
8. Cheryl Tougias
9. Michael Tyrrell

The BRA 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 the receipt by the BRA 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 November 12, 2009 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 Proponent conducted a publicly advertised public meeting on November 23, 2009 at the Boston Convention & Exhibition Center (the "BCEC"). On December 7, 2009, the IAG was given a tour of the building located at 327 Summer Street (327 Summer Street is discussed below in section "II. PROJECT DESCRIPTION"). An IAG working session meeting was held on December 8, 2009, at 12

Farnsworth Street. The IAG and the community will continue to have an opportunity to give input regarding the Proposed Project during the Article 80 review process.

Comments received by the BRA during the comment period are included in **Appendices A, B, and C**. 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.

Written comments in response to the PNF received by the BRA from elected officials and the City’s public agencies are included in **Appendix A** and must be answered in their entirety.

Specifically, these letters are from:

- Tommy Butler, Legislative Aide, on behalf of State Senator Jack Hart
- Carol Houtaling, Legislative Aide, on behalf of Representative Brian Wallace
- David Carlson, Senior Architect, BRA, and Executive Director, Boston Civic Design Commission
- Jim Fitzgerald, Senior Manager, Transportation and Infrastructure Projects, BRA
- Bob Giers, City of Boston Public Works Department
- Bryan Glascock, Director, City of Boston Environment Department
- Pat Hoey, Senior Transportation Planner, Policy and Planning, Boston Transportation Department
- David Joseph, Acting Fire Marshall, Boston Fire Department
- Elliott Laffer, Executive Director, Boston Groundwater Trust
- Richard McGuinness, Deputy Director for Waterfront Planning, BRA, Jim Fitzgerald, Senior Manager, Transportation and Infrastructure Projects, BRA, and Valerie Gingrich, Planner II, BRA
- Katie Pedersen, Senior Project Manager/Environmental Review Specialist, BRA
- Gary Russell, Staff Architect, Boston Landmarks Commission
- John Sullivan, Chief Engineer, Boston Water and Sewer Commission

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

Written comments in response to the PNF received by the BRA from the public, neighborhood associations, and organization are included in **Appendix C** and must be answered in their entirety. Listed in chronological order of date received, specifically these letters are from:

- John Barkan – November 20, 2009
- Steven and Cynthia Lefkowitz – November 29, 2009
- Claudia Ravaschiere – December 1, 2009
- Robert Stow, Jr. - December 1, 2009
- Christine Vaillancourt – December 1, 2009
- Peter Agoos – December 2, 2009
- Steve Hollinger – December 4, 2009
- Katherine Meyer – December 6, 2009
- Zach McDaries – December 7, 2009
- Susan Rodgerson – December 7, 2009
- Paul Quinn – December 8, 2009
- Gary Murad – December 8, 2009
- Chia-Ming Sze – December 8, 2009
- Deena Schnitman – December 10, and December 11, 2009
- Kurt Cole Eidsvig – December 10, 2009
- Bruce Peterson – December 10, 2009
- Jason Fiering – December 10, 2009
- Leslie Miller – December 10, 2009
- Becky Dwyer – December 10, 2009
- Nick Thorkelson – December 10, 2009
- Alys Myers – December 10, 2009
- Anna Petronzio – December 10, 2009
- Lenore Tenenblatt – December 10, 2009
- Frank Gilbane – December 10, 2009
- Debra Berger – December 10, 2009
- Kelly Kerrigan – December 10, 2009
- Linda Huey – December 10, 2009
- Charles and Anna Win – December 10, 2009
- Mike Hammecker – December 10, 2009
- Anita Lauricella on behalf of the Fort Point Cultural Coalition –
December 10, 2009
- Karen McFeaters – December 10, 2009
- Linda Aubry Bullock – December 10, 2009
- Michael Bullock – December 11, 2009
- Wendy Bergman – December 11, 2009
- Karen Clepper – December 11, 2009
- Lisa Damtoft – December 11, 2009
- Sharryl Bryan – December 11, 2009
- Ellie Martin – December 11, 2009
- Cheryl Forté on behalf of the Board of Directors, Fort Point Arts Community –
December 11, 2009

- Bebe Beard – December 11, 2009
- Lisa Greenfield on behalf of the Cooperative Board of Directors, The Artist Building at 300 Summer Street – December 11, 2009
- Carol (Kippy) Goldfarb – December 11, 2009
- Linda Leslie Brown – December 11, 2009
- Frank Crowley, Michael Tyrrell, Cam Sawzin and the Board Members on behalf of the Fort Point Neighborhood Association – December 11, 2009
- Jane Deutsch – December 11, 2009
- Lisa Knox – December 11, 2009
- Daniel van Ackere – December 11, 2009
- Kirk McNeil – December 11, 2009
- Daniel Palese – December 11, 2009
- Amy Baxter MacDonald – December 11, 2009
- Christopher Beagan – December 11, 2009
- Jason and Linda Pechinski – December 14, 2009

The Scoping Determination requests information that the BRA 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.

II. PROJECT DESCRIPTION

The Proposed Project is located behind 319 A Street Front in the Fort Point Channel District of South Boston, and includes approximately 18,892 square feet of land and an existing five (5)-story, approximately 37,920 square-foot, warehouse structure known as 319 A Street Rear. Currently, the 319 A Street Rear building is used for artist work-only space. The site of the Proposed Project is bounded by Pastene Alley to the north, West Service Road to the east, United States Postal Service land to the south, and 319 A Street Front to the west (the "Project Site"). The Project Site is located within the boundaries of the Master Plan for Planned Development Area No. 69, South Boston/The 100 Acres (the "100 Acres PDA Master Plan"). Specifically, the Project Site is identified as Parcel A₃ in the 100 Acres PDA Master Plan. The Project Site includes the anticipated acquisition of approximately 511 square feet of land currently owned by the United States Postal Service.

The Proposed Project involves the demolition of the existing building located on the Project Site and the construction of a new approximately 240 foot-tall (measured from Summer Street), 25-story, residential building which will include approximately 232 rental apartments, a lobby and amenities space, and four (4) levels of above-grade parking for approximately 98 vehicles. The

Proposed Project is approximately 315,000 square feet, of which approximately 56,000 square feet is accessory parking.

As currently proposed, pedestrian and vehicular access to the Project Site will be from A Street via Pastene Alley, which is a private way owned by the Proponent. New curb cuts are proposed along West Service Road for access to Pastene Alley and for direct access into the Proposed Project's parking garage. Pursuant to the 100 Acres PDA Master Plan, eventually Melcher Street will be extended along the southern edge of the Project Site and West Service Road will be widened at the eastern edge of the Project Site. Once Melcher Street is extended and West Service Road is widened, access to the Project Site would be directly from Melcher Street and West Service Road. Building services, including trash and loading, will be from Pastene Alley. Pedestrians will continue to be able to use Pastene Alley.

Pursuant to the 100 Acres PDA Master Plan, the Project Site is eligible for additional height beyond 180 feet, the allowed height in the 100 Acres PDA Master Plan, provided that the Proposed Project includes exceptional community benefits (the objectives of the exceptional community benefits are described below in section "E. CONSISTENCY WITH PLANNING INITIATIVES AND ZONING"). As stated in the PNF, "the proposed Project will meet this requirement [the exceptional community benefits] by several measures. First it will increase the city's housing supply by providing 232 rental units on a parcel for which alternate, non-residential uses are allowed, which represents a significant increase over the approximately 160 units that could be built at a base height of 180 feet. Second the Proponent will mitigate development impacts by paying approximately \$900,000 more to the 100 Acres Master Plan sinking fund, and approximately \$163,000 more every year in property taxes, than if the proposed Project were built to a height of only 180 feet. Third, the Proponent will either: (a) provide more on-site affordable units than required under the City's Inclusionary Development Policy, by including 39 instead of 30 units; or (b) support the desire of the City and of residents of the Fort Point neighborhood to create affordable live/work space in independent buildings in the area by donating its building at 327 Summer Street to a non-profit development entity, approved by the BRA, and assist this entity in developing the building as affordable live/work space concurrent with completion of the proposed Project."

III. ARTICLE 80 PROCESS REQUIREMENTS

The Proposed Project is being reviewed pursuant to Article 80, Development Review and Approval, Section 80B, Large Project Review, of the Code, which sets forth a comprehensive procedure for project review and requires the BRA to

examine the following components: transportation, environmental protection, urban design, historic resources, infrastructure systems, site plan, tidelands, and Development Impact Project, if any. The Proponent is required to prepare and submit to the BRA a 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 this Scoping Determination.

After submitting the DPIR, the Proponent shall publish notice of such submittal as required by Section 80A-2. Pursuant to Section 80B-4(c)(i)(2), subsequent to the end of the forty-five (45) day public comment period for the DPIR, the BRA shall issue a written Preliminary Adequacy Determination (the "PAD"). The PAD shall indicate the additional steps, if any, necessary for the Proponent to satisfy the requirements of the Scoping Determination. If the BRA determines that the DPIR adequately describes the Proposed Project's impacts and, if appropriate, proposed measures to mitigate, limit or minimize such impacts, the PAD will announce such a determination and that the requirements of further review and the filing of a Final Project Impact Report are waived pursuant to Section 80B-5.4(c)(iv). Section 80B-6 requires the Director of the BRA 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.

IV. REVIEW/SUBMISSION REQUIREMENTS

In addition to full-size scale drawings, fifty-five (55) copies of the bound DPIR submission and one (1) CD containing a PDF file of the DPIR containing all submission materials reduced to size 8-1/2" x 11", except where otherwise specified, are required. The DPIR filing should be printed on both sides of the page on recycled paper. In addition, an adequate number of copies of the DPIR must be available for community review. A copy of this Scoping Determination and a specific list of required information should be included in the DPIR submission for review.

Throughout the review process of the DPIR, the BRA and other City agencies may require additional information to assist in the review of the Proposed Project.

A. GENERAL INFORMATION

1. Proponent Information

a. Development Team

(1) Names

(a) Developer (including description of development entity and type of corporation).

(b) Financial partner(s) (including partnership percentage interests for each member).

(c) Attorney.

(d) Project consultants and architect.

(2) Business address and telephone number 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 the Applicant.

(3) Evidence of site control over the Project Site, including current ownership and existing purchase options of any parcels in the Proposed Project, as well as a list of all restrictive covenants, applicable agreements, contractual restrictions, and/or other encumbrances affecting the Proponent's right or ability to construct the Proposed Project, and identify any parcels of interest that must be acquired by the Proponent to complete the Proposed Project.

(4) Nature and extent of any and all public and private easements into, through, or surrounding the Project Site.

2. Design Development Information (See **Appendix D** for required design development and contract document submissions).

3. Project Area

a. An area map identifying the location of the Proposed Project.

b. Description of metes and bounds of project area or certified survey of project area owned by the Proponent.

c. Description of metes and bounds of property not owned by the Proponent whose acquisition would be necessary to construct the Proposed Project.

- d. A list of all property owners with addresses located within five hundred (500) feet of the boundaries of the Proposed Project site.
- 4. Regulatory Controls and Permits
 - a. An updated listing of all anticipated permits or approvals required from other municipal, State and Federal agencies, including a proposed application schedule shall be included in the DPIR.
 - b. Existing zoning requirements, zoning computation forms, and any anticipated requests for zoning relief from the 100 Acres PDA Master Plan should be detailed in the DPIR.
 - c. Pursuant to the 100 Acres PDA Master Plan and in accordance with Article 80C of the Code, a PDA Development Plan for the Proposed Project must be submitted. If the PDA Development Plan is not submitted concurrently with the DPIR, the Proponent shall include the anticipated submission schedule for the PDA Development Plan in the DPIR.
- 5. Community Outreach
 - a. Names and addresses of abutters, and any community or business groups which, in the opinion of the Proponent, may be substantially interested in or affected by the Proposed Project.
 - b. A list of meetings held and proposed with interested parties, including the IAG, Public agencies, abutters, and community and business groups.

B. PROJECT DESCRIPTION

- 1. Project Description

The DPIR shall contain a full description of the Proposed Project and its elements, including size, physical characteristics, and proposed uses. This section of the DPIR shall also present the development context of the Proposed Project (description of the surrounding environment), existing site conditions, project purpose and objectives, and approximate project cost and development schedule.

2. Affordable Housing

The Proponent must provide more details with respect to the affordable housing component of the Proposed Project. The Proposed Project is expected to comply with the Mayor's Executive Order relative to the Inclusionary Development Policy. There are currently three (3) options offered under the Inclusionary Development Policy:

- a. the construction of affordable units on-site;
- b. the construction/provision of affordable units off-site; and/or
- c. a payment in lieu of providing on-site affordable units. If the Developer is proposing to locate some or all of the affordable units off-site, this location should be identified. Furthermore, any units provided off-site must be ready for occupancy on or before the date that the units within the Proposed Project are ready for occupancy.

C. PROJECT ALTERNATIVES

The DPIR must include the following three (3) alternatives. The analyses as provided for in the Environmental Protection Component, Urban Design and Infrastructure Systems Component, and Transportation Component sections of this Scoping Determination shall be required for each of the alternatives. The Proponent is permitted to provide any additional alternative(s) in addition to those provided below.

1. Alternative 1 – No-Build: the existing condition of the Project Site and the environs to establish the baseline condition.
2. Alternative 2 – 100 Acres PDA Master Plan Compliant: a project that includes a building height of up to 180 feet and is consistent with the 100 Acres PDA Master Plan, and the Amended and Restated Memorandum of Agreement (which is discussed in section "E. CONSISTENCY WITH PLANNING INITIATIVES AND ZONING").
3. Alternative 3 – Preferred Build Condition: the Proposed Project revised to reflect comments received from elected officials, the City's agencies, the IAG, and the public.

A description of alternatives to the Proposed Project that were considered shall be presented and the primary differences among the alternatives, particularly as they may affect environmental conditions, shall also be discussed.

D. COMMUNITY BENEFITS

The Proponent shall include descriptions of proposed public benefits including but not limited to the following categories:

1. Anticipated Employment Levels
 - a. Estimated number of full-time, long-term construction jobs created by the Proposed Project's construction, including methodology for calculation.
 - b. Estimated number of permanent jobs created by the Proposed Project's construction, including methodology for calculation.
2. Workforce Development Plan
 - a. The Proponent shall describe the efforts it will undertake to ensure that an appropriate share of new jobs and construction jobs will be filled by Boston residents.
3. Benefits to Existing Social Service Programs
 - a. The Proponent shall provide a list and description of current activities and programs which benefit adjacent neighborhoods of Boston and the City at large, such as child care programs, park maintenance and programming organizations, scholarships, internships, elderly services, education, and job training programs, etc.
4. Other Community Benefits
 - a. The Proponent shall include a list and description of other potential community benefits to be provided.
5. Implementation of Community Benefits
 - a. The Proponent shall include a preliminary schedule outlining the proposed timing for the delivery of the community benefits. The ultimate nature and timing of the contemplated community benefits will be memorialized in a Cooperation Agreement between the BRA and the Proponent.

E. CONSISTENCY WITH PLANNING INITIATIVES AND ZONING

The DPIR shall address the comments from Richard McGuinness, Deputy Director for Waterfront Planning, BRA, Jim Fitzgerald, Senior Project Manager, Transportation and Infrastructure Projects, BRA, and Valerie Gingrich, Planner II

BRA, dated December 15, 2009, which are included in **Appendix A**, and referenced herein and made a part hereof and must be addressed in their entirety.

Background Information and Exceptional Community Benefits

As previously stated, the Project Site is located within the boundaries of the 100 Acres PDA Master Plan and is identified as Parcel A₃ in the 100 Acres PDA Master Plan. By way of background, the 100 Acres Master Plan was developed over a series of years with the aid of the South Boston community, major property owners, harbor advocacy groups and City and State agencies. The 100 Acres Master Plan builds from the concepts discussed in the Seaport Public Realm Plan and provides a planning framework for the development of the South Boston Waterfront along the Fort Point Channel to the South Boston Haul Road and from Summer Street to West Second Street. The 100 Acres Master Plan provides a layout for new open space and roadway infrastructure, and provides a plan for building uses, heights and density for an additional 5.9 million square feet of development.

The 100 Acres Master Plan was codified as zoning for the planning area with the adoption of the 100 Acres PDA Master Plan. The 100 Acres PDA Master Plan provides for 6.9 acres of new open space, new streets, height and density regulations, and use regulations which protect and buffer the Gillette Manufacturing Plant.

Parcel A₃ also includes 327 Summer Street and 337 Summer Street. Previous renditions of the Proposed Project included the demolition of the structures on Summer Street and the construction of a larger based building that straddled Pastene Alley to incorporate the Project Site and the Summer Street sites. The Proposed Project is greatly improved with a smaller footprint only on the 319 A Rear site, avoiding the demolition of 327 and 337 Summer Street and leaving Pastene Alley open.

In order to ensure an appropriate balance of uses, the 100 Acres PDA Master Plan requires at least 1/3 of the buildout for each parcel grouping to be developed as residential. The Proposed Project will provide a significant amount of residential use within the parcel grouping. The exact calculations for the percentage of residential use within the parcel grouping should be included in the DPIR. Additionally, the Proponent should demonstrate how it is adhering to the 100 Acres PDA Master Plan by providing calculations regarding the total buildout (FAR) for the parcel grouping, the total buildout that is allowed under the 100 Acres PDA Master Plan, the total buildout that has been approved (311 Summer Street, Melcher Street Project), and the total buildout that is being requested for the Proposed Project.

Parcel A₃ is designated as a “Special Site” in the 100 Acres PDA Master Plan and as such it is eligible for additional height and buildout, beyond the allowed height of 180 feet. Additional height would be considered with the provision of exceptional public benefits. These benefits at a minimum include significant contributions toward one or more of the following objectives:

- Increasing the City’s housing supply: proposing to create residential units on a parcel for which alternate, non-residential uses are allowed; or exceeding, in terms of the number of affordable units, depth of affordability, or both, the minimum level of affordability required by the City’s guidelines on affordable housing then in effect;
- Expanding the City’s economic base: supporting the diversification and expansion of Boston’s economy and job opportunities through economic activity, such as private investment in manufacturing, commercial uses, or research and development; or creating new job opportunities and establishing educational facilities, career counseling, or technical assistance providing instruction or technical assistance in fields related to such jobs;
- Enhancing the environment: providing significant open space and related public-realm facilities in addition to those otherwise required by this PDA Master Plan; or incorporating green design principles within a Proposed Project;
- Strengthening transportation infrastructure: contributing to area-wide transportation and transit improvements beyond the required traffic mitigation; or
- Mitigating development impacts: otherwise exceeding the City’s requirements for community benefits and mitigation.

The Proposed Project height is 240 feet from Summer Street. For the height increase (60 feet) above 180 feet, as stated in PNF, the Proponent proposes two alternatives for providing exceptional public benefits:

1. Option I – “Provide more on-site affordable units than required under the City’s Inclusionary Development Policy, by including 39 instead of 30”; or
2. Option II – “Support the desire of the City and of residents of the Fort Point neighborhood to create affordable live/work space in independent buildings in the area by donating its building at 327

Summer Street to a non-profit development entity, approved by the BRA, and assist this entity in developing the building as affordable live/work space concurrent with completion of the proposed Project.”

In order to assess the impacts of the increase in height the following should be provided:

- Shadow studies that compare the effects of both 180 feet and 240 feet scenarios, taking into account the layout of future open spaces.
- Detailed layouts for potential buildout of 327 Summer Street as artist live/work and artist workspace.

As proposed, the Proposed Project would need to provide 15% affordable housing units whether they are provided on-site or off-site. These required units are considered the baseline required affordable units and are not counted toward the exceptional public benefit.

The additional height that was requested, over 180 feet, requires a public benefit that is considered exceptional. The Proponent should consider schemes that involve the provision of the baseline affordable requirement (whether off-site or on-site) plus an exceptional public benefit that is consistent with the objectives and goals of the 100 Acres PDA Master Plan.

Based on comments received during the PNF public comment period and the BRA’s evaluation of the proposed exceptional community benefits, the BRA has determined that the community benefits described in the PNF are not exceptional and therefore are yet sufficient to warrant the proposed additional height. Pursuant to the 100 Acres PDA Master Plan, in order to achieve the additional height, the Proponent must further develop and expand the exceptional community benefits in the DPIR, including a proposed schedule for delivery, if the BRA is to consider additional height above 180 feet.

If the Proponent cannot identify exceptional community benefits that are consistent with the directives of the 100 Acres PDA Master Plan, the Proponent must explore a project whose height is allowed under the 100 Acres PDA Master Plan without exceptional community benefits, and that is otherwise consistent with the 100 Acres PDA Master Plan and the Memorandum of Agreement, as detailed in this Scoping Determination.

Infrastructure Commitments

The 100 Acres PDA Master Plan states that approximately 9.8 acres of land will be required to create the public realm in this area, consisting of open space,

streets, and Harborwalk. The 100 Acres property owners will contribute funds for public infrastructure as described in the Amended and Restated Memorandum of Agreement dated January 10, 2007 ("MOA"). The formula for the payment is based on the total area of infrastructure multiplied by the estimated cost per square foot divided by the total allowed buildout under the 100 Acres PDA Master Plan.

The figure referenced by the Proposed Project is a placeholder in the MOA, based on estimates that were calculated at the time of its inception. The MOA states that "this amount is subject to recalculation in accordance with the process for final establishment of the Per Square Foot Cost Limitation as set forth in Exhibit B." Exhibit B of the MOA outlines the formula and states that the cost estimates will be provided upon completion of the engineering of the location and layout of the Public Realm enhancements in the area. At this time, the 100 Acres property owners have not completed the engineering work required of the MOA, and therefore an updated cost per square foot will be provided in the near future, which will replace the \$11.93 placeholder.

The DPIR should contain the updated cost figure in order to reflect an accurate payment to the sinking fund described in the 100 Acres PDA Master Plan. The Proponent should work with the BRA and the other 100 Acres property owners to identify early on public realm enhancements that are consistent with the 100 Acres PDA Master Plan.

F. URBAN DESIGN AND INFRASTRUCTURE SYSTEMS COMPONENT

A complete discussion of the Proposed Project as it relates to the Urban Design Component and other Article 80 review topics, including Infrastructure Systems and Environmental Protection Components, are described in a memorandum from David Carlson, Senior Architect, BRA, dated December 15, 2009 included in **Appendix A**. These comments are incorporated herein by reference and made a part hereof and must be addressed in their entirety in the DPIR. Additionally, the DPIR must address the comments of the Boston Water Sewer Commission ("BWSC"), dated December 14, 2009, and the comments of the Boston Groundwater Trust, dated November 12, 2009 included in **Appendix A**. The Proponent is required to address all comments included in BWSC's comment letter and the Boston Groundwater Trust's comment letters.

The 319 A Street Rear Project is a proposal by Archon Group LP and Goldman Properties (operating as W2005 BWH II Realty, LLC) to redevelop as a 232-unit (rental) residential tower the existing building and site at 319 A Street Rear in the Boston Wharf Company area of the South Boston Seaport District. This site (Parcel A₃) is also within PDA No. 69, also known as the '100 Acres' PDA Master

Plan area. This Project calls for the demolition of the existing 5-story light industrial structure and construction of a new 25-story residential tower with access from Boston Wharf (West Service) Road and Pastene Alley. 319 A Street would remain, as would 327-337 Summer Street. The existing 319 A Street Rear building is temporarily occupied at present with tenants-at-will under the auspices of a transitional artist work space program. Pursuant to the 100 Acres Plan, the southwestern facade of the tower will define the future Melcher Street extension. This location is also within the newly formed Fort Point Channel Landmark District (the "FPCLD") and will be subject to the review of that newly-formed Commission (the "FPCLDC"). In fact, the Proposed Project will be the Commission's first significant project (FPCLDC approval of the demolition will be required). The architect is ADD Inc.

The Proposed Project aims to create a strong new residential presence in the area, and takes advantage of the opportunities afforded by the 100 Acres PDA Master Plan to create height and value. The question is how the building and its programs relate not only to the existing and near future interim conditions, but how it will be positioned in the future when other development (Seaport Square, Convention Center, Post Office sites) occurs. The ground floor and parking program shift the interim to A Street and the longer term to the future Melcher Street, and this strategy should be discussed in detail. The Proposed Project increases the FAR on its own site to about 13.7, but the PDA Master Plan determines FAR over aggregated parcels and also allows several sites to exceed height and FAR based on exceptional benefits that are not simply more of what is already proposed (One such suggested benefit is the donation of 327 Summer Street for use as artists' housing/workspace). The height proposed is up to 242 feet as measured from Pastene Alley, with a 19-foot HVAC penthouse that rises to the Federal Aviation Administration (the "FAA") limit, although height as defined by the 100 Acres PDA Master Plan relates to Summer Street for Parcel A₃. Parking is on the lower podium floors.

Comments are offered related to a few environmental categories as well as Urban Design; please take these as modest augmentations or fine-tuning of comments offered by others.

Daylight Component

A daylight analysis for both build and no-build conditions shall be conducted by measuring the percentage of skydome that is obstructed by the Proposed Project building(s) and evaluating the net change in obstruction. If alternative massing studies are requested or result as part of the Article 80 development review process, daylight analysis of such alternatives shall also be conducted for comparison. The study should treat three elements as controls for data comparisons: existing conditions, the 'as-of-right' (defined in this case as the 180

feet allowed under the 100 Acres PDA Master Plan), and context examples. The areas of interest include Summer Street and A Street, Pastene Alley, Boston Wharf Road extension, and the proposed centerline of the future Melcher Street extension. Daylight analyses should be taken for each major building facade fronting these existing and future public ways. The midpoint of each public accessway or roadway should be taken as the study point. The BRA Daylight Analysis ("BRADA") program must be used for this analysis.

If a Proponent wishes to substitute a more contemporary computer program for the 1985 BRADA program, its equivalency must first be demonstrated to the satisfaction of BRA staff before it is utilized for inclusion in the DPIR, and it must be commonly available to Boston development team users.

Urban Design Component

The Boston Civic Design Commission (the "BCDC") voted to review the Proposed Project on January 5, 2010 and saw a preliminary presentation. The Proposed Project was referred to Design Committee. When sufficient progress in preparation of a Preferred Alternative in the DPIR in response to the Scoping Document has been made pursuant to preliminary BCDC, IAG, FPCLDC and BRA staff comments, BCDC Design Committee meetings should be scheduled by contacting Mr. David Carlson, Executive Director of the BCDC (Minutes from the 319 A Street Rear portion of the January BCDC meeting are included in Appendix A).

It should be noted that a more advanced design will allow more in-depth comment at the DPIR stage. The BRA reserves the right to comment at that stage toward the submission of an FPIR. In general, the BRA will ask for studies related to all requested alternatives, with certain modifications, as well as comparisons to both existing conditions and an 'as-of-right' alternative.

The 319 A Street Rear Project is at a key location in the 100 Acres Master Plan, and stands to benefit from not only the development of the Post Office parcels nearby to the east and south, but also the potential expansion plans of the BCEC and Seaport Square. It is worthwhile to carefully consider both the embedded principles and the potential future build-out scenarios in designing this Proposed Project's ability to best interface with the future of the District. The following urban design objectives should be addressed in the DPIR submission for all scenarios except as noted.

1. The Proposed Project shall take into account as strict height limits the FAA limits as defined by the FAA and Massport, since the bounds impact this Project Site.

2. Standard alternatives for study include no-build, and an 'as-of-right' build-out. In this case, an FAR and height that conform to the parameters for Parcel A₃ in the 100 Acres PDA Master Plan. This alternative will conform to the density planned and anticipated in this area under current zoning and therefore under MHP and FPCLD guidelines, if and as applicable. The Proponent has presumed a process allowing the flexibility in density and height appropriate in the 100 Acres PDA Master Plan under the aegis of extraordinary benefits, which will clearly need to be defined. The BRA therefore assumes that the Proposed Project as represented in the DPIR will have taken into account any necessary mitigating factors economic and otherwise, discovered as a result of further studies by the Proponent.
3. The Proposed Project should meet the 'performance standard' of *generally* having a lesser degree of environmental impacts than either the full 'as-of-right' build-out or existing conditions, whichever are most impactful. I.E., criteria such as daylight, shadows, and wind should be *at least* neutral or improved *on average*, recognizing that some elements or points may be worse, but proving that the whole is better as a project. The BRA expects in fact that mitigations or positive urban benefits will result from this Project and in balance far outweigh *any* negative impact.
4. Given that this is a podium strategy, the highest building elements generally should be set back from the primary adjacent streets to the extent possible, particularly in areas of high (and possibly future) pedestrian use, given the site's infrastructure and dimensional constraints. Where desirable to create an emphasis or entry, the high elements could come straight down to the ground, but only if wind conditions permit such. The BRA asks that any infrastructure constraints in particular be studied to clarify any limitations for the southeast corner (closest adjacency to the tunnel box system).
5. The most active ground floor program elements (lobby, possible local retail, service, or café) should be not only retained but enhanced as a positive element of the Proposed Project, with entries possibly on all sides. A pedestrian future along Melcher Street extension and Boston Wharf Road extension should be enhanced by building in a certain amount of flexibility in the building ground floor spaces – to the extent creatively feasible. Consider that connections to Summer Street may exist via the parcel across

Boston Wharf Road extension; if economically and otherwise reasonable and feasible, it may be possible to consider a direct bridge connection to Summer Street. Transparency should be strategic, both interim and long-term. Incorporate bicycle stations into the Proposed Project if possible.

6. Multiple upper story uses are also encouraged, if possible, to enliven the streets with a diversity of activity throughout the day. Necessary service and access functions should not occur in areas where they will *directly* impact key points in the paths of residents and visitors.
7. Above-grade garage floors should be eliminated if possible, or minimized by use of simple mechanical systems to maximize efficiency. If a convincing case is made that there is no feasible alternative, or in the case of minimized SF usage, the garage should have active program uses on the primary public sides. The treatment of any directly visible portions of the garage should be of a high architectural character with robustly convincing detail.
8. The Proposed Project's podium setback has a green roof potential which should be investigated. The podium level programming, if freed up by an increase in garage efficiencies, could contribute to the mix of uses (possibly including artist studios, etc. and some quasi-public space) that ultimately will enrich the building and the area.
9. Street edges and new sidewalks created as a result of any version of the Proposed Project must conform to all applicable standards and be appropriately sized to bear pedestrian traffic peaks. Street trees and plantings, if and where appropriate, should be included in site plans. Pedestrian paths in general should be reinforced, anticipating multiple pathways through the site, and through the buildings themselves where possible. Future connections should be considered, as well as existing elements such as Pastene Alley. The interim thinking for the drive around 319 A Street Front should be carefully considered in terms of both its experienced environment and pragmatic use. The 319 A Street Rear property should secure a direct frontage onto Boston Wharf Road extension.
10. The architectural expression of the tower element should be clarified, a strategy identified, as suggested in the BCDC conversation. The tower's relationship to the FPCLD is key, but so

is its relationship to the planned development elsewhere, particularly the Seaport Square and Post Office parcels and the BCEC potential expansion. Consider the view studies requested in the list of materials later to achieve a massing and orientation – possibly but not necessarily a sidedness - which begins to relate the scale of the tower and podium element down to that of the appropriate scale-giving datum elements in the area. Clearly at this location the future condition must be acknowledged.

11. The architectural expression of the podium element should arguably partake of the tower element to connect the two vertically. Differentiation by programming elements (lobby/retail, artist use/parking, residential) may lend itself to this effort, while possibly enriching the podium wall which will, over time, likely be the most perceived aspect of the Proposed Project. Go beyond the preliminary PNF drawings.

Among others, the refined design included in the DPIR must satisfactorily address all the above parameters. The BRA urges the Proponent to attend related planning meetings on the BCEC expansion. An accurate sense of scale, in the meantime, of the Proposed Project in its existing and future context must be achieved. Focus on key distanced views, as well as key intermediate/user viewpoints, and the fact that it is rooted in the FPCLD and a larger area literally created by industry, to guide the design composition of the Proposed Project. Reinforce all pedestrian pathways; develop a plan which shows the building program and how it supports such activity within the future pedestrian/public access network. Active programming that will engage the public and ideally spill seasonally into both the present and future public realms at the ground floor should be maximized. Take note of the fundamental contextual strengths of the site, and incorporate that sense into the overall design approach.

The BRA reserves the right to add additional concerns during the course of the process of combined BRA staff, IAG, FPCLDC and BCDC review which may affect the responses detailed in the DPIR. The following urban design materials for the Proposed Project's schematic design must be submitted for the DPIR.

1. Written description of program elements and space allocation (in square feet) for each element, as well as Project totals.
2. Neighborhood plan, elevations and sections at an appropriate scale (1"=100' or larger as determined by the BRA) showing relationships of the Proposed Project to the neighborhood context:
 - a. massing

- b. building height
 - c. scaling elements
 - d. open space
 - e. major topographic features
 - f. pedestrian and vehicular circulation
 - g. land use
- 3. Color, or black and white 8"x10" photographs of the site and neighborhood.
- 4. Sketches and diagrams to clarify design issues and massing options.
- 5. Eye-level perspective (reproducible line or other approved drawings) showing the proposal (including main entries and public areas) in the context of the surrounding area. Views should display a particular emphasis on important viewing areas such as key intersections, pathways, or public parks/attractions. Some suggested viewpoints include: north and south along the Haul Road, A Street, and the Boston Wharf Road corridors, east and west along the Summer Street corridor, from Fort Point Channel, from the BCEC and World Trade Center, the Green at Fan Pier, the South Boston elevated neighborhood, et al. Long-ranged (distanced) views of the Proposed Project must also be studied to assess the impact on the skyline or other view lines. At least one bird's-eye perspective should also be included. All perspectives should show (in separate comparative sketches) at least both the build and no-build conditions; any alternatives proposed should be compared as well. Planned context (projects approved) should also be included in build conditions. The BRA should approve the view locations before analysis is begun. View studies should be cognizant of light and shadow, massing and bulk.
- 6. Additional aerial or skyline views of the Proposed Project, if and as requested.
- 7. Site sections at 1"=20' or larger (or other scale approved by the BRA) showing relationships to adjacent buildings and spaces.
- 8. Site plan(s) at an appropriate scale (1"=20' or larger, or as approved by the BRA) showing:
 - a. general relationships of proposed and existing adjacent buildings and open spaces

- b. open spaces defined by buildings on adjacent parcels and across streets
 - c. general location of pedestrian ways, driveways, parking, service areas, streets, and major landscape features
 - d. pedestrian, handicapped, vehicular and service access and flow through the parcel and to adjacent areas
 - e. survey information, such as existing elevations, benchmarks, and utilities
 - f. phasing possibilities
 - g. construction limits
- 9. Massing model (ultimately in basswood) at 1":40'0" for use in the BRA's Downtown Model.
- 10. Study model at 1" = 16' or 1" = 20' showing preliminary concept of setbacks, cornice lines, fenestration, facade composition, etc.
- 11. Drawings at an appropriate scale (e.g., 1":16'0", or as determined by BRA) describing architectural massing, facade design and proposed materials including:
 - a. building and site improvement plans
 - b. neighborhood elevations, sections, and/or plans showing the development in the context of the surrounding area
 - c. sections showing organization of functions and spaces, and relationships to adjacent spaces and structures
 - d. preliminary building plans showing ground floor and typical upper floor(s)
 - e. phasing, if any, of the Proposed Project
- 12. A written and/or graphic description of the building materials and its texture, color, and general fenestration patterns is required for the proposed development.
- 13. Electronic files describing the site and Proposed Project at Representation Levels one and two ("Streetscape" and "Massing") as described in the document *Boston "Smart Model": CAD & 3D Model Standard Guidelines*.
- 14. Full responses, which may be in the formats listed above, to any urban design-related issues raised in preliminary reviews or specifically included in the BRA scoping determination, preliminary adequacy determination, or other document requesting

additional information leading up to BRA Board action, inclusive of material required for BCDC review.

15. Proposed schedule for submission of all design or development-related materials.
16. Diagrammatic sections through the neighborhood (to the extent not covered in item #2 above) cutting north-south and east-west at the scale and distance indicated above; consider both existing and planned/approved future conditions.
17. True-scale three-dimensional graphic representations of the area indicated above either as aerial perspective or isometric views showing all buildings, streets, parks, and natural features.

Shadow and Wind Comments

All net new shadows shall be defined as outlined elsewhere either by darker tone or color and shall be clearly shown to their full plan extent, whether on street, park, or rooftop. Shadows are a microclimate issue; in a Landmark District without significant immediate open space resources, some attention should be focused on any potential impact on the life of the historic structures.

Regarding wind, all wind tunnel test points shall be approved by BRA staff before conduction of testing. Wind analysis may be requested at points within several blocks of the property (ies) in question; where contiguous to open space, analysis may extend further to likely bounds of no impact. Analysis of results and effective mitigation shall be presented in the DPIR using diagram methodology so that the delta or changes manifested by the Proposed Project relative to existing or as-of-right conditions, whichever provides the higher base impacts, must be clearly understood.

Infrastructure Systems Component

An infrastructure impact analysis must be performed.

The discussion of the Proposed Project's impacts on infrastructure systems should be organized system-by-system as suggested below. The Proponent's submission must include an evaluation of the Proposed Project's impact on the capacity and adequacy of existing water, sewerage, energy (including gas and steam), and electrical communications (including telephone, fire alarm, computer, cable, etc.) utility systems, and the need reasonably attributable to the Proposed Project for additional systems facilities.

Any system upgrading or connection requiring a significant public or utility investment, creating a significant disruption in vehicular or pedestrian circulation, or affecting any public or neighborhood park or streetscape improvements, comprises an impact which must be mitigated. The DPIR must describe anticipated impacts in this regard, including specific mitigation measures, and must include all nearby proposed projects (i.e. Seaport Square, the Congress Street Hotel, the 100 Acres itself, Melcher Street, 316-22 Summer Street, et al.) build-out figures in the analysis. The standard scope for infrastructure analysis is given below:

1. Utility Systems and Water Quality

- a. Estimated water consumption and sewage generation from the Proposed Project and the basis for each estimate. Include separate calculations for air conditioning system make-up water.
- b. Description of the capacity and adequacy of water and sewer systems and an evaluation of the impacts of the Proposed Project on those systems; sewer and storm drain systems should include a tributary flow analysis as part of this description.
- c. Identification of measures to conserve resources, including any provisions for recycling or 'green' strategies, including green roofs.
- d. Description of the Proposed Project's impacts on the water quality of Boston Harbor or other water bodies that could be affected by the Proposed Project, if applicable.
- e. Description of mitigation measures to reduce or eliminate impacts on water quality.
- f. Description of impact of on-site storm drainage on water quality.
- g. Information on how the Proposed Project will conform to requirements of the Groundwater Trust under Article 32 of the Code, if applicable, by providing additional recharge opportunities.

- h. Detail methods of protection proposed for infrastructure conduits and other artifacts, including the Central Artery/Third Harbor tunnel boxes and BSWC sewer lines and water mains, during construction.
- i. Detail the energy source of the interior space heating; how obtained, and, if applicable, plans for reuse of condensate.

Thorough consultation with the planners and engineers of the utilities will be required, and should be referenced in the Infrastructure Component section.

2. Energy Systems

- a. Description of energy requirements of the project and evaluation of project impacts on resources and supply.
- b. Description of measures to conserve energy usage and consideration of the feasibility of including solar energy provisions or other on-site energy provisions, including wind, geothermal, and cogeneration.

Additional constraints or information required are described below. Any other system (emergency systems, gas, steam, optic fiber, cable, etc.) impacted by this development should also be described in brief.

Although there may be other historical artifacts of interest and possible constraint, the major infrastructure artifact quite close to this location is the Mass Pike extension/Third Harbor Tunnel tunnel box structure(s) to the southeast. Regardless of the Proponent's stated intent not to have below-grade parking to avoid the tunnel box and the water table (and cost), evidence should be provided that the necessary structural elements of the Proposed Project will not disturb the tunnel structure and its supporting fill. The location of transformers and other vaults required for electrical distribution or ventilation must be chosen to minimize disruption to pedestrian paths and public improvements both when operating normally and when being serviced, and must be described. Storm drain and sewage systems should be separated or separations provided for in the design of connections.

G. TRANSPORTATION COMPONENT

The DPIR shall address the comments of the Boston Transportation Department ("BTD"), dated December 14, 2009, which are included in **Appendix A**, and

incorporated herein by reference and made a part hereof and must be addressed in their entirety.

Additional transportation comments are described in a memorandum from Jim Fitzgerald, Senior Project Manager, Transportation and Infrastructure Projects, BRA, dated December 3, 2009. This memorandum is included in **Appendix A**, and referenced herein and made a part hereof and must be addressed in its entirety.

Site Plan

- BTD requests that the Proponent submit a scaled site plan for review including any proposed alterations, changes or upgrades to the immediate public way or points of entry.

Site Access

- It is not clear from the schematic site plan whether a sidewalk is available for pedestrian access to the new building from A Street via Pastene Alley. There are also obstacles in the form of existing service and parking uses for Pastene Alley that may make it difficult for new residents to traverse. Are there Proponent plans for delineated pedestrian access for this corridor?
- Pastene Alley was not envisioned to connect with West Service Road in the 100 Acres Plan. The Proponent needs to discuss their rationale for this and solicit the opinions of abutters and the community.
- The close proximity of the current garage access to the Pastene Alley connection is typically not a preferred condition and needs to be evaluated and justified. The adjacent vehicular connections create a challenging condition to pedestrians and often impacts traffic circulation and create vehicular conflicts.
- The Proponent needs to overlay the proposed site design on the most recent roadway network plan for the 100 Acres. This will allow City agencies to evaluate the optimum location for the Proposed Project's garage access.
- Will vehicles entering via A Street be prohibited from entering the garage by regulation or physical barrier?
- Will pedestrians and vehicles be able to utilize the existing driveway on the southern edge of 319 A Street Front? Are there Right-of-Way ("ROW") issues relative to this driveway curbcut?
- Plans for rebuilt sidewalks and pedestrian ramps in the public way must be reviewed by the City Public Works Department and comply with Americans with Disabilities Act ("ADA") and Architectural Access Board ("AAB") standards.
- The portion of West Service Road proposed for public access to the site and more specifically for the proposed garage entrance is governed by the State of Massachusetts. Necessary easements and other requirements must be

coordinated with the governing body (MassDOT). Has the Proponent contacted the appropriate personnel at the state level?

- Site access design must be coordinated with the new signal planned for A Street and Melcher Street and scheduled for implementation in 2010 (BTD and Commonwealth Ventures).

Parking

- The proposed number of parking spaces (98) for the development is wholly inadequate. For a residential project of this size (232 units) a minimum of one space per unit should be allotted. This is especially important given the current limited number of available parking spaces for the residential community in the Fort Point Channel.
- It is understood however that parcel size and below grade challenges present a difficult task for the Proponent to accommodate on-site parking. Given the Proposed Project's on-site limitations, any proposals for off-site parking accommodation must be proven workable and documented as such.
- The Proponent's plan describes elimination of 15 existing spaces within Pastene Alley to allow for the West Service Road connection, service and loading, and other considerations. Elimination of these spaces will put further strain on the limited on-street public parking.

Service and Loading

- BTD supports secondary access from West Service Road, and feels it is necessary for the viability of the project. Service, loading and garage access should occur via West Service Road to take pressure of the A Street/Melcher intersection as well as the confined Pastene Alley cross section between A Street and the loading dock/service area. If the Proponent is not able to secure the necessary easements from the State authorities then the Proposed Project could be jeopardized. BTD would discourage use of Pastene Alley via A Street for truck access.
- The Proponent must provide BTD with a truck turning template and scaled drawing depicting the service and loading accommodation for Pastene Alley. Maneuverability is already a challenge behind the existing buildings.

Trip Generation

- Using ITE land use codes and BTD guidelines for trip generation and mode split criteria, the Proponent estimates 476 daily vehicle trips for the Project Site.
- The Proponent will coordinate efforts with BTD, Massport and MassDot to mitigate the impact of the new net trips and devise strategies to adapt the study area intersections.
- As noted in the PNF, the Proponent must present existing data, no-build scenario results as well as future build analysis including turning movement

level of service ("LOS") for key intersections and fulfill all BTM Transportation Access Plan Guidelines.

Study Area

- The four (4) study area intersections are adequate but BTM recommends inclusion of the Summer Street and Melcher Street intersection as well.
- The Proponent should be mindful of the City of Boston's Crossroads Initiative and other planning efforts for coordination purposes. Two key intersections are slated for reconstruction as part of the Initiative as well as a new signal installation at A Street and Melcher Street. Each intersection redesign presents the opportunity for Developer participation and augmentation.
- The City's 100 Acres Master Plan had presented a vision for the Fort Point Channel that includes an extension of Melcher Street running parallel to the Project Site. The Proponent's plans should reflect the new roadway and aid in driving the design of the building layout. The proposed structure should not preclude or impede the future development of the extension in any way and the Proponent should seek to help accelerate the development of the new connection.

Public Transportation

- The Project Site is located within advantageous proximity to major transit system and local bus lines. As mentioned in the mitigation section, the Proponent is expected to make every effort to encourage, support and finance promotion of transit use for building tenants and visitors. Walking mode share and bicycle accommodation as they relate to this redevelopment will be essential to the successful management of the Proposed Project.

Transportation Mitigation and Improvement Plan

- BTM strongly encourages the implementation of Transportation Demand Management ("TDM") measures to encourage alternative modes of transportation.
- Specific proposals mentioned in the PNF which BTM would support and encourage are:
 - Transportation Coordinator
 - Bike Racks and Bike Storage facilities (1 space/3 units)
 - Membership with Seaport TMA
 - Car Sharing/Car Pooling
 - Availability of MBTA marketing materials and MBTA Transit Pass subsidies
 - Ridematching
 - Preferential parking for carpool/vanpools

Construction Management Plans

- The City requires the Proponent to submit a Construction Management Plan ("CMP") to BTM. The CMP will detail the schedule, staging, parking and other impacts of the construction activities.

Transportation Access Plan Agreement

- As required by the Article 80 process, the Proponent will prepare and submit a Transportation Access Plan Agreement ("TAPA") for review by BTM. The TAPA is a legally binding agreement between the Developer and the City of Boston.
- The TAPA will specifically address the assessment of overall traffic impacts and mitigation adequacy, assessment of construction impacts and mitigation, monitoring of traffic impacts and management of loading and deliveries.

H. ENVIRONMENTAL PROTECTION COMPONENT

The DPIR shall address the comments of the City of Boston Environment Department, dated December 29, 2009, and comments from the Boston Landmarks Commission staff, dated December 18, 2009, which are included in **Appendix A**, and incorporated herein by reference and made a part hereof and must be addressed in their entirety.

Additional comments related to environmental impacts are described in a memorandum from Katie Pedersen, Senior Project Manager/Environmental Review Specialist, BRA, dated December 11, 2009. This memorandum is included in **Appendix A**, and incorporated herein by reference and made a part hereof and must be addressed in its entirety.

Wind

In general, the BRA has adopted two standards for assessing the relative wind comfort of pedestrians. First, the BRA wind design criterion states that an effective gust velocity of 31 mph should not be exceeded more than one percent of the time. The second set of criteria used by the BRA to determine the acceptability of specific locations is based on the work of Melbourne. The placement of wind measurement locations shall be based on an understanding of the pedestrian use of the Proposed Project and the surrounding area. All wind tunnel test point points shall be approved by BRA staff before conduction of testing. This set of criteria is used to determine the relative level of pedestrian wind comfort for activities such as sitting, standing or walking.

The Proposed Project is located in the Fort Point Channel District and shall be designed to avoid excessive and uncomfortable downdrafts on pedestrians. The Proposed Project building shall be shaped, or other wind-baffling measures

adopted, so as to ensure that Proposed Project will not cause ground-level ambient wind speeds to exceed the standards in Table B of Article 42E of the Code.

The Proponent must conduct a complete wind tunnel analysis with measurement points for this Pedestrian Level Winds ("PLW") wind impact analysis placed at all building entrances, crosswalks and public sidewalks, public plazas and gathering areas, parks and green spaces.

Analysis of results and effective mitigation should be presented in the DPIR.

Shadow

The shadow impact analysis must include net new shadow from the Proposed Project as well as existing shadow and clearly illustrate the incremental impact of the Proposed Project. For purposes of clarity, the Proponent shall be directed to consider the use of color as an alternative to dark tonality to indicate new shadows. The shadow impact study area shall include, at a minimum, the entire area to be encompassed by the maximum shadow expected to be produced by the Proposed Project. The build condition(s) shall include all buildings under construction and any proposed buildings anticipated to be completed prior to the completion of the Proposed Project. Shadows from all existing buildings within the shadow impact study area shall be shown. A North Arrow shall be provided on all figures. Shadows shall be determined by using the applicable Boston Azimuth and Altitude data.

Particular attention shall be given to existing or proposed public open spaces and pedestrian areas, including, but not limited to, the existing sidewalks and pedestrian walkways within, adjacent to, and in the vicinity of the Proposed Project and the existing and proposed plazas, historic resources and other open space areas within the vicinity of the Proposed Project.

The Proposed Project is located in the Fort Point District and as a result, the Proposed Project shall be arranged and designed in a way to minimize to the extent reasonable practicable shadows on any portion of dedicated public parkland and publicly accessible open space. Shadow studies shall be conducted in connection with the Proposed Project shall demonstrate compliance with the foregoing standard.

The Proponent must complete a detailed shadow study that examines shadow conditions throughout the calendar year, not just on cardinal dates as is customary for development projects not located at sites with such extraordinary environmental sensitivity as is the Proposed Project site.

Daylight

The Proponent shall conduct a daylight analysis for both build and no-build conditions. The analysis shall measure the percentage of skydome obstructed by the Proposed Project and evaluate the net change in obstruction. Since project alternative massing studies are requested as part of the Article 80 Development Review Process, daylight analysis of such alternatives shall also be conducted for comparison. The study shall treat the following elements as controls for data comparison: existing conditions, the context examples, and the as-of right conditions.

Daylight analyses should be taken for each major building façade within the limits of the BRADA program, fronting these public and quasi-public ways. The midpoint of each public accessway or roadway should be taken as a study point.

Solar Glare

The Proponent has stated that the Proposed Project is not expected to incorporate the use of reflective building materials. Consequently, the Proponent does not anticipate the creation of either an adverse solar glare impact or a solar heat buildup in nearby buildings. The Proponent shall demonstrate that materials selected will avoid the creation of a visual nuisance and/or a hazard, as it interferes with vision and concentration. However, should the design change and incorporate substantial glass-facades, a solar glare analysis shall be required. The analysis shall measure potential reflective glare from the buildings onto potentially affected streets and public open spaces and sidewalk areas in order to determine the likelihood of visual impairment or discomfort due to reflective spot glare. Mitigation measures to eliminate any adverse reflective glare shall be identified.

Air Quality

The Proponent shall provide a description of the existing and projected future air quality in the Proposed Project vicinity and shall evaluate ambient levels to determine conformance with the National Ambient Air Quality Standards ("NAAQS"). Careful consideration shall be given to mitigation measures to ensure compliance with air quality standards.

A future air quality (carbon monoxide) analysis shall be required for any intersection (including garage entrance/exits) where the LOS is expected to deteriorate to D and the Proposed Project causes a 10 percent increase in traffic or where the level of service is E or F and the Proposed Project contributes to a reduction in LOS.

The study shall analyze the existing conditions, future No-Build and future Build conditions, for all Project Alternatives. The methodology and parameters of the

air quality analysis shall be approved in advance by the BRA and the Massachusetts Department of Environmental Protection (DEP). Mitigation measures to eliminate or avoid any violation of air quality standards shall be described.

A description of the Proposed Project's heating and mechanical systems including location of buildings/garage intake and exhaust vents and specifications, and an analysis of the impact on pedestrian level air quality and on any sensitive receptors from operation of the heating, mechanical and exhaust systems, including the building's emergency generator as well as the parking garage, shall be required. Measures to avoid any violation of air quality standards shall be described.

The CMP shall include mitigation measures to ensure the short-term air quality impacts from fugitive dust expected during the early phases of construction from demolition of existing buildings and site preparation activities are minimal. These measures must be specifically designed.

Noise

The Proponent shall establish the existing noise levels at the Proposed Project site and vicinity and shall calculate future noise levels after project completion, thus demonstrating compliance with the Interior Design Noise Levels (not to exceed day-night average sound level of 45 decibels) established by the U.S. Department of Housing and Urban Development, as well as applicable City, State and Federal noise criteria.

Mechanical equipment such as chillers, garage exhaust fans, and emergency generators have the potential to cause nuisance levels of noise and due to the Proposed Project's proximity to an adjacent residential neighbors appropriate low-noise mechanical equipment and noise control measures will be required in accord with the Regulations for Control of Noise in the City of Boston and the Commonwealth of Massachusetts. The Proponent shall also describe any other measures necessary to minimize and/or eliminate adverse noise impacts from the Proposed Project.

Solid and Hazardous Waste

The Proponent shall provide a list of any known or potential contaminants on the Proposed Project site, and if applicable, a description of remediation measures to ensure their safe removal and disposal, pursuant to the M.G.L., Chapter 21E and the Massachusetts Contingency Plan.

Any potential hazardous wastes to be generated by the Proposed Project site must be identified. In addition, potential waste generation must be estimated

and plans for disposal indicated and measures to promote reduction of waste generation and to promote recycling in compliance with the City's recycling program described.

Stormwater Management

The Proponent shall be required to provide an evaluation of the Proposed Project site's existing and future stormwater drainage and stormwater management practices. A narrative of the existing and future drainage patterns from the Proposed Project site and shall describe and quantify existing and future stormwater runoff from the site and the Proposed Project's impacts on site drainage. The Proponent shall be required to investigate methods to reduce the amount of stormwater discharged from the Project Site.

The Proposed Project's stormwater management system, including best management practices to be implemented, measures proposed to control and treat stormwater runoff and to maximize on-site retention of stormwater, measures to prevent groundwater contamination, and compliance with the Commonwealth's Stormwater Management Policies, also shall be described. The Proponent shall describe the Proposed Project area's stormwater drainage system to which the Proposed Project will connect, including the location of the stormwater drainage facilities and ultimate points of discharge.

The Proponent shall be required to submit a General Service Application and site plan to the BWSC for review and approval.

Groundwater

The Proposed Project is located within the Groundwater Conservation Overlay District (the "GCOD") and due to the fact that the Proposed Project is located in the Fort Point Channel District the Proponent is required to demonstrate that there will be no negative impact of groundwater levels either on the Proposed Project site or on adjoining lots. In the PNF, the Proponent acknowledges this and states that measures will be taken to guarantee compliance. However, the Proponent has failed to illustrate such measures and shall be required to do so in the DPIR.

Geotechnical Impacts

A description and analysis of the existing sub-soil conditions, including the potential for ground movement and settlement during excavation and potential impact on adjacent buildings and utility lines shall be required. This analysis shall also include a description of the foundation construction methodology, the amount and method of excavation, and the need for any blasting and/or pile driving and the impact on adjacent buildings and infrastructure. A Vibration Monitoring Plan shall be developed prior to commencing construction activities

to ensure that impacts from the project construction on adjacent buildings and infrastructure are avoided. Mitigation measures to minimize and avoid damage to adjacent buildings and infrastructure must be described.

Open Space Requirement

The Proponent shall be required to demonstrate that the Proposed Project is consistent with the 100 Acres PDA Master Plan.

Building Materials Resource Center

Building demolition activities may offer an opportunity for recycling, reprocessing or donation of construction and building materials (e.g., glass, brick, stone, interior furnishing) to the Building Materials Resource Center (the "BMRC"). This non-profit center offers, for only a handling fee, new and used materials for low and middle income homeowners. The Proponent is encouraged to contact the BMRC at the following address regarding disposal and/or acquisition of materials that may be appropriate for reuse:

Building Materials Resource Center
100 Terrace Street
Roxbury, MA 02120
617-442-8917

Boston Landmarks Commission Review

Boston Landmarks Commission (the "BLC") staff has reviewed the Article 80 PNF describing the proposal for 319 A Street Rear, Fort Point Channel. The Project Site is within the FPCLD, a local historic district, and within the boundaries of the Fort Point Channel Historic District, listed in the State and National Registers of Historic Places. The building at 319 A Street Rear is a five-story, red brick warehouse with minimal ornamentation, built in 1923 by the Boston Wharf Company as the Dwinell-Wright Company Warehouse. The building directly abuts the 1913 Kistler Leather Company building at 319 A Street Front. The project proposes complete demolition of 319 A Street Rear and subsequent new construction of a 240 foot high residential apartment building of 25-stories (including parking, services and mechanical penthouse). The new construction is proposed to directly abut the existing historic building at 319 A Street Front. As the Project Site is completely within the boundaries of the FPCLD, the proposal will require review before the FPCLDC. The Proponent has consulted with BLC and FPCLDC staff regarding the required Application and review process.

While the current proposal described in the PNF is substantially different from earlier proposals reviewed by BLC staff, comments regarding the changes and the current proposal will be limited, as the FPCLDC is now officially established

and required design review will be conducted by the FPCLDC at public hearings. Given the complexity of the proposal, design review will likely require multiple appearances before the FPCLDC. Staff suggests the project team begin with an Advisory Review before the FPCLDC to begin discussion of the proposed demolition and new construction. BLC and FPCLDC staff are available to consult with the project team in preparation for the Application and design review process.

The FPCLD Standards and Criteria recognize the work of other zoning processes, prior to completion of the FPCLD Study Report and designation of the District. The Standards and Criteria specifically indicate “the Commission will consider the rooftop addition to 319 Rear A St and/or Pastene Alley until the PDA Master Plan expires.” While the FPCLDC will recognize previous zoning processes and will consider the demolition of 319 A Street Rear, and the subsequent additional height for new construction, approval of the proposal is not guaranteed. While the Commission is required to consider the proposed demolition and additional height for new construction, the project team will need to present to the Commission detailed and compelling reasons to approve the proposal; feasibility studies of alternatives to demolition will be required, as well as mitigation for the loss of the historic structure and the impact of the new construction. While the demolition and height of the new construction will be the most controversial issues to discuss with the Commission, all details of the proposal will be reviewed, in applying the Specific Standards and Criteria. The potential impacts of the proposed demolition and new construction to the existing historic structure at 319 A Street Front will also be part of the review.

The FPCLDC held an Advisory Review session on January 14, 2010 regarding the Proposed Project. In order to initiate the FPCLDC’s formal review process, the Proponent will need to submit a formal application to the FPCLDC.

I. FIRE PREVENTION/CONTROL

The DPIR must address the comments of the City of Boston Fire Department, dated November 9, 2009, which are included in **Appendix A**. The Proponent is required to address all comments included in City of Boston Fire Department’s letter.

J. PUBLIC WORKS COMPONENT

The DPIR must address the comments from the Boston Public Works Department Commission (“BPWD”), dated December 17, 2009, included in **Appendix A**, and incorporated herein by reference and made a part hereof.

Site Plan

The Developer must provide an engineer's site plan for each phase at an appropriate engineering scale that shows curb functionality on both sides of all streets (including all private ways open to public travel) that abut the property.

Sidewalks

The Developer is responsible for the reconstruction of the sidewalks and roadways abutting the project, and where appropriate, extend the limits to the nearest intersection. In order to improve pedestrian flow to and from the site and is also requested to extend beyond the limits of the site other improvements to the immediate and relevant surrounding sidewalks and streets abutting the project.

This effort may constitute a License, Maintenance and Indemnification ("LM&I") agreement with the Public Improvement Commission (the "PIC"). In order to encourage and compliment pedestrian improvements and travel along all sidewalks within the Public ROW within and beyond the project limits, the reconstruction effort also must meet current ADA/AAB guidelines, including the installation of new or reconstruction of existing compliant pedestrian ramps at all corners of all intersections.

NOTE: The Developer is encouraged to contact Mr. Thomas Hopkins, Director of the Massachusetts Architectural Access Board ("MAAB"), as needed, to ensure compliance with, and adherence to, the MAAB Rules and Regulations.

Discontinuances

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

Landscaping

The Developer must seek approval from Mr. Ken Crasco, Chief Landscape Architect with the Parks and Recreation Department for all landscape elements. Program must accompany a LM&I with the PIC.

Street Lighting

Street lighting needs must be consulted with Mr. Joseph Banks of the Street Lighting Division with the BPWD, and where needed, be installed by the developer, and must be consistent with the area lighting, to provide a consistent urban design.

Roadway

Based on the extent of construction activity, including utility connections and taps, the Developer will be responsible for the reconstruction of the roadway

sections that immediately abuts the property, and where appropriate, extend the limits on re-construction to the nearest intersection and to insure compliance to ADA/ABA guidelines.

Roadway Clearance

The Highway Division of Public Works is responsible for the clearance process pertaining to BPWD capital projects, such as reconstruction, resurfacing, etc. The Developer must contact Mr. Mark Cardarelli in order to determine whether the development parcel(s) are on proposed capital projects, or are free of conflict.

Public Trash Receptacles

The Developer should consult with Mr. Tim McCarthy of BPWD, and is responsible for purchasing solar powered trash compactors to be used in public space consistent with City of Boston's plan.

Public Art

The Developer is to contact Ms. Karin Goodfellow of the Boston Arts Commission to participate with the City's public arts program, creating notable art pieces in public spaces.

Groundwater

The Developer should install groundwater-monitoring wells in accordance to ISD standards, to monitor groundwater levels during construction, and convey the wells to the Groundwater Trust through the PIC after the completion of the project.

Note: these are the general standard and somewhat specific BPWD requirements applicable to every project, more detailed comments will be addressed during the PIC review process.

K. AIRSPACE REQUIREMENTS

In the DPIR, the Proponent must demonstrate that the Proposed Project does not encroach into any critical airspace surfaces, as defined by the FAA, and will not affect aircraft operations.

L. PROPERTY CONSIDERATIONS

The Proponent must identify and delineate any and all property currently owned by others that it proposes to occupy temporarily or permanently as part of the Proposed Project's development.

The Proponent must also identify any and all private third party rights and/or interests in the Project Site that would be affected by the Proposed Project's

development. These rights may include (but not be limited to): leases, easements, existing agreements, covenants, restrictions, and other encumbrances that may affect the Proponent's ability to construct the Proposed Project.

Nothing in this section of the Scoping Determination or in the Proponent's response thereto is intended to obviate or reduce the Proponent's obligation to subject any applicable occupancies of public rights of way to PIC review, nor shall anything contained in this Scoping Determination or in the Proponent's response thereto have any effect on the Proponent's obligations to any third parties in connection with such third party's rights in the Proposed Project site.

M. DEVELOPMENT IMPACT PROJECT

Based on the information provided in the PNF, the Proposed Project's uses do not meet the square footage threshold under Article 80B-7 of the Code to require the Proponent to enter into a Development Impact Project ("DIP") agreement.

N. PUBLIC NOTICE AND CIRCULATION

The Proponent will be responsible for preparing and publishing in one or more newspaper(s) of general circulation in the City of Boston a Public Notice of the DPIR submission to the BRA as required by Article 80A-2. This notice shall be published within five (5) days after the receipt of the DPIR by the BRA. Public comments shall be transmitted to the BRA within forty-five (45) days of the date upon which the DPIR is submitted, unless such comment period is extended by the Proponent.

Following publication of the Public Notice, the Proponent shall submit a copy of the Public Notice to the BRA as well as the date of publication.

Two (2) copies of the DPIR should be delivered to the following library for review by the community:

- South Boston Branch Library, located at 646 East Broadway

APPENDIX A
ELECTED OFFICIALS' COMMENTS AND
CITY AGENCIES' COMMENTS

APPENDIX B

IAG COMMENTS

APPENDIX C
PUBLIC COMMENTS

APPENDIX D
SUBMISSION REQUIREMENTS FOR DESIGN DEVELOPMENT
AND CONTRACT DOCUMENTS

- A. Phase II Submission: Design Development
 - 1. Written description of the Proposed Project.
 - 2. Site sections.
 - 3. Site plan showing:
 - a. Relationship of the proposed building and open space and existing adjacent buildings, open spaces, streets, and buildings and open spaces across streets.
 - b. Proposed site improvements and amenities including paving, landscaping, and street furniture.
 - c. Building and site dimensions, including setbacks and other dimensions subject to zoning requirements.
 - 4. Dimensional drawings at an appropriate scale (e.g., 1" = 8') developed from approved schematic design drawings which reflect the impact of proposed structural and mechanical systems on the appearance of exterior facades, interior public spaces, and roofscape including:
 - a. Building plans
 - b. Preliminary structural drawings
 - c. Preliminary mechanical drawings
 - d. Sections
 - e. Elevations showing the Proposed Project in the context of the surrounding area as required by the Authority to illustrate relationships or character, scale and materials.
 - 5. Large-scale (e.g., 3/4" = 1'-10") typical exterior wall sections, elevations and details sufficient to describe specific architectural components and methods of their assembly.
 - 6. Outline specifications of all materials for site improvements, exterior facades, roofscape, and interior public spaces.

7. Eye-level perspective drawings showing the Proposed Project in the context of the surrounding area.
8. Samples of all proposed exterior materials.
9. Complete photo documentation (35 mm color slides) of above components including major changes from initial submission to the Proposed Project approval.

Phase III Submission: Contract Documents

1. Final written description of the Proposed Project.
2. A site plan showing all site development and landscape details for lighting, paving, planting, street furniture, utilities, grading, drainage, access, service, and parking.
3. Complete architectural and engineering drawings and specifications.
4. Full-size assemblies (at the project site) of exterior materials and details of construction.
5. Eye-level perspective drawings or presentation model that accurately represents the Proposed Project, and a rendered site plan showing all adjacent existing and proposed structures, streets and site improvements.
6. Site and building plan at 1" = 100' for Authority's use in updating its 1" = 100" photogrammetric map sheets.

Phase IV Submission: Construction Inspection

1. All contract addenda, proposed change orders, and other modifications and revisions of approved contract documents, which affect site improvements, exterior facades, roofscape, and interior public spaces shall be submitted to the BRA prior to taking effect.
2. Shop drawings of architectural components, which differ from or were not fully described in contract documents.

APPENDIX A
ELECTED OFFICIALS' COMMENTS AND
CITY AGENCIES' COMMENTS

Kara, Kristin

From: Butler, Thomas (SEN) [Thomas.Butler@state.ma.us]
Sent: Friday, December 11, 2009 4:11 PM
To: Kara, Kristin
Subject: 319 A Comments

Kristen,

Senator Hart reviewed the comments made by FPAC and the IAG. It is his feeling that their comments covered most of the major concerns with the development. We do have a formal letter put together and it should have went out in the mail today. Sometimes our mail takes a little longer, hopefully you receive it by Monday. Hope you have a nice weekend.

Best,

Tommy Butler
Office of Senator Jack Hart
Room 109 C
State House
617-722-1150

Kara, Kristin

From: Houghtaling, Carol (HOU) [Carol.Houghtaling@state.ma.us]
Sent: Friday, December 11, 2009 3:49 PM
To: Kara, Kristin; Cheryl Forte
Cc: Butler, Thomas (SEN); Jackson, Jennifer (SEN); Burbidge, Heidi; Dillon, Sheila - BRA; Linehan, Bill; Flaherty, Michael (City Council); Bill.bmail@gmail.com; CT@sta-inc.com; gschaffner@rcn.com; jen@tobedesigned.net; llukas@lukasgroup.com; llukas@smma.com; mfoley@jackconway.com; tvaboston@hotmail.com
Subject: RE: IAG comment letter re 319 A St Rear
Expires: Wednesday, June 09, 2010 12:00 AM

Hi Kristin,

Just wanted to let you know that Rep. Wallace fully supports and agrees with the comments from the IAG and FPAC. We share the same concerns about the height of the building, the adverse impact on the surrounding streets and the inadequacy of the parking. We strongly believe that the "extraordinary benefits" are not enough to justify the variances they will need and feel that allowing such a height will set a dangerous precedent and will likely do irreparable harm to the fabric of the Fort Point neighborhood.

Thank you,

Carol

Carol Houghtaling
Legislative Aide
Office of State Representative Brian P. Wallace Room 472 The State House Boston, MA 02133

617-722-2013
617-722-2239 (fax)

carol.houghtaling@massmail.state.ma.us

-----Original Message-----

From: prvs=158907dbe0=kristin.kara.bra@cityofboston.gov
[mailto:prvs=158907dbe0=kristin.kara.bra@cityofboston.gov] On Behalf Of Kara, Kristin
Sent: Friday, December 11, 2009 2:31 PM
To: Cheryl Forte
Cc: Butler, Thomas (SEN); Houghtaling, Carol (HOU); Jackson, Jennifer (SEN); Burbidge, Heidi; Dillon, Sheila - BRA; Linehan, Bill; Flaherty, Michael (City Council); Bill.bmail@gmail.com; CT@sta-inc.com; gschaffner@rcn.com; jen@tobedesigned.net; llukas@lukasgroup.com; llukas@smma.com; mfoley@jackconway.com; tvaboston@hotmail.com
Subject: RE: IAG comment letter re 319 A St Rear

Dear Cheryl and IAG Members:

MEMORANDUM

TO: Kristin Kara
FROM: David Carlson
DATE: December 15, 2009 and as amended
SUBJECT: **319 A Street Rear PNF**
Scoping Comments

The 319 A Street Rear Project is a proposal by Archon Group LP and Goldman Properties (operating as W2005 BWH II Realty, LLC) to redevelop as a 232-unit (rental) residential tower the existing building and site at 319 A Street Rear in the Boston Wharf Company area of the South Boston Seaport District. This site (Parcel A-3) is also within PDA No. 69, also known as the '100 Acres' PDA Master Plan area. This Project calls for the demolition of the existing 5-story light industrial structure and construction of a new 25-story residential tower with access from Boston Wharf (West Service) Road and Pastene Alley. 319 A Street would remain, as would 327-337 Summer Street. The existing 319 A Street Rear building is temporarily occupied at present with tenants-at-will under the auspices of a transitional artist work space program. Pursuant to the 100 Acre Plan, the southwestern facade of the tower will define the future Melcher Street extension. This location is also within the newly formed Fort Point Channel Landmark District and will be subject to the review of that newly-formed Commission - in fact, will be their first significant Project. (FPCLDC approval of the demolition will be required.) The architect is ADD Inc.

This Project aims to create a strong new residential presence in the area, and takes advantage of the opportunities afforded by the 100-Acre Plan to create height and value. The question is how the building and its programs relate not only to the existing and near future interim conditions, but how it will be positioned in the future when other development (Seaport Square, Convention Center, Post Office sites) occurs. The ground floor and parking program shift the interim to A Street and the longer term to future Melcher, and this strategy should be discussed in detail. The Proposed Project increases the FAR on its own site to about 13.7, but the PDA Master Plan determines FAR over aggregated parcels and also allows several sites to exceed height and FAR based on exceptional benefits that are not simply more of what is already proposed. (One such suggested benefit is the donation of 327 Summer for use as artists' housing/workspace.) The height proposed is up to 242' as measured from Pastene Alley, with a 19-foot HVAC penthouse that rises to the FAA limit, although height as defined by the PDA relates to Summer Street for Parcel A3. Parking is on the lower podium floors.

Comments are offered related to a few environmental categories as well as Urban Design; please take these as modest augmentations or fine-tuning of comments offered by others.

DAYLIGHT COMPONENT

A daylight analysis for both build and no-build conditions shall be conducted by measuring the percentage of skydome that is obstructed by the Proposed Project building(s) and evaluating the net change in obstruction. If alternative massing studies are requested or result as part of the Article 80 development review process, daylight analysis of such alternatives shall also be conducted for comparison. The study should treat three elements as controls for data comparisons: existing conditions, the 'as-of-right' (defined in this case as the 180' allowed under the PDA), and context examples. The areas of interest include Summer and A streets, Pastene Alley, Boston

Wharf Road extension, and the proposed centerline of future Melcher Street extension. Daylight analyses should be taken for each major building facade fronting these existing and future public ways. The midpoint of each public accessway or roadway should be taken as the study point. The BRADA program must be used for this analysis.

If a Proponent wishes to substitute a more contemporary computer program for the 1985 BRADA program, its equivalency must first be demonstrated to the satisfaction of BRA staff before it is utilized for inclusion in the DPIR, and it must be commonly available to Boston development team users.

URBAN DESIGN COMPONENT

The BCDC voted to review the Proposed Project on January 5, 2010 and saw a preliminary presentation. The Project was referred to Design Committee. When sufficient progress in preparation of a Preferred Alternative in the DPIR in response to the Scoping Document has been made pursuant to preliminary BCDC, IAG, FPCLDC and BRA staff comments, BCDC Design Committee meetings should be scheduled by contacting David Carlson, Executive Director of the BCDC. Minutes from the 319 A Street Rear portion of the January BCDC meeting are attached.

It should be noted that a more advanced design will allow more in-depth comment at the DPIR stage. We reserve the right to comment at that stage toward the submission of an FPPIR. In general, we will ask for studies related to all requested alternatives, with certain modifications, as well as comparisons to both existing conditions and an 'as-of-right' alternative.

The 319 A Street Rear Project is at a key location in the 100 Acre Plan, and stands to benefit from not only the development of the Post office parcels nearby to the east and south, but also the potential expansion plans of the BCEC and Seaport Square. It is worthwhile to consider carefully both the embedded principles and the potential future build-out scenarios in designing this Project's ability to best interface with the future of the District. The following urban design objectives should be addressed in the DPIR submission for all scenarios except as noted.

- 1) The Project shall take into account as strict height limits the FAA limits as defined by the FAA and Massport, since the bounds impact this Project site.
- 2) Standard alternatives for study include no-build, and an 'as-of-right' build-out...in this case an FAR and height that conform with the parameters for Parcel A-3 in PDA #69. This alternative will conform to the density planned and anticipated in this area under current zoning and therefore under MHP and FPCLD guidelines, if and as applicable. The Proponent has presumed a process allowing the flexibility in density and height appropriate in the 100 Acre PDA under the aegis of extraordinary benefits, which will clearly need to be defined. We therefore assume that the Proposed Project as represented in the DPIR will have taken into account any necessary mitigating factors economic and otherwise, discovered as a result of further studies by the Proponent.
- 3) The Proposed Project should meet the 'performance standard' of *generally* having a lesser degree of environmental impacts than either the full 'as-of-right' build-out or existing conditions, whichever are most impactful. I.E., criteria such as daylight, shadows, and wind should be *at least* neutral or improved *on average*, recognizing that some elements or points may be worse, but proving that the whole is better as a Project. We

will expect in fact that mitigations or positive urban benefits will result from this Project and in balance far outweigh *any* negative impact.

4) Given that this is a podium strategy, the highest building elements generally should be set back from the primary adjacent streets to the extent possible, particularly in areas of high (and possibly future) pedestrian use, given the site's infrastructure and dimensional constraints. Where desirable to create an emphasis or entry, the high elements could come straight down to the ground...but only if wind conditions permit such. We ask that any infrastructure constraints in particular be studied to clarify any limitations for the southeast corner (closest adjacency to the tunnel box system).

5) The most active ground floor program elements (lobby, possible local retail, service, or cafe) should be not only retained but enhanced as a positive element of the Project, with entries possibly on all sides. A pedestrian future along Melcher extension and Boston Wharf Road extension should be enhanced by building in a certain amount of flexibility in the building ground floor spaces – to the extent creatively feasible. Consider that connections to Summer Street may exist via the parcel across Boston Wharf Road extension; if economically and otherwise reasonable and feasible, it may be possible to consider a direct bridge connection to Summer. Transparency should be strategic, both interim and long-term. Incorporate bicycle stations into the Project if possible.

6) Multiple upper story uses are also encouraged, if possible, to enliven the streets with a diversity of activity throughout the day. Necessary service and access functions should not occur in areas where they will *directly* impact key points in the paths of residents and visitors.

7) Above-grade garage floors should be eliminated if possible, or minimized by use of simple mechanical systems to maximize efficiency. If a convincing case is made that there is no feasible alternative, or in the case of minimized SF usage, the garage should have active program uses on the primary public sides. The treatment of any directly visible portions of the garage should be of a high architectural character with robustly convincing detail.

8) The Proposed Project's podium setback has a green roof potential which should be investigated. The podium level programming, if freed up by an increase in Garage efficiencies, could contribute to the mix of uses (possibly including artist studios, etc. and some quasi-public space) that ultimately will enrich the building and the area.

9) Street edges and new sidewalks created as a result of any version of the Proposed Project must conform to all applicable standards and be appropriately sized to bear pedestrian traffic peaks. Street trees and plantings, if and where appropriate, should be included in site plans. Pedestrian paths in general should be reinforced, anticipating multiple pathways through the site, and through the buildings themselves where possible. Future connections should be considered, as well as existing elements such as Pastene Alley. The interim thinking for the drive around 319 Front should be carefully considered in terms of both its experienced environment and pragmatic use. The 319 Rear property should secure a direct frontage onto Boston Wharf Road extension.

10) The architectural expression of the tower element should be clarified, a strategy identified, as suggested in the BCDC conversation. The tower's relationship to the

FPCLD is key, but so is its relationship to the planned development elsewhere, particularly the Seaport Square and Post Office parcels and the BCEC potential expansion. Consider the view studies requested in the list of materials later to achieve a massing and orientation – possibly but not necessarily a sidedness - which begins to relate the scale of the tower and podium element down to that of the appropriate scale-giving datum elements in the area. Clearly at this location the future condition must be acknowledged.

11) The architectural expression of the podium element should arguably partake of the tower element to connect the two vertically. Differentiation by programming elements (lobby/retail, artist use/parking, residential) may lend itself to this effort, while possibly enriching the podium wall which will, over time, likely be the most perceived aspect of the Proposed Project. Go beyond the preliminary PNF drawings.

Among others, the refined design included in the DPIR must satisfactorily address all the above parameters. We urge the Proponent to attend related planning meetings on the BCEC expansion. An accurate sense of scale, in the meantime, of the Proposed Project in its existing and future context must be achieved. Focus on key distanced views, as well as key intermediate/user viewpoints, and the fact that it is rooted in the FPCLD and a larger area literally created by industry, to guide the design composition of the Proposed Project. Reinforce all pedestrian pathways; develop a plan which shows the building program and how it supports such activity within the future pedestrian/public access network. Active programming that will engage the public and ideally spill seasonally into both the present and future public realms at the ground floor should be maximized. Take note of the fundamental contextual strengths of the site, and incorporate that sense into the overall design approach.

We reserve the right to add additional concerns during the course of the process of combined BRA staff, IAG, FPCLDC and BCDC review which may affect the responses detailed in the DPIR. The following urban design materials for the Proposed Project's schematic design must be submitted for the DPIR.

1. Written description of program elements and space allocation (in square feet) for each element, as well as Project totals.
2. Neighborhood plan, elevations and sections at an appropriate scale (1"=100' or larger as determined by the BRA) showing relationships of the proposed project to the neighborhood context:
 - a. massing
 - b. building height
 - c. scaling elements
 - d. open space
 - e. major topographic features
 - f. pedestrian and vehicular circulation
 - g. land use
3. Color, or black and white 8"x10" photographs of the site and neighborhood.
4. Sketches and diagrams to clarify design issues and massing options.
5. Eye-level perspective (reproducible line or other approved drawings) showing the proposal (including main entries and public areas) in the context of the surrounding area. Views should display a particular emphasis on important viewing areas such as key intersections, pathways, or public parks/attractions. Some suggested viewpoints include: north and south along the Haul Road, A Street, and the Boston Wharf Road corridors, east and west along the Summer Street corridor, from Fort Point Channel, from the BCEC and

- World Trade Center, the Green at Fan Pier, the South Boston elevated neighborhood, et al. Long-ranged (distanced) views of the proposed project must also be studied to assess the impact on the skyline or other view lines. At least one bird's-eye perspective should also be included. All perspectives should show (in separate comparative sketches) at least both the build and no-build conditions; any alternatives proposed should be compared as well. Planned context (projects approved) should also be included in build conditions. The BRA should approve the view locations before analysis is begun. View studies should be cognizant of light and shadow, massing and bulk.
6. Additional aerial or skyline views of the project, if and as requested.
 7. Site sections at 1"=20' or larger (or other scale approved by the BRA) showing relationships to adjacent buildings and spaces.
 8. Site plan(s) at an appropriate scale (1"=20' or larger, or as approved by the BRA) showing:
 - a. general relationships of proposed and existing adjacent buildings and open spaces
 - b. open spaces defined by buildings on adjacent parcels and across streets
 - c. general location of pedestrian ways, driveways, parking, service areas, streets, and major landscape features
 - d. pedestrian, handicapped, vehicular and service access and flow through the parcel and to adjacent areas
 - e. survey information, such as existing elevations, benchmarks, and utilities
 - f. phasing possibilities
 - g. construction limits
 9. Massing model (ultimately in basswood) at 1":40'0" for use in the Authority's Downtown Model
 10. Study model at 1" = 16' or 1" = 20' showing preliminary concept of setbacks, cornice lines, fenestration, facade composition, etc.
 11. Drawings at an appropriate scale (e.g., 1":16'0", or as determined by BRA) describing architectural massing, facade design and proposed materials including:
 - a. building and site improvement plans
 - b. neighborhood elevations, sections, and/or plans showing the development in the context of the surrounding area
 - c. sections showing organization of functions and spaces, and relationships to adjacent spaces and structures
 - d. preliminary building plans showing ground floor and typical upper floor(s).
 - e. phasing, if any, of the Proposed Project
 12. A written and/or graphic description of the building materials and its texture, color, and general fenestration patterns is required for the proposed development.
 13. Electronic files describing the site and Proposed Project at Representation Levels one and two ("Streetscape" and "Massing") as described in the document *Boston "Smart Model": CAD & 3D Model Standard Guidelines*.
 14. Full responses, which may be in the formats listed above, to any urban design-related issues raised in preliminary reviews or specifically included in the BRA scoping determination, preliminary adequacy determination, or other document requesting additional information leading up to BRA Board action, inclusive of material required for Boston Civic Design Commission review.
 15. Proposed schedule for submission of all design or development-related materials.
 16. Diagrammatic sections through the neighborhood (to the extent not covered in item #2 above) cutting north-south and east-west at the scale and distance indicated above; consider both existing and planned/approved future conditions.
 17. True-scale three-dimensional graphic representations of the area indicated above either as

aerial perspective or isometric views showing all buildings, streets, parks, and natural features.

SHADOW AND WIND COMMENTS

All net new shadows shall be defined as outlined elsewhere either by darker tone or color and shall be clearly shown to their full plan extent, whether on street, park, or rooftop. Shadows are a microclimate issue; in a Landmark District without significant immediate open space resources, some attention should be focused on any potential impact on the life of the historic structures.

Regarding wind, all wind tunnel test points shall be approved by BRA staff before conduction of testing. Wind analysis may be requested at points within several blocks of the property (ies) in question; where contiguous to open space, analysis may extend further to likely bounds of no impact. Analysis of results and effective mitigation shall be presented in the DPIR using diagram methodology so that the delta or changes manifested by the project relative to existing or as-of-right conditions...again, whichever provides the higher base impacts...are clearly understood.

INFRASTRUCTURE SYSTEMS COMPONENT

An infrastructure impact analysis must be performed.

The discussion of Proposed Project impacts on infrastructure systems should be organized system-by-system as suggested below. The applicant's submission must include an evaluation of the Proposed Project's impact on the capacity and adequacy of existing water, sewerage, energy (including gas and steam), and electrical communications (including telephone, fire alarm, computer, cable, etc.) utility systems, and the need reasonably attributable to the proposed project for additional systems facilities.

Any system upgrading or connection requiring a significant public or utility investment, creating a significant disruption in vehicular or pedestrian circulation, or affecting any public or neighborhood park or streetscape improvements, comprises an impact which must be mitigated. The DPIR must describe anticipated impacts in this regard, including specific mitigation measures, and must include all nearby Proposed Project (i.e. Seaport Square, the Congress Street Hotel, the 100 Acres itself, Melcher Street, 316-22 Summer Street, et al.) build-out figures in the analysis. The standard scope for infrastructure analysis is given below:

1. Utility Systems and Water Quality

- a. Estimated water consumption and sewage generation from the Proposed Project and the basis for each estimate. Include separate calculations for air conditioning system make-up water
- b. Description of the capacity and adequacy of water and sewer systems and an evaluation of the impacts of the Proposed Project on those systems; sewer and storm drain systems should include a tributary flow analysis as part of this description
- c. Identification of measures to conserve resources, including any provisions for recycling or 'green' strategies, including green roofs

- d. Description of the Proposed Project's impacts on the water quality of Boston Harbor or other water bodies that could be affected by the Project, if applicable
- e. Description of mitigation measures to reduce or eliminate impacts on water quality
- f. Description of impact of on-site storm drainage on water quality
- g. Information on how the Proposed Project will conform to requirements of the Ground Water Trust under Article 32, if applicable, by providing additional recharge opportunities
- h. Detail methods of protection proposed for infrastructure conduits and other artifacts, including the Central Artery/Third Harbor tunnel boxes and BSWC sewer lines and water mains, during construction
- i. Detail the energy source of the interior space heating; how obtained, and, if applicable, plans for reuse of condensate.

Thorough consultation with the planners and engineers of the utilities will be required, and should be referenced in the Infrastructure Component section.

2. Energy Systems

- a. Description of energy requirements of the project and evaluation of project impacts on resources and supply
- b. Description of measures to conserve energy usage and consideration of the feasibility of including solar energy provisions or other on-site energy provisions, including wind, geothermal, and cogeneration.

Additional constraints or information required are described below. Any other system (emergency systems, gas, steam, optic fiber, cable, etc.) impacted by this development should also be described in brief.

Although there may be other historical artifacts of interest and possible constraint, the major infrastructure artifact quite close to this location is the Mass Pike extension/Third Harbor Tunnel tunnel box structure(s) to the southeast. Regardless of the Proponent's stated intent not to have below-grade parking to avoid the tunnel box and the water table (and cost), evidence should be provided that the necessary structural elements of the Proposed Project will not disturb the tunnel structure and its supporting fill. On lesser notes, the location of transformer and other vaults required for electrical distribution or ventilation must be chosen to minimize disruption to pedestrian paths and public improvements both when operating normally and when being serviced, and must be described. Storm drain and sewage systems should be separated or separations provided for in the design of connections.

Excerpted from the minutes of the BCDC of January 5, 2010:

LW was recused from the next item. The next item was a presentation of the **319 A Street Rear Project**. John Mattison (JM) of the Archon Group noted that the first phase on their overall properties in the area was to spruce up buildings for marketing and leasing. 311 Summer (ADD Inc's building) was part of a second phase. We are working on 319 now, and will then move on to 327/337 Summer Street. We are looking at a 2014 delivery date for this product. The team had looked at a much larger project; working with the BRA and the BLC, it was reduced to the current proposal. It had initially encompassed the buildings on Summer.

James Gray (JG) of ADD Inc. introduced the design using a model and PowerPoint. He showed its location within the 100-Acre Plan and noted its category as a building site allowing extra height. An axonometric of the Plan was shown. JG noted that the prior proposal designed with Kallman, McKinnell & Wood had significantly compromised the historic buildings on Summer Street and covered the alley. JG: The current plan leaves 327/337 Summer intact and preserves Pastene Alley. A study of the alleys in the District is part of the Copley Wolff plan. The parking is above grade to avoid the tunnel box, which comes near the site. (Shows interim condition in plan, and then the future condition, with the Melcher Street Extension.) JG noted that there is some expressed preference to extend the retail/amenities to the corner of West Service Road, and that the 'exceptional public benefits' noted in the 100 Acre Plan allowed height. JG noted the Project's list of benefits. He then showed the existing building at 319 A Street Rear, and examples of other buildings in the area that informed their thinking - vertical windows, dark cornices, etc. The design has elements which recall the existing District, using terra cotta as a material, with more glass on the ends of the tower.

John Copley (JC) stated the intent of respecting the character of the District, and its materials of cobbles and metal. There is about 17-20' of width on the south. We are using the idea of 'pilasters' expressed on the building's (319 A Street front) structural rhythm, in the paving. There is a fence along the edge, with brick and Cor-Ten steel planks and a thin row of trees. We looked at a flush surface with bollards, but they took up too much space. (Shows the sidewalk and driveway section, with about 2.5' of planting.) JC: There are street trees on Boston Wharf Road, and cobbles in the loading area and against the building along Pastene Alley.

Deneen Crosby (DC): My sense of the building and area is that it's austere; the planting is not really necessary. You could just use thin planters. JG: I think I may agree; no one can enjoy this as they do the plantings (on A Street) by 311 Summer. Paul McDonough (PM): What are you doing with Pastene Alley? The Archon team noted the change over time in the buildings along Summer as they come down to grade. There is retail back in 319 A Street Front. There are cobbles reclaimed under the asphalt, but allowing for ADA compliance; there is no green to speak of, because there is too much activity. Linda Eastley (LE): I have the same question, regarding the use of the alley. JG noted the loading needs, and the difficulty of accommodating those within the building. The vehicular access, looped around 319 Front, is the way that works now, and we will keep Pastene as a service alley. LE: You could access the building off the alley. (MD asked to see the Melcher Extension plan again; JG complied.) Daniel St. Clair (DS): What happens with 319 Front? JM: We are leasing it now as commercial space. We're not sure about the long term; it could be residential. DS: Really the only governor on the height, assuming the benefits are okay, is the FAA? JG: Yes. The parking ratio is forward-looking: 98 spaces for 232 units.

David Hacin (DH): I am curious about the status of the FPCLDC - where are you in their review? JG: We are going next week for an advisory review, but their regulations permit height and demolition here

because their Guidelines include the 100 Acre Plan. DH: Melcher Street is a beloved street; I want to understand what the visual sequence is, given the podium projection and the height. I would support this over the previous project you showed us. Your view is more convincing from the BCEC. From the District, it's a different story; the glass just ends at the top of the roof, it doesn't quite fit. David Manfredi (DM): The orientation of the front door for today vs the future is key. You want to believe that Melcher will be extended, and that West Service will be nice, and that alleys should be alleys. But if you believe, then you would the entry there, and not a garage ramp. David raised a good issue about Melcher Street; we want to understand if that's right. I take it the layout follows the property line. JG: Yes, we are already encroaching on the alley. PM: this is *acting* like 319 Rear. JG: It's difficult to change, and we may end up deciding this is okay. DM: But you could pull off Pastene, and occupy the corner; it's worth looking at. JG noted the issue of the retail (blue on the diagram) going to the corner, but added that obviously right now no retailer would go there. JM: We've always faced A Street; we own the Necco Street garage.

Andrea Leers (AL): I'm trying to wrap my mind around the Project in the 100 Acre Plan, looking at that with the bigger context and not your model. I wonder if, like the loft buildings in the area, the building would be better as a simple extrusion, and not change its character. Perhaps you are *too* driven by the context. Either make it fit, or make it clearly different; this is in-between. Confining the Project to this site is better than straddling the alley, and the residential use is good, but the parking podium (doesn't jive). JG defended the podium nod to the context. AL: NOT being constrained to what you feel you have to do - with the streetwall and facade treatment - may make it better. DH: I am thinking of the likely FPCLDC issues. Maybe marry it at the base, but you can be freer above. MD: This is hard to assess. Seaport Square, for example, is across the street. It would be better to see this in the broader, future project context. Look at it with that in mind. JG: I don't agree or disagree; we saw this as a transitional building. DH: The context is very important...for example, the Post Office properties. (JG shows the axon again.) MD: The issue is not so much the nature of the Project's benefits, but more the larger context it will fit in. PM agreed that the upper stories should look like the future.

Bill Rawn (WR): I'm not sure I agree. I'd like to see a 180' building. You are the first building to break new ground; I want to understand how it fits in. What urban design principles are you using to defend what you are suggesting - as well as the context. AL: Is this building as an *event* your strategy, or is it as a part of a *larger* strategy? DM: What's interesting - what Bill is asking - is what the other buildings might realistically be. The Post Office property - can that actually be 180'? JG noted briefly some history of the 100 Acre planning, with Boston Properties representing the Post Office interests. AL: But if the constraints are there, then this *is* exceptional, and that *is* your strategy. It's important to understand this proposal in its future context. JG: Transitional, except in height. AL: That's just a word; you have to give it meaning. JG: ...What can you suggest of the views? DH: Views down Melcher Street - is the corner of the building in that? AL: And from the Summer Street bridge, it will be very visible.

WR: This has five lower floors of parking. I'm not sure that's desirable if it will be found throughout the District. Why is that the solution, as opposed to having other structures? The District needs to have a stance, so that not all buildings have a (parking) podium. JM: This is not a luxury market, and there is cost implications (for underground parking) because of the adjacency to the tunnel, and the water table. WR: We think you owe us more of an explanation. AL: So you can't do it because of the cost? Archon team: Also, the danger of undermining the tunnel box. There are other parking venues in the 100 Acres, but as the first project, we have to deal with it ourselves. MD: Are there other comments from the public? Hearing none, the 319 A Street Rear Project was duly sent to Design Committee.

Kara, Kristin

From: Fitzgerald, James
Sent: Thursday, December 03, 2009 5:14 PM
To: Kara, Kristin
Cc: McGuinness, Richard; Gingrich, Valerie; Knasas, Mary - BRA; Shen, Kairos
Subject: 319 A Street Rear

Kristin,

As we had discussed previously, here are my transportation related issues with the proposed project:

- The proponent needs to overlay their proposed site design on the most recent roadway network plan for the 100 Acres (as developed by ADD Inc and dated 6/23/08). This will allow us to evaluate the optimum location for the project's garage access

As for the current proposal:

- It is my understanding that this portion of West Service Road is under the jurisdiction of MassDOT as opposed to BTD. The proponent needs to confirm this and if so, needs to coordinate with MassDOT on the 2 new proposed connections.
- Pastene Alley was not envisioned to connect with West Service Road in the 100 Acres plan. The proponent needs to discuss their rationale for this and solicit the opinion's of abutters and the community.
- The close proximity of the current garage access to the Pastene Alley connection is typically not a preferred condition and needs to be evaluated and justified. The adjacent vehicular connections creates a challenging condition to pedestrians and often impacts traffic circulation and creates vehicular conflicts.

Thanks

Jim Fitzgerald
Sr. Manager, Transportation & Infrastructure
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201
617.918.4327

Kara, Kristin

From: Giers, Bob
Sent: Thursday, December 17, 2009 4:33 PM
To: Kara, Kristin
Cc: Jayasinghe, Para; Leo, Vincent; Banks, Joseph; Spinetto, Stephen; Crasco, Ken - Parks Dept.; McCarthy, Timothy (Public Works); Cardarelli, Mark; Goodfellow, Karin; 'Hopkins, Thomas (DPS)'
Subject: 319 A Street Rear Project

Hi Kristin,

Here are PWD comments for the above project bounded by A Street, Pastene Alley, West Service Road and the U.S. Postal Service in South Boston, where the developer is estimating the cost of the project to be approximately \$115,000,000.

Site Plan:

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

Sidewalks:

Developer is responsible for the reconstruction of the sidewalks and roadways abutting the project, and where appropriate, extend the limits to the nearest intersection. In order to improve pedestrian flow to and from the site and is also requested to extend beyond the limits of the site other improvements to the immediate and relevant surrounding sidewalks and streets abutting the project.

This effort may constitute a License, Maintenance and Indemnification (LM&I) agreement with the Public Improvement Commission (PIC). In order to encourage and compliment pedestrian improvements and travel along all sidewalks within the Public Right of Way within and beyond the project limits the reconstruction effort also must meet current ADA/AAB guidelines, including the installation of new or reconstruction of existing compliant pedestrian ramps at all corners of all intersections.

NOTE: The developer is encouraged to contact Mr. Thomas Hopkins, Director of the Massachusetts Architectural Access Board, as needed, to ensure compliance with, and adherence to, the MAAB Rules and Regulations.

Discontinuances:

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

Landscaping:

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

Street Lighting:

Street lighting needs must be consulted with Mr. Joseph Banks of the Street Lighting Division with the BPWD, and where needed, be installed by the developer, and must be consistent with the area lighting, to provide a consistent urban design.

Roadway:

Based on the extent of construction activity, including utility connections and taps, the Developer will be responsible for the reconstruction of the roadway sections that immediately abuts the property, and where appropriate, extend the limits on re-construction to the nearest intersection and to insure compliance to ADA/AAB guidelines.

Roadway Clearance:

The Highway Division of Public Works is responsible for the clearance process pertaining to BPWD capital projects, such as reconstruction, resurfacing, etc.

Developer must contact Mark Cardarelli in order to determine whether the development parcel(s) are on proposed capital projects, or are free of conflict.

Public Trash Receptacles:

Developer to consult with Tim McCarthy of BPWD, and is responsible for purchasing solar powered trash compactors to be used in Public space consistent with City of Boston's plan.

Public Art:

Developer is to contact Karin Goodfellow of the Boston Arts Commission to participate with the City's public arts program, creating notable art pieces in public spaces.

Groundwater:

Developer should install groundwater-monitoring wells in accordance to ISD standards, to monitor groundwater levels during construction, and convey the wells to the Groundwater Trust through the PIC after the completion of the project.

Note: these are the general standard and somewhat specific BPWD requirements applicable to every project, more detailed comments will be addressed during the PIC review process;

Any questions please give me a call at 617-635-4966

Thank you, Bob Giers

December 29, 2009

John Palmieri, Director
Boston Redevelopment Authority
Boston City Hall, Room 925
Boston, MA 02201
Attention: Kristin Kara, Senior Project Manager

Re: 319 A Street Rear (AKA Parcel A₃), Fort Point Channel, South Boston
Project Notification Form

Dear Director Palmieri:

The City of Boston Environment Department has reviewed the Project Notification Form (PNF) and offers the following comments.

The Proponent, W2005 BWH Realty, L.L.C., proposes to demolish an existing building and construct at the rear of the existing 319 A Street, a 25 story (plus a full-floor mechanical penthouse), 279.65-foot high (top of roof) structure with about 98 spaces on above-grade parking levels two through five and 232 rental apartments on the upper floors. All parking will be accessory to the residential use.

Staff of the Boston Landmarks Commission (BLC) notes that the project site is within the Fort Point Channel Landmark District (FPCLD), a local historic district, and within the boundaries of the Fort Point Channel Historic District, listed in the State and National Registers of Historic Places. The building at 319 A Street Rear is a five-story, red brick warehouse with minimal ornamentation, built in 1923 by the Boston Wharf Company as the Dwinell-Wright Company Warehouse. The building directly abuts the 1913 Kistler Leather Company building at 319 A Street Front. The project proposes complete demolition of 319 A St Rear and subsequent new construction of a 240 foot high residential apartment building of 25-stories (including parking, services and mechanical penthouse). The new construction is proposed to directly abut the existing historic building at 319 A St Front. As the project site is completely within the boundaries of the FPCLD, the proposal will require review before the FPCLDC. The project team has consulted with BLC and FPC staff regarding the required Application and review process; required design review will be conducted by the FPCLDC at public hearings. Given the complexity of the proposal, design review will likely require multiple appearances before the FPCLDC. Staff suggests that the project team begin with an Advisory Review before the FPCLDC to begin discussion of the proposed demolition and new construction. BLC and FPC staff is available to consult with the project team in preparation for the Application and design review process.

The FPCLD Standards and Criteria recognize the work of other zoning processes, prior to completion of the FPCLD Study Report and designation of the District. The Standards and Criteria specifically indicate "the Commission will consider the rooftop addition to 319 Rear A St and/or Pastene Alley until the PDA Master Plan expires." The FPCLDC will recognize previous zoning processes and will consider the demolition of 319 A St Rear, and the subsequent additional height for new construction but approval of the proposal is not guaranteed. While the Commission is required to consider the proposed demolition

and additional height for new construction, the project team will need to present to the FPCLDC detailed and compelling reasons to approve the proposal; feasibility studies of alternatives to demolition as well as mitigation for the loss of the historic structure and the impact of the new construction. While the demolition and height of the new construction will be the most controversial issues to discuss with the Commission, all details of the proposal will be reviewed, in applying the Specific Standards and Criteria. The potential impacts of the proposed demolition and new construction to the existing historic structure at 319 A St Front will also be part of the review.

For questions about these comments or information about the FPCLDC design review process, please contact Gary Russell, BLC Staff Architect, or Caitlin Greeley, FPCLD Preservation Planner, at 617-635-3850.

The parcel is eligible for height in excess of 180 feet if exceptional public benefits are provided. They are defined as significant contributions to one or more of the following objectives:

- increasing the City's housing supply;
- expanding the City's economic base;
- enhancing the environment;
- strengthening the transportation infrastructure; and
- mitigating development impacts.

The PNF identifies the project's exceptional benefits as:

- increasing housing stock by a number in excess of those that might fit into a building with a 180-foot height on a site on which non-residential uses are also allowed;
- mitigating development impacts by paying about \$900,000 to the 100 Acre Master Plan sinking fund; and
- payment of about \$163,000 more in property taxes each year.

The specific definitions of exceptional public benefits is unclear. For example, would the estimated 160 units in a 180-foot high building be the same size as the units proposed for the project? This department and the Boston Landmarks Commission (BLC) request more detailed definitions and examples of exceptional public benefits.

The site, at the east end of Pastene Alley (owned by the Proponent), is roughly bordered by the West Service Road, United States Parcel Service (USPS) land and 319 A Street Front (a former warehouse). The site is occupied by a five-story, 37,920 square foot (SF) warehouse building used as artist work space.

Pedestrian and vehicular access from A Street will be via Pastene Alley at the northern edge of the project site, looping under the existing overpass at 319 A Street Front and back to A Street at the southern end of the site. One loading bay and one trash removal bay, accessible from Pastene Alley, are proposed.

The project is located in the Groundwater Conservation Overlay District (GCOD).

The PNF states that the project site is four blocks, slightly over ¼ mile, from South Station. Figure 3-3, *Public Transportation in the Study Area*, shows MBTA bus routes, the Silver Line route and the Red Line. A circle identifies a 3/8 mile radius from the project site. South Station is outside the radius. We request that the Draft Project Impact Report (DPIR) provide a map that shows transit within a ¼- and a ½ mile radius of the project site.

Transportation Demand Management (TDM) measures for the project may include:

- Transportation Coordinator.
- Tenant and Resident Orientation Package with transit information.
- Web site with transit information.
- On-site bicycle racks and secure bicycle storage for every three residential units.
- Car sharing if there is demand.

This department supports the provision of transit information in a tenant/resident information package and on a Web site and suggests that rate and schedule information for public and private transit routes (including water) be posted in a prominent common area. We recommend that bicycle racks be provided for visitors to the project.

After discussions and in accord with the Boston Public Health Commission (BPHC), we request that the DPIR include a map showing locations of the following uses within a ¼ and a ½ mile radius of the site:

- Grocery Stores/Supermarkets
- Convenience Stores
- Hardware Stores
- Pharmacies
- Medical/Dental practices
- Day Care Center
- Banks
- Hair Care/Beauty Salons/Barbers
- Dry Cleaners
- Laundromat
- Post Office
- Health Club/Gym
- Places of Worship
- Community Center
- Restaurants
- Movie/Live Theater
- Museums
- Schools

Although no regulatory limits have yet been set on Ultra Fine Particulates (UFP), their effect on human health is not at issue. It is essential that project systems be designed to allow for minimum pathways to exposure. Heavily traveled roadways bearing diesel-fueled truck traffic such as the South Boston By-Pass/Haul Road, West Service Road and the I-90 Eastbound Off-Ramp may have an air quality effect that should be mitigated. Air intakes and vents should be located as far as possible from pollutant sources (including the positioning of project vents away from project intakes). In addition, we ask that the Proponent evaluate the use of a filtration system that may provide additional protection from ultra-fine particles (UFP).

If the parking garage will be mechanically ventilated, we ask that the following questions be addressed:

- Will there be negative air pressure to prevent the leakage of emissions into the residential areas?
- Will the windows in residential areas have operable windows and, if so, what are the potential effects of emissions on residents?
- Will residential areas of the building be under slight positive pressure? If not, what alternative will ensure good indoor air quality?

- Where will the fresh air intakes be located on the building in relation to garage vents and to vents from 219 A Street Front?

We ask that the DPIR discuss how good indoor air quality will be ensured.

If the parking garage will not be mechanically ventilated, the DPIR should detail how emissions and light trespass will be controlled.

On March 30, 2009, the Mayor named a 21-member Climate Action Leadership Committee to chart Boston's collective response to climate change and introduced Renew Boston, an innovative public-private partnership that will boost energy efficiency and alternative energy services for Boston residents and businesses.

Achieving Mayor Menino's goals for reducing the effects of climate change, cultivating a city of green buildings and advancing sustainability in multiple realms will be drivers of economic development and innovation and require committed action from individuals and entities in both the public and private sectors. The Proponent has the unique opportunity to create a multi-dimensional project meeting the highest environmental standards and establishing a benchmark for the city at large. The following comments and requests address the intertwined challenges and solutions associated with protecting and enhancing human health, ensuring ongoing economic development, creating jobs and developing a vibrant built environment.

Flooding. The proponent should determine the project's vulnerability to increased levels of coastal flooding due to anticipated sea-level rise in the next 100 years. As the project has some exposure to coastal flooding, the current 500-year-flood zone should be considered and the vulnerability of the project to flooding must be examined. Vulnerability should be assessed from both a structural and operational standpoint.

As a result of the potential for flooding, stormwater management systems may also need to be sized for higher precipitation levels than the current design standards. Even when buildings are not compromised during a storm, roadways may flood, making them impassable. So, the potential effects on transportation accessibility must also be assessed. These two aspects of stormwater management speak to the benefits of a broad response and the importance of LEED credits SS 6.1 and SS 6.2.

Drought conditions. Climate change may increase the likelihood of drought conditions. The DPIR should identify how project components might be affected by drought conditions and how these effects can be avoided.

Extreme heat. Climate change is likely to increase average summer temperatures, the number of days over 90 or 100 degrees, and the number of consecutive high-heat days leading to increased stress on the electrical grid. The DPIR should include an assessment of the sufficiency of project systems and green infrastructure (e.g., plantings for shade) to keep buildings and their occupants safe during heat waves without the use of life-safety/emergency systems (e.g., generators) that may add to ozone pollution levels and increase the heat island effect.

We request the Proponent install permanent castings stating, "Don't Dump: Drains to Boston Harbor," on the sidewalk next to any catch basin existing, created or modified as part of the project. Plaques at drains in the parking garage are also appreciated. Castings can be obtained from the Operations Division of the Boston Water and Sewer Commission (BWSC) at 617-617-989-7000.

Exterior lighting should meet safety needs while not contributing to light pollution. Fixtures should be

shielded and downward directed. We recommend as a resource, the Campaign for Dark Skies which can be accessed at '<http://www.britastro.org/dark-skies/>' – click 'Lighting' and then 'Good & bad lighting/

We look forward to the air quality, noise, shadow and a quantitative pedestrian level wind studies that will be part of the DPIR. This department will pay particular attention to the effect of the project on open space, watersheet, heavily used pedestrian areas, waiting areas and those areas where pedestrians are likely to congregate (in front of historic resources or other tourist destinations, for example). We ask that the DPIR identify mitigation and the mitigated wind speeds if such areas are expected to have conditions inconsistent with a planned use or in the uncomfortable for walking/dangerous categories. The shadow study should include analyses for 6:00 p.m. for the Summer Solstice and Autumnal Equinox. Shadow diagrams should include:

- a north arrow;
- street names;
- the identification of doorways, bus stops, open space and areas where pedestrians are likely to congregate (in front of historic resources or other tourist destinations, for example);
- clear delineation of shadow on both rooftops and facades;
- clear delineation on the watersheet; and
- clear distinctions between existing shadow and new shadow

Shadow diagrams should be oriented and scaled consistent with diagrams depicting wind monitoring locations, for both the Build and No Build conditions.

Because of the effect of shadowing on watersheet and because planning for the Fort Point Channel waterfront area includes public open space designed to encourage year-round use of the area, this department and the BLC are concerned about the length of time and the times of day during which new shadow will be cast. Shadow diagrams in the DPIR should show how each period of new shadow will move across to the west of the project to the Seaport Boulevard bridge at the northwest.

The greenhouse effect is essential to life as we know it. Without it, the Earth would be icy and inhospitable. However, greenhouse gases (GHGs) in the Earth's atmosphere absorb some of the infrared energy radiating from the sunlight-warmed surface of the Earth and raise the average temperature. Human activity is changing the concentration of GHGs in the atmosphere and altering the energy balance. The gases of greatest concern are carbon dioxide, methane, nitrous oxide, and halocarbons. Carbon dioxide, produced primarily through the burning of fossil fuels, accounts for about 84 percent of all U.S. greenhouse gas emissions. About 78 percent of Boston's greenhouse gas emissions are related to buildings, their heating and cooling and electricity. The City of Boston is undertaking a variety of actions to encourage all sectors of the community to use energy more efficiently in their facilities and to create environments that are more energy-efficient.

In 2000, Mayor Menino recognized that "carbon dioxide and other greenhouse gases (GHG) released into the atmosphere will have a profound effect on the Earth's climate" and that "the City of Boston can take important steps to reduce greenhouse gas emissions and increase energy efficiency." We ask that the Proponent include in the Final Project Impact Report (FPIR) a section discussing the relationship between its energy plans and GHG within the context of Mayor Thomas M. Menino's GHG-reducing policy (<http://www.cityofboston.gov/climate/>).

We are confident that on-site renewable energy generation can be a significant element of projects in the City of Boston as part of distributed generation systems. Emphasizing this element of sustainability would help to fulfill the Mayor's goals on several levels and, again, serve as an example to other developers of new and restoration projects. This department asks that the Proponent evaluate a plan that would include on-site energy generation.

As electricity distribution planning and the role of that planning in congestion relief and distributed generation contribute to modern grid challenges and are key to innovative energy systems. Therefore, we ask that the proponents outline in the DPIR:

- load forecasting methodology;
- capacity planning methodology;
- system design criteria; and
- planning assumptions regarding any distributed generation (DG), including renewables and combined heat and power (CHP).

We ask that the Proponent commit to including in all construction, solar-ready design and electrical distribution systems ready to accommodate other forms of renewable energy generation and to providing the following in all Article 80 filings:

- an accurate description of the nature of the proposed use and anticipated fill-in rates;
- a characterization of the Local Distribution Company (LDC) infrastructure supporting the site, including the substation feeding the site, the circuits serving the site, where they originate and how the circuits are loaded;
- an accurate estimation/projection of connected load (inclusive of lighting, electric heat, air conditioning, refrigeration, process equipment, motors, servers, etc.); and
- projected load diversification along with load factor and power factor.

Thank you for the opportunity to offer comment.

Sincerely,

Bryan Glascock
Director



BOSTON
TRANSPORTATION
DEPARTMENT

ONE CITY HALL PLAZA/ROOM 721
BOSTON, MASSACHUSETTS 02201
(617) 635-4680/FAX (617) 635-4295

December 14, 2009

Kristin Kara
Boston Redevelopment Authority
Boston City Hall
Boston, MA 02201

RE: 319 A Street Rear/ PNF Submittal/Large Project Review

Dear Ms Kara,

Thank you for the opportunity to comment on the PNF/Large Project Review submittal for 319 A Street Rear. The proposed project involves the demolition of the existing brick warehouse structure and development of a new 25 story residential building on the site. The Project consists of approximately 232 rental apartments, a lobby and building amenities spaces, and above-grade parking for approximately 98 cars. The Project site is located in the 100 Acres Master Plan Planned Development Area in South Boston's historic Fort Point Channel neighborhood and includes approximately 315,000 square feet of floor area.. Geographically, the buildings are bounded by A Street, Pastene Alley, and West Service Road.

The Boston Transportation Department has reviewed the proponent's PNF submittal for 319 A Street Rear and agrees there are many public benefits. The scope of work detailed in the PNF was also consistent with BTM guidelines for study area, methodology and impact assessment. There are, however, customary transportation related review comments and concerns for a project of this size. The following is a summary of comments and questions pertaining to the submittal:

Site Plan

- BTM requests that the proponent submit a scaled site plan for review including any proposed alterations, changes or upgrades to the immediate public way or points of entry.

Site Access

- It is not clear from the schematic site plan whether there is sidewalk available for pedestrian access to the new building from A Street via Pastene Alley. There are also obstacles in the form of existing service and parking uses for Pastene Alley that may make it difficult for new residents to traverse. Are there proponent plans for delineated pedestrian access for this corridor?
- Will vehicles entering via A Street be prohibited from entering the garage by regulation or physical barrier?
- Will pedestrians and vehicles be able to utilize the existing driveway on the southern edge of 319 A Street Front? Are there ROW issues relative to this driveway curbcut?



- Plans for rebuilt sidewalks and pedestrian ramps in the public way must be reviewed by the City Public Works Department and comply with ADA and AAB standards.
- The portion of West Service Road proposed for public access to the site and more specifically for the proposed garage entrance is governed by the State of Massachusetts. Necessary easements and other requirements must be coordinated with the governing body. (MassDOT) Has the proponent contacted the appropriate personnel at the state level?
- Site access design must be coordinated with the new signal planned for A Street and Melcher Street and scheduled for implementation in 2010. (BTD and Commonwealth Ventures)

Parking

- The proposed number of parking spaces (98) for the development is wholly inadequate. For a residential project of this size (232 units) a minimum of one space per unit should be allotted. This is especially important given the current limited number of available parking spaces for the residential community in the Fort Point Channel.
- It is understood however that parcel size and below grade challenges present a difficult task for the proponent to accommodate on site parking. Given the Project on-site limitations, any proposals for off-site parking accommodation must be proven workable and documented as such.
- The proponent's plan describes elimination of 15 existing spaces within Pastene Alley to allow for the West Service Road connection, service and loading, and other considerations. Elimination of these spaces private way spaces will put further strain on the limited on-street public parking.

Service and Loading

- BTD supports secondary access of West Service Road, and feels it is necessary for the viability of the project. Service, loading and garage access should occur via West Service Road to take pressure of the A Street/Melcher intersection as well as the confined Pastene Alley cross section between A Street and the loading dock/service area. If the proponent is not able to secure the necessary easements from the state authorities then the project could be jeopardized. BTD would discourage use of Pastene Alley via A Street for truck access.
- The proponent must provide BTD with a truck turning template and scaled drawing depicting the service and loading accommodation for Pastene Alley. I believe maneuverability is already a challenge behind the existing buildings

Trip Generation

- Using ITE land use codes and BTD guidelines for trip generation and mode split criteria, the proponent estimates 476 daily vehicle trips for the site.
- The project proponent will coordinate efforts with BTD, Massport and MassDOT to mitigate the impact of the net new trips and devise strategies to adapt the study area intersections
- As stated in the PNF, the proponent must present existing count data, no build scenario results as well as future build analysis including turning movement LOS for key intersections and fulfill all BTD Transportation Access Plan Guidelines.

Study Area

- The (4) study area intersections are adequate but BTD recommends inclusion of the Summer Street and Melcher street intersection as well.
- The proponent should be mindful of the City of Boston's Crossroads Initiative and other planning efforts for coordination purposes. Two key intersections are slated for reconstruction as part of the Initiative as well as a new signal installation at A Street and

Melcher Street. Each intersection redesign presents the opportunity for developer participation and augmentation.

- The City's 100 Acre Master Plan has presented a vision for the Fort Point Channel that includes an extension of Melcher Street running parallel to the 319 A Street project site. The proponent's submittal plans should reflect the new roadway and aide in driving the design of the building layout. The proposed structure should not preclude or impede the future development of the extension in any way and the proponent should seek to help accelerate the development of the new connection.

Public Transportation

- Project site is located within advantageous proximity to major transit system and local bus lines. As mentioned in the mitigation section of this letter, the proponent is expected to make every effort to encourage, support and finance promotion of transit use for building tenants and visitors. Walking mode share and bicycle accommodation as they relate to this redevelopment will be essential to the successful management of build out proposal.

Transportation Mitigation and Improvement Plan

- BTDD strongly encourages all businesses to implement TDM measures to encourage alternative modes of transportation.

Specific proposals mentioned in the PNF which BTDD would support and encourage are:

- Transportation Coordinator
- Bike Racks and Bike Storage facilities. (1 space/3 units)
- Membership with Seaport TMA
- Car Sharing/Car Pooling
- Availability of MBTA marketing materials and MBTA Transit Pass subsidies.
- Ridematching
- Preferential parking for carpool/vanpools:

Construction Management Plans

- The City requires the proponent submit a Construction Management Plan to BTDD. The CMP will detail the schedule, staging, parking and other impacts of the construction activities.

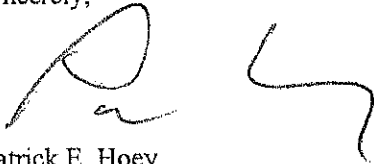
Transportation Access Plan Agreement

- As required by the Article 80 process, the proponent will prepare and submit a Transportation Access Plan Agreement (TAPA) for review by BTDD. The TAPA is a legally binding agreement between the developer and the City of Boston.
- The TAPA will specifically address the assessment of overall traffic impacts and mitigation adequacy, assessment of construction impacts and mitigation, monitoring of traffic impacts and management of loading and deliveries.

Thank you again for the opportunity to comment on the Large Project Review/Article 80 PNF submittal for the 319 A Street Rear development.

If you have any questions please feel free to contact me at 617-635-2454

Sincerely,



Patrick E. Hoey
Senior Transportation Planner
BTD Policy and Planning

Cc: Vineet Gupta, Director, BTD Planning
John DeBenedictus, Director, BTD Engineering
Don Burgess, Supervising Traffic Engineer
Ed Hesford, BTD Engineering
Casey Hines, MONS
James Fitzgerald, Senior Planner, BRA

Filename: 319APNFv2

Boston

Kristin Kara
Senior Project Manager
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201-1007

November 9, 2009

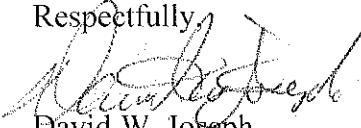
Dear Ms. Kara:

Regarding the Project Notification Form for the 319 A Street Rear project submitted to the BRA on November 5, 2009 the Boston Fire Department requires the following issues addressed by a qualified individual.

1. Emergency vehicle site access to the new buildings as well as existing buildings that might be affected.
2. Impact on availability and accessibility of hydrant locations for new buildings as well as for any existing buildings that might be impacted.
3. Impact on availability and accessibility to siamese connection locations for new buildings as well as for any existing buildings that might be impacted.
4. Impact that a transformer vault fire or explosion will have on the fire safety of the building. Particularly as it relates to the location of the vault.
5. Need for Boston Fire Department permit requirements as outlined in the Boston Fire Prevention Code, the Massachusetts Fire Prevention Regulations (527 CMR), and the Massachusetts Fire Prevention Laws (MGL CH148).
6. For projects involving air-supported structures, it is critical that the impact of the design has on fire safety relative to the interaction of the area underneath the structure to the structure as well as to the interaction of the structure to the area underneath the structure.

These items should be analyzed for all phases of the construction as well as the final design stage. This project will need permits from the Boston Fire Department as well as the Inspectional Services Department.

Respectfully,


David W. Joseph
Acting Fire Marshal

Cc: Paul Donga, FPE, Plans Unit, BFD



Thomas M. Menino, Mayor/FIRE DEPARTMENT/115 Southampton Street 02118



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Boston

Groundwater Trust

234 Clarendon St., Third Floor, Boston, MA 02116
617.859.8439 voice • 617.266.8750 fax
bostongroundwater.org

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Molly Sherden
Peter Sherin

Executive Director

Elliott Laffer

November 12, 2009

Ms. Kristin Kara, Senior Project Manager
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201-1007

Subject: 319 A Street Rear

Dear Ms. Kara:

Thank you for the opportunity to comment on the Project Notification Form for 319 A Street Rear. The Boston Groundwater Trust was established by the Boston City Council to monitor groundwater levels in sections of the City 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.

As noted in the PNF, the project is located in the Groundwater Conservation Overlay District. In the Fort Point Channel neighborhood, projects subject to GCOD are required to show that they will have no negative impact on groundwater levels either on the project site or on adjoining lots. The proponent acknowledges this and says that measures will be taken to assure compliance; however, no such measures are described. There should be details about compliance in the DPIR.

I'm pleased that, during the scoping session, the proponent agreed to allow the Trust to access their two groundwater observation wells previously installed in Pastene Alley and to incorporate them into our network. This agreement should be formalized as well.

As the proponent stated, maintaining adequate groundwater levels is vital to the support of their existing nearby buildings. I look forward to working with them and with the Authority to assure that this project cannot have any negative impacts on those levels.

Very truly yours,

A handwritten signature in black ink, appearing to read 'Elliott Laffer', written over the printed name.

Elliott Laffer
Executive Director

Cc: Kathleen Pedersen, BRA
Maura Zlody, BED

319 A Street Rear – BRA Planning Comments

12.15.09

To: Kristin Kara, Senior Project Manager
From: Richard McGuinness, Deputy Director for Waterfront Planning
Jim Fitzgerald, Sr. Manager, Transportation & Infrastructure Projects
Valerie Gingrich, Planner II

The proposed 319 A Street Rear project (Project) involves the demolition of the existing brick warehouse structure and the construction of a new 240' residential building with 232 residential units with 98 parking spaces.

The Project lies within the 100 Acres Master Plan Area and the subsequent Planned Development Area (PDA) #69, the Groundwater Conservation Overlay District, and the Fort Point Channel Landmark District.

Planning Context

100 Acres Master Plan

The 100 Acres Master Plan was developed over a series of years with the aid of the South Boston community, major property owners, harbor advocacy groups and City and State agencies. The Plan builds from the concepts discussed in the Seaport Public Realm Plan and provides a planning framework for the development of the South Boston Waterfront along the Fort Point Channel to the South Boston Haul Road and from Summer Street to West Second Street. The plan provides a layout for new open space and roadway infrastructure, and provides a plan for building uses, heights and density for an additional 5.9 million square feet of development.

PDA #69

The 100 Acres Master Plan was codified as zoning for the planning area with PDA #69. PDA #69 provides for 6.9 acres of new open space, new streets, height and density regulations, and use regulations which protect and buffer the Gillette Manufacturing Plant south of the planning area.

Within PDA #69, The Project is labeled as "Parcel A3" which also includes 327 Summer Street and 337 Summer Street. Previous renditions of the Project included the demolition of the structures on Summer Street and the construction of a larger based building that straddled Pastene Alley to incorporate the 319 A Rear site and the Summer Street sites. The current Project is greatly improved with a smaller footprint only on the 319 A Rear site, avoiding the demolition of 327 and 337 Summer Street and leaving Pastene Alley open.

In order to ensure an appropriate balance of uses, PDA #69 requires at least 1/3 of the buildout for each parcel grouping to be developed as residential. The Project will provide a significant amount of residential use within the parcel grouping. The exact calculations for the percentage of residential use within the parcel grouping should be included in the next filing. Additionally,

the Proponent should demonstrate how it is adhering to PDA #69 by providing calculations regarding the total buildout (FAR) for the parcel grouping; the total buildout that is allowed under PDA #69, the total buildout that has been approved (311 Summer Street, Melcher Street Project), and the total buildout that is being requested for this project.

Parcel A3 is designated as a “Special Site” in PDA #69 and as such it is eligible for additional height and buildout, beyond the allowed height of 180’. Additional height would be considered with the provision of exceptional public benefits. These benefits at a minimum include significant contributions toward one or more of the following objectives:

- Increasing the city’s housing supply: proposing to create residential units on a parcel for which alternate, non-residential uses are allowed; or exceeding, in terms of the number of affordable units, depth of affordability, or both, the minimum level of affordability required by the City’s guidelines on affordable housing then in effect;
- Expanding the city’s economic base: supporting the diversification and expansion of Boston’s economy and job opportunities through economic activity, such as private investment in manufacturing, commercial uses, or research and development; or creating new job opportunities and establishing educational facilities, career counseling, or technical assistance providing instruction or technical assistance in fields related to such jobs;
- Enhancing the environment: providing significant open space and related public-realm facilities in addition to those otherwise required by this PDA Master Plan; or incorporating green design principles within a Proposed Project;
- Strengthening transportation infrastructure: contributing to area-wide transportation and transit improvements beyond the required traffic mitigation; or
- Mitigating development impacts: otherwise exceeding the City’s requirements for community benefits and mitigation.

The Project height as proposed is 240’ from Summer Street. For the height increase (60’) above 180’, the Proponent proposes two alternatives for providing exceptional public benefits:

- “Provide more on-site affordable units than required under the City’s Inclusionary Development Policy, by including 39 instead of 30; or
- Support the desire of the City and of residents of the Fort Point neighborhood to create affordable live/work space in independent buildings in the area by donating its building at 327 Summer Street to a nonprofit development entity, approved by the BRA, and assist this entity in developing the building as affordable live/work space concurrent with completion of the proposed Project.”

In order to assess the impacts of the increase in height the following should be provided:

- Shadow studies that compare the effects of both 180' and 240' and take into account the layout of future open spaces.
- Detailed layouts for potential buildout of 327 Summer Street as artist live/work and artist workspace.

As proposed, the Project would need to provide 15% affordable housing units whether they are provided on-site or off-site. These required units are considered the baseline required affordable units and are not counted toward the exceptional public benefit.

The additional height that was requested, over 180', requires a public benefit that is considered exceptional. The Proponent should consider schemes that involve the provision of the baseline affordable requirement (whether off-site or on-site) plus an exceptional public benefit.

Public Infrastructure

PDA #69 states that approximately 9.8 acres of land will be required to create the public realm in this area, consisting of open space, streets, and Harborwalk. The 100 Acres property owners will contribute funds for public infrastructure as described in the Amended and Restated Memorandum of Agreement dated January 10, 2007 ("MOA"). The formula for the payment is based on the total area of infrastructure multiplied by the estimated cost per square foot divided by the total allowed buildout under PDA #69.

The figure referenced by the Project is a placeholder in the MOA, based on estimates that were calculated at the time of its inception. The MOA states that "this amount is subject to recalculation in accordance with the process for final establishment of the Per Square Foot Cost Limitation as set forth in Exhibit B." Exhibit B of the MOA outlines the formula and states that the cost estimates will be provided upon completion of the engineering of the location and layout of the Public Realm enhancements in the area. At this time, the 100 Acres property owners have not completed the engineering work required of the MOA, and therefore an updated cost per square foot will be provided in the near future, which will replace the \$11.93 placeholder.

A subsequent filing should contain the updated cost figure in order to reflect an accurate payment to the sinking fund described in PDA #69. The Proponent should work with the BRA and the other 100 Acres property owners to identify early on public realm enhancements that are consistent with PDA #69.

In addition, the completed engineered plan of the area should be overlaid on the Project site plan to provide context and a basis for analysis of the Project. This will allow for an evaluation of the optimum location for the Project's garage access.

It is our understanding that the portion of West Service Road adjacent to the Project lies under the jurisdiction of MassDOT. The Proponent need to confirm this, and if that is correct, needs to coordinate with MassDOT on the two new proposed connections.

The close proximity of the current garage access to the Pastene Alley connection is typically not a preferred condition and needs to be evaluated and justified. The adjacent vehicular connections create a challenging condition to pedestrians and often impacts traffic circulation and create vehicular conflicts.

Pastene Alley was not envisioned to connect with West Service Road in the 100 Acres plan. The proponent needs to discuss their rationale for this and solicit the opinions of abutters and the community.

Considering the future extension of Melcher Street, the Proponent should consider relocating or reducing the amount of mechanical space on the first floor. The first floor spaces should be designed to easily adapt to active (potentially retail) uses with the future extension of Melcher Street and as the 100 Acres area is built out.

Additional details should be provided regarding the proposed parking in the Necco Street garage.

Considering the Projects' proximity to rail, truck access routes, industrial uses and it being located in a flight path for Logan Airport, the Proponent should consider design measures that will mitigate noise.

The South Bay Harbor Trail will follow the Harborwalk along the Fort Point Channel, through the future Fort Point Parks to West Service Road. The Proponent should consider the Project's location along the South Bay Harbor Trail when designing the site and the amenities that will be provided on-site.

Fort Point Channel Watersheet Activation Plan (2002)

The Fort Point Channel Watersheet Activation Plan (FPCWAP) provides a vision of the Fort Point Channel as a year-round, active, defining public space that connects neighborhoods to the water. Access to and around the Channel, and the activation of the Channel's watersheet are detailed in the plan, with uses such as floating art, public landings, kayaks, water taxis, floating parks, etc.

The implementation of the FPCWAP relies on support and active participation from the surrounding neighborhoods. Projects in the proximity of the Fort Point Channel, such as 319 A Street Rear, can contribute to the implementation of the Plan by providing public benefits that are required of landlocked tidelands.

BRA MEMORANDUM

TO: Kristin Kara

FROM: Katie Pedersen

DATE: December 11, 2009

RE: 319 A Street Rear
Boston, Massachusetts
Comments on Project Notification Form

I have reviewed the Plan Notification Form (PNF) dated November 5, 2009 and submit the following comments for the Environmental Protection Component. W2005 BWH II Realty, L.L.C. (the "Proponent") proposes to develop a new building on the site of 319 A Street Rear, consisting of approximately 232 rental apartments, a lobby and building amenity spaces, and above-grade parking accessory to the residential use for the approximately 98 cars (the "Proposed Project"). The total Proposed Project size is approximately 315,000 square feet of which approximately 259,000 square feet is residential program and approximately 56,000 square feet is parking. The building includes a ground-level lobby, building amenities, service, and mechanical space, 4 levels of above-ground parking, and 20 levels of residential apartments for a total of 25 stories plus a full-floor mechanical penthouse.

Wind

In general, the Boston Redevelopment Authority (BRA) has adopted two standards for assessing the relative wind comfort of pedestrians. First, the BRA wind design criterion states that an effective gust velocity of 31 mph should not be exceeded more than one percent of the time. The second set of criteria used by the BRA to determine the acceptability of specific locations is based on the work of Melbourne. The placement of wind measurement locations shall be based on an understanding of the pedestrian use of the Proposed Project and the surrounding area. All wind tunnel test point points shall be approved by the BRA staff before conduction of testing. This set of criteria is used to determine the relative level of pedestrian wind comfort for activities such as sitting, standing or walking.

The Proposed Project is located in the Fort Point Waterfront District and shall be designed to avoid excessive and uncomfortable downdrafts on pedestrians. The Proposed Project building shall be shaped, or other wind-baffling measures adopted, so as to ensure that Proposed Project will not cause ground-level ambient wind speeds to exceed the standards in Table B of Article 42E of the Boston Zoning Code.

The Proponent must conduct a complete wind tunnel analysis with measurement points for this Pedestrian Level Winds (PLW) wind impact analysis placed at all building entrances, crosswalks and public sidewalks, public plazas and gathering areas, parks and green spaces.

Analysis of results and effective mitigation should be presented in the Draft Project Impact Report (DPIR).

Shadow

The shadow impact analysis must include net new shadow from the Proposed Project as well as existing shadow and clearly illustrate the incremental impact of the Proposed Project. For purposes of clarity, the Proponent shall be directed to consider the use of color as an alternative to dark tonality to indicate new shadows. The shadow impact study area shall include, at a minimum, the entire area to be encompassed by the maximum shadow expected to be produced by the Proposed Project. The build condition(s) shall include all buildings under construction and any proposed buildings anticipated to be completed prior to the completion of the Proposed Project. Shadows from all existing buildings within the shadow impact study area shall be shown. A North Arrow shall be provided on all figures. Shadows shall be determined by using the applicable Boston Azimuth and Altitude data.

Particular attention shall be given to existing or proposed public open spaces and pedestrian areas, including, but not limited to, the existing sidewalks and pedestrian walkways within, adjacent to, and in the vicinity of the Proposed Project and the existing and proposed plazas, historic resources and other open space areas within the vicinity of the Proposed Project.

The Proposed Project is located in the Fort Point District and as a result, the Proposed Project shall be arranged and designed in a way to minimize to the extent reasonable practicable shadows on any portion of dedicated public parkland and publicly accessible open space. Shadow studies shall be conducted in connection with the Proposed Project shall demonstrate compliance with the foregoing standard.

The Proponent must complete a detailed shadow study that examines shadow conditions throughout the calendar year, not just on cardinal dates as is customary for development projects not located at sites with such extraordinary environmental sensitivity as is the Proposed Project site.

Daylight

The Proponent shall conduct a daylight analysis for both build and no-build conditions. The analysis shall measure the percentage of skydome obstructed by the Proposed Project and evaluate the net change in obstruction. Since project alternative massing studies are requested as part of the Article 80 Development Review Process, daylight analysis of such alternatives shall also be conducted for comparison. The study shall treat the following elements as controls for data comparison: existing conditions, the context examples, and the as-of right conditions.

Daylight analyses should be taken for each major building façade within the limits of the Boston Redevelopment Authority Daylight Analysis (BRADA) program, fronting these

public and quasi-public ways. The midpoint of each public accessway or roadway should be taken as a study point.

Solar Glare

The Proponent has stated that the Proposed Project is not expected to incorporate the use of reflective building materials. Consequently, the Proponent does not anticipate the creation of either an adverse solar glare impact or a solar heat buildup in nearby buildings. The Proponent shall demonstrate that materials selected will avoid the creation of a visual nuisance and/or a hazard, as it interferes with vision and concentration. However, should the design change and incorporate substantial glass-facades, a solar glare analysis shall be required. The analysis shall measure potential reflective glare from the buildings onto potentially affected streets and public open spaces and sidewalk areas in order to determine the likelihood of visual impairment or discomfort due to reflective spot glare. Mitigation measures to eliminate any adverse reflective glare shall be identified.

Air Quality

The Proponent shall provide a description of the existing and projected future air quality in the Proposed Project vicinity and shall evaluate ambient levels to determine conformance with the National Ambient Air Quality Standards (NAAQS). Careful consideration shall be given to mitigation measures to ensure compliance with air quality standards.

A future air quality (carbon monoxide) analysis shall be required for any intersection (including garage entrance/exits) where the level of service (LOS) is expected to deteriorate to D and the Proposed Project causes a 10 percent increase in traffic or where the level of service is E or F and the Proposed Project contributes to a reduction in LOS.

The study shall analyze the existing conditions, future No-Build and future Build conditions, for all Project Alternatives. The methodology and parameters of the air quality analysis shall be approved in advance by the Boston Redevelopment Authority (BRA) and the Massachusetts Department of Environmental Protection (DEP). Mitigation measures to eliminate or avoid any violation of air quality standards shall be described.

A description of the Proposed Project's heating and mechanical systems including location of buildings/garage intake and exhaust vents and specifications, and an analysis of the impact on pedestrian level air quality and on any sensitive receptors from operation of the heating, mechanical and exhaust systems, including the building's emergency generator as well as the parking garage, shall be required. Measures to avoid any violation of air quality standards shall be described.

The Construction Management Plan (CMP) shall include mitigation measures to ensure the short-term air quality impacts from fugitive dust expected during the early phases of

construction from demolition of existing buildings and site preparation activities are minimal. These measures must be specifically designed to avoid negative impacts to the Proposed Project site's residential neighbors.

Noise

The Proponent shall establish the existing noise levels at the Proposed Project site and vicinity and shall calculate future noise levels after project completion, thus demonstrating compliance with the Interior Design Noise Levels (not to exceed day-night average sound level of 45 decibels) established by U.S. Department of Housing and Urban Development, as well as applicable City, State and Federal noise criteria.

Mechanical equipment such as chillers, garage exhaust fans, and emergency generators have the potential to cause nuisance levels of noise and due to the Proposed Project's proximity to an adjacent residential neighbors appropriate low-noise mechanical equipment and noise control measures will be required in accord with the Regulations for Control of Noise in the City of Boston and the Commonwealth of Massachusetts. The Proponent shall also describe any other measures necessary to minimize and/or eliminate adverse noise impacts from the Proposed Project.

Solid and Hazardous Waste

The Proponent shall provide a list of any known or potential contaminants on the Proposed Project site, and if applicable, a description of remediation measures to ensure their safe removal and disposal, pursuant to the M.G.L., Chapter 21E and the Massachusetts Contingency Plan.

Any potential hazardous wastes to be generated by the Proposed Project site must be identified. In addition, potential waste generation must be estimated and plans for disposal indicated and measures to promote reduction of waste generation and to promote recycling in compliance with the City's recycling program described.

Stormwater Management

The Proponent shall be required to provide an evaluation of the Proposed Project site's existing and future stormwater drainage and stormwater management practices. A narrative of the existing and future drainage patterns from the Proposed Project site and shall describe and quantify existing and future stormwater runoff from the site and the Proposed Project's impacts on site drainage. The Proponent shall be required to investigate methods to reduce the amount of stormwater discharged from the Proposed Project site.

The Proposed Project's stormwater management system, including best management practices to be implemented, measures proposed to control and treat stormwater runoff and to maximize on-site retention of stormwater, measures to prevent groundwater contamination, and compliance with the Commonwealth's Stormwater Management

Policies, also shall be described. The Proponent shall describe the Proposed Project area's stormwater drainage system to which the Proposed Project will connect, including the location of the stormwater drainage facilities and ultimate points of discharge.

The Proponent shall be required to submit a General Service Application and site plan to the Boston Water and Sewer Commission for review and approval.

Groundwater

The Proposed Project is located within the Groundwater Conservation Overlay District (GCOD) and due to the fact that the Proposed Project is located in the Fort Point District the Proponent is required to demonstrate that there will be no negative impact of groundwater levels either on the Proposed Project site or on adjoining lots. In the PNF, the Proponent acknowledges this and states that measures will be taken to guarantee compliance. However, the Proponent has failed to illustrate such measures and shall be required to do so in the DPIR.

Geotechnical Impacts

A description and analysis of the existing sub-soil conditions, including the potential for ground movement and settlement during excavation and potential impact on adjacent buildings and utility lines shall be required. This analysis shall also include a description of the foundation construction methodology, the amount and method of excavation, and the need for any blasting and/or pile driving and the impact on adjacent buildings and infrastructure. A Vibration Monitoring Plan shall be developed prior to commencing construction activities to ensure that impacts from the project construction on adjacent buildings and infrastructure are avoided. Mitigation measures to minimize and avoid damage to adjacent buildings and infrastructure must be described.

Open Space Requirement

The Proponent shall be required to demonstrate that the Proposed Project is consistent with the Master Plan for the Planned Development Area No. 69, South Boston/The 100 Acres (PDA).

Sustainable Design/Green Buildings

The purpose of Article 37 of the Boston Zoning Code is to ensure that major buildings projects are planned, designed, constructed and managed to minimize adverse environmental impacts; to conserve natural resources; to promote sustainable development; and to enhance the quality of life in Boston. Any proposed project subject to the provisions of Article 37 shall be LEED Certifiable (U.S. Green Buildings Council) under the most appropriate LEED rating system. Proponents are encouraged to integrate sustainable building practices at the pre-design phase. Proposed Projects which are subject to comply with Section 80B of the Boston Zoning Code, Large Project Review, shall be subject to the requirements of Article 37.

The DPIR shall include a comprehensive narrative demonstrating compliance with all proposed points with appropriate supporting documentation and certification from a LEED Accredited Professional.

Kara, Kristin

Subject: FW: 319 A Street Rear - PNF Comments

Importance: High

From: Russell, Gary

Sent: Friday, December 18, 2009 12:17 PM

To: Kara, Kristin

Subject: RE: 319 A Street Rear - PNF Comments

Importance: High

Boston Landmarks Commission (BLC) staff has reviewed the Article 80 PNF describing the proposal for 319 A Street Rear, Fort Point Channel. The project site is within the Fort Point Channel Landmark District (FPCLD), a local historic district, and within the boundaries of the Fort Point Channel Historic District, listed in the State and National Registers of Historic Places. The building at 319 A Street Rear is a five-story, red brick warehouse with minimal ornamentation, built in 1923 by the Boston Wharf Company as the Dwinell-Wright Company Warehouse. The building directly abuts the 1913 Kistler Leather Company building at 319 A Street Front. The project proposes complete demolition of 319 A St Rear and subsequent new construction of a 240 foot high residential apartment building of 25-stories (including parking, services and mechanical penthouse). The new construction is proposed to directly abut the existing historic building at 319 A St Front. As the project site is completely within the boundaries of the FPCLD, the proposal will require review before the Fort Point Channel Landmark District Commission (FPCLDC). The project team has consulted with BLC and FPC staff regarding the required Application and review process.

While the current proposal described in the PNF is substantially different from earlier proposals reviewed by BLC staff, comments regarding the changes and the current proposal will be limited, as the FPCLDC is now officially established and required design review will be conducted by the FPCLDC at public hearings. Given the complexity of the proposal, design review will likely require multiple appearances before the FPCLDC. Staff suggests the project team begin with an Advisory Review before the FPCLDC to begin discussion of the proposed demolition and new construction. BLC and FPC staff are available to consult with the project team in preparation for the Application and design review process.

The FPCLD Standards and Criteria recognize the work of other zoning processes, prior to completion of the FPCLD Study Report and designation of the District. The Standards and Criteria specifically indicate "the Commission will consider the rooftop addition to 319 Rear A St and/or Pastene Alley until the PDA Master Plan expires." While the FPCLDC (Commission) will recognize previous zoning processes and will consider the demolition of 319 A St Rear, and the subsequent additional height for new construction, approval of the proposal is not guaranteed. While the Commission is required to consider the proposed demolition and additional height for new construction, the project team will need to present to the Commission detailed and compelling reasons to approve the proposal; feasibility studies of alternatives to demolition will be required, as well as mitigation for the loss of the historic structure and the impact of the new construction. While the demolition and height of the new construction will be the most controversial issues to discuss with the Commission, all details of the proposal will be reviewed, in applying the Specific Standards and Criteria. The potential impacts of the proposed demolition and new construction to the existing historic structure at 319 A St Front will also be part of the review.

For questions about these comments or information about the FPCLDC design review process, please contact Gary Russell, BLC Staff Architect, or Caitlin Greeley, FPCLD Preservation Planner, at 617-635-3850.

**Boston Water and
Sewer Commission**

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



December 14, 2009

Ms. Kristin Kara, Senior Project Manager
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201-1007

Re: 319 A Street Rear
Project Notification Form

Dear Ms. Kara:

The Boston Water and Sewer Commission (Commission) has reviewed the Project Notification Form (NPF) for the 319 A Street Rear Project, located in the Fort Point Channel district of Boston. The project site is bounded by West Service Road (a private way) to the east, United States Postal Service land to the south, another former warehouse known as 319 A Street Front to the west and a private way referred to as Pastene Alley to the north. The project site contains a five-story former warehouse building known as 319 A Street Rear which is proposed to be demolished. This site is compact encompassing 37,920 square feet and is currently being used as transitional artist work space.

In place of the existing building, the proponent proposes to construct a new 25-story building on this site; 20 of these stories for residential apartments, 4 levels for above-grade parking and a full floor at the top for mechanical equipment. The proposed 232 residential units will contain 291 bedrooms. The proponent estimates that sanitary sewage will be generated on average 32,226 gallons per day (gpd), based on 310 CMR 7.00. This amount is a net increase in sewage flow of 29,363 gpd.

The site is served by a 12-inch Southern Low water main on the West Service Road, 12-inch Southern High water main and a 16-inch Southern Low water main on A Street. For wastewater, the site is served by separate sewers on Pastene Alley; a 10-inch sanitary sewer and a 12-inch storm drain.

The Proponent must investigate methods to reduce the amount of stormwater discharged from the site. The project will need to route stormwater collected on the enclosed parking levels to an oil-water separator before being discharged to the sanitary sewer. The size and

location of the oil-water separator and the stormwater retention chambers will be required on the site plan.

The proponent is reminded that the Massachusetts Department of Environmental Protection (DEP) routinely requires proponents of similar projects to assist the agency in its program to reduce infiltration and inflow (I/I). In cooperation with this effort, the Massachusetts Water Resources Authority (MWRA) and its member communities are implementing a coordinated approach to control extraneous flows such as I/I into the wastewater system. In this regard, the DEP has routinely required projects that add a significant amount of new wastewater flows to offset the increase with a reduction in I/I. Typically, the DEP uses a minimum ratio of 4 to 1; 4 gallons of I/I removed for each gallon of proposed wastewater. As a member community, the Commission supports the DEP and the MWRA, and will require the proponent to develop an I/I reduction plan that is consistent with their policy.

The Commission has the following general comments regarding the proposed 319 A Street Rear Project:

General Comments

1. If any new water mains, sewers and storm drains are required, they must be designed and constructed at the proponent's expense. Also, 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 as well as water meter locations
2. If the proponent encounters any existing water or sewer connections, they must be cut and capped according to the Commission's standards. The proponent must complete a Termination Verification Approval Form for the Demolition Permit and submit a completed form to the City of Boston's Inspectional Services Department before the Demolition Permit will be issued.
3. The proponent is advised that the discharge of any dewatering drainage to the Commission's drainage system, whether it is temporary or on a permanent basis, requires a Drainage Discharge Permit issued by the Commission. *An NPDES Permit issued by the EPA and/or DEP does not relieve the proponent of the responsibility to obtain authorization from the Commission.* Failure to obtain a Drainage Discharge Permit from the Commission for any dewatering discharge may result in a fine of up to \$ 1,000 per day per violation.
4. The 319 A Street Rear Project must submit a General Service Application and site plan to the Commission for review and approval. The site plan should show the location of all existing and proposed water lines, sewers and storm drains that serve the site. Separate service connections for sanitary flow and storm water will be required. To assure compliance with the Commission's requirements, site plans and General Service Applications should be submitted to the Commission for review when project design is

50 percent complete.

5. With the site plan, the proponent must provide detailed and updated estimates for water demand, sanitary sewer flows and stormwater runoff generation for the proposed project. The amount of potable water required for landscape irrigation must be quantified. The proponent must also provide an analysis of the impacts of the proposed project on the Commission's water, sewer and storm drainage systems.
6. For any proposed masonry repair and cleaning the proponent 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 the proponent 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. The proponent 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.

Water

7. The proponent is required to obtain a Hydrant Permit for use of any hydrant during the construction phase of this project. The water used from the hydrant must be metered. The proponent should contact the Commission's Operations Division for information on and to obtain a Hydrant Permit.
8. The proponent should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular the proponent should consider outdoor landscaping which requires minimal water. If the proponent 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 also be considered.
9. The Commission utilizes a Fixed Radio Meter Reading System to obtain water meter readings. If a new water meter is needed for the proposed project, the Commission will provide a Meter Transmitter Unit (MTU) and connect the device to the meter. For information regarding the installation of MTUs, the proponent should contact the Commission's Meter Installation Department.

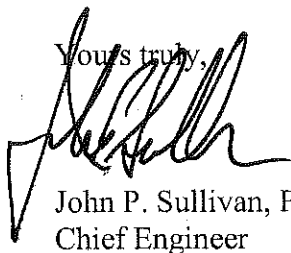
Wastewater and Stormwater

10. The site plan must show in detail how drainage from building roofs and from other impervious areas will be managed. Roof runoff and other stormwater runoff must be conveyed separately from sanitary waste at all times.
11. In conjunction with the site plan and General Service Application, the proponent 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 or treatment structures to be utilized during 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.
12. The project proponent will be required to obtain coverage under the EPA's NPDES General Permit for Construction. A copy of the Notice of Intent and the pollution prevention plan prepared pursuant to the Permit should be provided to the Commission, prior to the commencement of construction.
- If one acre of land or more is disturbed, then the proponent will be required to obtain an NPDES General Permit for Construction from the Environmental Protection Agency and the Massachusetts Department of Environmental Protection. The proponent is responsible for determining if such a permit is required and for obtaining the permit.
- If such a permit is required, then a copy of the permit and any pollution prevention plan prepared pursuant to that permit should be provided to the Commission's Engineering Services Department, prior to the commencement of construction. The pollution prevention plan submitted pursuant to a NPDES Permit may be submitted in place of the pollution prevention plan required by the Commission provided the Plan addresses the same components identified in Item 11 above.
13. The Commission requires oil traps on drains within an enclosed parking garage. Discharges from oil traps must be directed to the sanitary sewer and not to a storm drain. The requirements for oil traps are provided in the Commission's Requirements for Site Plans.
14. In accordance with the Commission's Sewer Use Regulations, grease traps will be required in any restaurant or commercial kitchen. The proponent is advised to consult with Mr. Richard Fowler, Supervisor for the Commission's Grease Trap Program, prior to preparing plans for a restaurant or commercial kitchen.
15. The Commission requests that the proponent install a permanent "Don't Dump, Drains to Boston Harbor" castings next to any new or modified catch basin installed as part of this project.

16. If the proponent seeks to discharge dewatering drainage to the Commission's collection system, they will be required to obtain a Drainage Discharge Permit from the Commission's Engineering Customer Service Department prior to discharge
17. The proponent should be aware that the US Environmental Protection Agency issued a draft Remediation General Permit (RGP) for Groundwater Remediation, Contaminated Construction Dewatering, and Miscellaneous Surface Water Discharges. If groundwater contaminated with petroleum products, for example, is encountered, the proponent will be required to apply for a RGP to cover these discharges.
18. 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.

Thank you for the opportunity to comment on this project.

Yours truly,

John P. Sullivan, P.E.
Chief Engineer

JPS/pwk

- c.
- John Matteson, W2005 BWH II Realty, LLC
 - M. Zlody, Boston Environment Department
 - Katie Pedersen, BRA
 - P. Laroque, BWSC
 - R. Fowler, BWSC

APPENDIX B

IAG COMMENTS

December 11, 2009

Ms. Kristin Kara, Senior Project Manager
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201-1007

Re W2005 BWH II Realty, LLC Project Notification Form for 319 A street Rear

Dear Ms. Kara:

The Impact Advisory Group (IAG) is pleased to submit the following comments regarding the Project Notification Form for 319 A Street Rear (the "Project") prepared by W2005 BWH II Realty, LLC (the "Proponent").

We welcome residential development in Fort Point. Indeed, increasing local housing stock is essential to the evolution of Fort Point as a vibrant, mixed-use neighborhood. The BRA should encourage the creation of housing concurrently with commercial development. It is important, however, that any development project demonstrate respect for the existing neighborhood through reasonable mitigation of negative impacts and lasting improvements for Fort Point.

Access from West Service Road

The Project site includes a narrow strip of land on its eastern edge that is owned by the US Postal Service. Since the Proponent is relying on control of this land for access to and from the on-site parking for 98 cars, no approvals for this project should be granted until the Proponent completes a successful negotiation with the US Postal Service for control of this land for a curb cut from West Service Road and access to the parking garage. Without residential car access from West Service Road, the Project would put an unacceptable daily traffic increase at the intersection of Melcher Street, A Street and Pastene Alley, an area already plagued with congestion throughout the day and frequent untenable conditions during rush hour. Even the imminent installation of the Melcher Street signalization and sequencing would not adequately control the additional traffic between A Street and Pastene Alley.

Parking spaces

As stated above, the Proponent plans to provide on-site parking for 98 cars, yet Boston Transportation Department guidelines recommends a parking ratio of 1.0 to 1.5 parking spaces per dwelling unit. Although we commend the Proponent's commitment to implementing Transportation Demand Management measures to minimize car usage, we recommend that the Project adopt a parking ratio of 1.0 and, in turn, that the Proponent permanently reserve the necessary additional parking spaces in its Necco Street Garage. Setting aside an adequate number of parking spaces would ensure that Project residents have priority over the large number of downtown workers who park daily in Fort Point to take advantage of comparatively low parking rates.

Base building height

PDA No. 69 allows a base building height of 180 feet on the Project site. We recommend that the Project be capped at the base height. This height would provide approximately 160 residential units, including 24 on-site affordable units (15 percent of the total, with a reasonable set-aside for working artists), and limit impact mitigation to residential car access from West Service Road and provision for an adequate number of parking spaces.

Building height beyond 180 feet

Since the Project site is designated as a special site in PDS No. 69, it is eligible for additional height and buildout with the provision of **exceptional public benefits**. IAG members collectively think that the benefits offered to the neighborhood by the Proponent fall well short of the threshold of "exceptional public benefits."

The Proponent plans a building height of 240 feet and a 45 percent increase in the number of residential units, from 160 to 232. Yet the Proponent offers two limited affordability scenarios:

Either Option A: 39 affordable on-site units. (This number represents just 16.8 percent of the total number of units, not the 20 percent posited in the proposal. Twenty percent would represent 47 affordable units).

Or Option B: In recognition of the significant displacement of working artists in Fort Point, the Proponent has offered to donate the building at 327 Summer Street for the creation of affordable live/work space. The Proponent

would assist in the development of 327 Summer Street but would rely on a third-party developer to finance the renovation.

We see neither of these public benefit options as adequate mitigation for an increase in building height from 180 feet to 240 feet (a 33 percent increase) and the addition of 72 residential units (a 45 percent increase). Increases of this scale substantially benefit the Proponent with no similar scale benefit to the neighborhood.

To reach the threshold of “exceptional public benefits,” we strongly recommend that the Proponent implement both Option A and Option B in any public benefit mitigation plan. Specifically, we recommend 35 affordable residential units be established on-site (15 percent of total of 232 units, with a reasonable set-aside for working artists) **AND** the donation of 327 Summer Street to a non-profit organization for the development of artist live/work and/or work-only space. Although the building is not well suited for live/work, we recommend that its renovation and designation for affordable live/work, work-only studios, and other community uses be linked to the Project programmatically. We further recommend that the Proponent assist in the renovation of the building to the extent that costs/debt be reduced to a level that produces a financially sustainable development of permanent and affordable artists space.

Melcher Street extension

Although Exhibit A of the Amended and Restated Memorandum of Agreement dated January 10, 2007 shows the construction of the Melcher Street extension to occur in tandem with Parcels U2 and U3, should the Project height exceed 180 feet we recommend that construction instead take place before the Project is built on Parcel A3. The Melcher Street extension would significantly diminish negative construction-period impacts and assure improved traffic flow when the Project is occupied.

In addition to the above comments, we share the concerns voiced at the Scoping Session (November 12, 2009) and community meeting (November 23, 2009) about such issues as active uses at the street level, transportation, air quality, wind impacts, and shadow impacts (especially on 326 A Street and 300 Summer Street). We look forward to reviewing and commenting on the Draft Project Impact Report, which will provide information necessary for a fully informed assessment of the Project.

Sincerely,

Impact Advisory Group

Mike Foley

Brian Mahoney

Gabrielle Schaffner

Cheryl Forté

Jennifer Mecca

Cheryl Tougias

Linda Lukas

Bill Meister

Mike Tyrrell

APPENDIX C
PUBLIC COMMENTS



November 20, 2009

Mr. Kairos Shen
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

Re: 319 A Street, Boston, MA

Dear Mr. Shen,

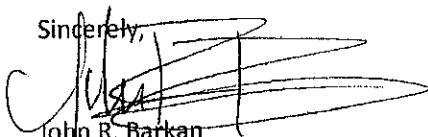
I am writing to you in our support of the proposed residential development located at 319 A Street in Boston. As the developer, owner and manager of 24 Farnsworth Street in the historic Fort Point neighborhood, The Barkan Companies made a personal commitment to this neighborhood over 20 years ago. As somewhat of a pioneer for this area at the time, my father Mel Barkan believed that the Fort Point neighborhood would one day grow into one of the city's most vibrant neighborhoods.

We have seen a lot of change here in the last 20 years and almost all of it has been welcomed. I remember when McDonald's was the only food option available. I remember when Finagle a Bagel opened and the lines were well out the door and down the street because it was the only decent food this side of the channel. Good restaurants are finally committing to the area and more people are recognizing the neighborhood as a destination rather than simply a place to work in what was previously considered total isolation. But we have a long way to go. This is not a lot of progress in 20 years.

As neighborhood owners and third party managers for many of the areas condominiums and cooperatives we want to see the area continue to grow and improve. In order for this to happen, additional viable and attractive residential development needs to continue.

Thank you for your consideration.

Sincerely,



John R. Barkan
The Barkan Companies

Cc: Kristen Kara, BRA

Barkan Management Company, Inc.

www.barkanco.com

Corporate
24 Farnsworth Street
Boston, MA 02210
617 482-5500 Fax 617 482-0284

MetroWest
63 South Street
Hopkinton, MA 01748
508 497-3444 Fax 508 497-3443

Connecticut
193 Welles Street
Glastonbury, CT 06033
860 633-6110 Fax 860 657-8126

Rhode Island
10 Weybosset Street
Providence, RI 02903
401 272-0788 Fax 401 272-0877



An Accredited
Management
Organization

Kara, Kristin

From: Steve L. [steve01863@yahoo.com]
Sent: Sunday, November 29, 2009 7:20 PM
To: Kara, Kristin
Subject: 319 A Street Rear Project

Dear Ms. Kara,

As a resident of Fort Point I want to be on record as being opposed to the height variance being requested for 319 A street rear. The fort point district character comes in large part from the six story warehouse buildings an a unifirmity of height. While I appreciate the developers desire to maximize profit through height, we residents are the ones that will have to live with the outcome.

A 25 story building will stick out like a sore thumb and change the character of the neighborhood forever. After attending the November 23rd meeting, I am convinced the developer can scale their project to the 180 foot height approved within the 100 acre plan.

If the residents can not rely on the collaborative efforts of a multi year process, then what was the point in the first place. While development is welcomed and desired, please hold the developers to the agreed upon well thought out neighborhood plan.

Regards,
Steven and Cynthia Lefkowitz
21 Wormwood Street, Unit 602
Boston, MA 02210

From: "Kara, Kristin" <Kristin.Kara.bra@cityofboston.gov>
Date: November 25, 2009 4:14:01 PM EST
Subject: 319 A Street Rear Project - Upcoming Impact Advisory Group (" IAG") Working Session Meeting

Good afternoon:

Please be advised that there will be a 319 A Street Rear Project Impact Advisory Group (" IAG") Working Session meeting on Tuesday, December 8, 8:00-9:30AM, at Made in the Fort Point, located at 12 Farnsworth Street.

All members of the community and media are welcome to attend IAG Meetings.

Thank you.

Regards,
Kristin

Kristin Kara
Senior Project Manager
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201
Phone: 617-918-4263
Fax: 617-742-7783

Kara, Kristin

From: Claudia Ravaschiere [crav@createsound.com]
Sent: Tuesday, December 01, 2009 11:06 AM
To: Kara, Kristin
Cc: McGuinness, Richard; Palmieri, John; fpna@dewdrops.net; lisagreenfield@rcn.com
Subject: {SPAM: 40} :Comment Letter 319 A Street rear

Claudia Ravaschiere
355 Congress Street 3d Floor
Boston, MA 02210

Kristin Kara
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, MA 02201

December 1, 2009

Dear Ms. Kara,

I am writing regarding the proposed development of 319 A Street. Rear, South Boston, MA by W2005 BWH II Realty, LLC, which is located in the Fort Point Channel District.

Although I support the development of affordable residential rental development in Fort Point, *I do not support this project as proposed in the PNF submitted by Archon/Goldman Properties. I strenuously object to the additional height proposed for this project.*

The increased proposed height of the building at 319 A Street rear will have a seriously negative impact on the quality of light and cast shadows for the residential buildings at 300 Summer Street and 326 A Street. Extensive shadow studies on the impact to these dwellings should be presented to the community before approvals are given for height above 180 feet at 319 A Street Rear.

Of great concern is also the scope of this project and its proximity to the Central Artery Tunnel. This is a crucial health and safety issue. Given the past structural problems that the CA/T has experienced, a thorough and updated engineering and geological study should be undertaken. No previous studies should be used: any studies used to support the proponents' plans must be based on the "as built" conditions of the CA/T.

The study of existing hazardous wastes is another important health and safety concern for the residents, pedestrians, and workers of the Fort Point Channel District. The PNF submitted by Archon/Goldman Properties states, "there are no documented hazardous wastes". However, there

is a strong possibility that asbestos was used as a fire retardant material in the existing building. Comprehensive studies regarding the presence of hazardous waste on the site, and mitigation plans which include the highest safety standards should be undertaken, and presented to the neighborhood. I emphasize this point here, because it is well documented that the proponents used methods that were not permitted and illegal to undertake interior demolition of the Melcher Street buildings at 63, 51, and 49 Melcher Street while tenants were occupying these buildings. In addition, they did not take precautions to secure the health and life safety of their tenants or pedestrians. I can send you documentation of this activity from correspondences that I have with the BRA, Inspectional Services, Jones, Lange, LaSalle, the Proponent, and tenants in the 63, 51, and 49 Melcher Street.

The architectural plan of the proposed new building is incongruous with the surrounding historic warehouse buildings. Its design does not consider the unique character of the neighborhood structures. The overuse of glass, which virtually wraps around the structure, makes it look like it belongs in Miami, not New England, and it lacks artistic merit. The scale of the proposed building dwarfs the buildings in the area. Although these architects (ADD Inc) are talented and accomplished, this is not their best work. A building proposing such height and massing should be of exceptional design and innovative in its own right: this massive chunk of glass strains against the quiet humble beauty of the adjacent historic brick buildings.

The increased height of the building from 180 feet from the 100 Acres Master Plan to 25 stories is not justified by, as stated in the PNF by the proponents, "exceptional public benefits".

Although job creation has been stated as an exceptional public benefit, the proponents state that the project will begin when the economy turns up. This is not an "exceptional public benefit"; the job market needs stimulus now. Numbering job creation as an "exceptional public benefit", is yet another ploy from Archon/Goldman Properties to increase their own profits when they flip the building, without creating a single job, and in fact causing job loss and blight to this neighborhood.

The past actions of Archon and Goldman Properties have consistently proven that flipping buildings for profit, after attaining approvals from the Boston Redevelopment Authority, has been their sole intent and goal, not "exceptional public benefits", not community responsible development, not the creation of jobs, not the creation of a dynamic 24 hour neighborhood; their singular motivation has been greed. The additional height of the building at 319 A Street that they are seeking is no different- it is strictly to enhance their profit, not provide community benefits.

Archon/Goldman Properties has not developed a single building in Fort Point, They have mothballed buildings that were once occupied by artists and small businesses and decimated a thriving neighborhood. It has been painful to watch as the BRA sits by and does nothing. The Melcher Street and Summer Street buildings were emptied of dozens of artists and small businesses; a pointless act, devoid of any improvement to the neighborhood of Fort Point and the City of Boston.

I hope that the Boston Redevelopment Authority will seriously consider the intentions, plans, past actions and responsibility of Archon/Goldman Properties when granting approvals. I trust that the

BRA will truly consider the community of the Fort Point Neighborhood when reviewing this proposal.

Thank you for the opportunity to comment on this project. I look forward to further review and the scoping session.

Sincerely,

Claudia Ravaschiere
Business Owner
Resident
Artist

Copy via USPS: John Palmieri

Kara, Kristin

From: bobstow1026@aol.com
Sent: Tuesday, December 01, 2009 2:06 PM
To: Kara, Kristin
Cc: Albert Price
Subject: Letter of Support for 319 A St Rear 260' building

Dear Ms. Kara,

My name is Robert Stow. I attended the public hearing on November 23rd and I wanted to further pledge my support in favor of the development project involving the 260' building on 319 A St. Rear.

I am a resident of South Boston and a business part owner in a steel contracting company. I'm 30 years old and realize the great importance of development in Boston so the city remains appealing to its current residents and enticing to visitors, college students etc who will want to stay in Boston after their education or visit. The city needs to remain fresh and full of new "energy" so people enjoy Boston and want to seek entrepreneurial opportunities. This Fort Point area has much potential for such development.

I heard much criticism about Goldman/Archon being a profitable developers and how this high rise will negatively impact the Fort Point neighborhood. I could not disagree with the naysayers more vehemently. I am excited that Goldman/Archon is willing to develop a building that will add much density to a area which in turn will "spark" a sleeping neighborhood and create new economic opportunities.

Being a part owner in a business, I realize the importance of a company to remain profitable. Without profit, the company can do no good service to anybody if there is no money to operate. The arguments about "we need jobs now", 180' being better than 260', and Goldman/Archon being profitable are weak. If 260' means the developer is profitable, this is a good thing. We don't need a project to go bust, we need a company profitable willing to reinvest in an area with extreme potential. I would rather the developer and the architect take their time and wait for the right moment so all movements are positive ones which will enhance the neighborhood.

I have seen other buildings ADD Inc has designed and I see the talent they have. Their finished product looks clean and I have faith that it will look congruent with the neighborhood.

In closing, I strongly support this 260' building. The neighborhood needs the residential density built economically. The shadow argument is also weak, sounds desperate and suspect. Please understand that the youth and future leaders of Boston greatly needs this city to have exciting development in such a cool historic neighborhood.

Thank you.

Robert L. Stow Jr.

50 West Broadway, South Boston

www.bellinghammetal.com

Sent from my Verizon Wireless BlackBerry

Kara, Kristin

From: Christine Vaillancourt [chris@christinevaillancourt.com]
Sent: Tuesday, December 01, 2009 9:33 PM
To: Kara, Kristin
Subject: comment on 319 A Street rear

Dec 1, 2009

To Whom It May Concern:

I have mixed feelings about 319 A Street rear project.

First, I am delighted about the possibility of having 232+ new neighbors (232 apts). But I am not happy that it is just rentals, with the largest units being 1200 sq. feet for 2-bedrooms with the majority of units being 800 sq. ft 1-bedrooms. I realize the present economy may not allow for condo owners, but that would be my preference. Renters are transient and may not be committed to a neighborhood. The project is not ideal for people who wish to make roots in Fort Point. I expect young single people to rent at 319 rear for the most part. Also, young renters are not known for voting in local politics. But as was stated at the public meeting on Nov. 23, the project will probably not be built for three years due to acquiring permits, etc. As we all know, the economy can surprise us in three years, and perhaps the developers will change the project to condos.

Second, I am pleased that there will be live/work spaces for Artists. I am not pleased that only 34 spaces were offered either in 327 Summer or in the new project, and only as rentals. I fear another Midway (all rentals), where people may have difficulty committing to the Fort Point community. It is difficult, I have heard, to get people to serve on the Midway board due to instability. Many fear their rents will go up and learned they cannot afford to buy at the quoted prices. I recommend that 327 Congress be donated and developed as an Artist-owned coop. Our Artist Building Cooperative at 300 Summer is working very well since 1995, with 47 live/work spaces. We govern ourselves while providing housing security, low-cost living, and community. We are involved in maintaining our building, and desire to be active in our community.

Third, I am happy the project was scaled back from what it was originally. I guess most are delighted that it is not nearly the size of what was originally proposed, so will accept a 25 story building next to a 5 story historic building. For the record, I feel the 25 story building should not be that high. But I realize that it may fit more in scale with the possible buildings around the Convention Center. I am interested in seeing the shadow studies when completed.

Does anyone know when we can expect to see our park promised so long ago? Will this project help it to make it finally happen? A park would attract renters, future condo owners and new businesses, and make those who have lived here a long time, very happy.

Cleaning up under the A Street bridge (where Summer crosses over) is greatly needed. It is the home to many pigeons and creates a health and safety hazard as well as an eyesore. Those sidewalks under the bridge and the metal steps down to A Street are rarely cleaned, if ever. Maybe with trying to rent 319 A Rear, we will finally see some neighborhood improvements.....in 3 years, that is. Before would be nice!

Thank you for hearing my comments.

Best,

Christine

Christine Vaillancourt
300 Summer Street, #76
Boston, Ma 02210

Kara, Kristin

From: Peter Agoos [peter@agoos.com]
Sent: Wednesday, December 02, 2009 4:41 PM
To: Kara, Kristin
Cc: McGuinness, Richard; Palmieri, John; Mayor; Brown, Timothy; Hart, John (SEN); Linehan, Bill; lwangsness@globe.com; Golden, Brian
Subject: Comment letter Re: 319 A Street Rear

Ms. Kristin Kara
Boston Redevelopment Authority
One City Hall Square – 9th Floor
Boston, MA 02201

Re: PNF submitted November 5, 2009 by W2005 BWH II Realty, LLC (aka Archon/Goldman Properties) for an exception to the Fort Point District 100 Acres PDA Master Plan height restriction of 180 feet for a proposed tower on Parcel A3

Dear Ms. Kara:

I am absolutely opposed to the grant of an exception to this proponent that would allow any increase above the 180 foot height limit set by the 100 Acre Plan for the site of 319 A Street Rear. I speak as a business owner and 30-year resident in the Fort Point neighborhood, owning property at 326 A Street in the shadow of the proposed tower.

I cannot find a single plausible “exceptional public benefit” that would accrue to the city of Boston in general nor to the Fort Point/ Seaport District specifically if such an exception were granted to the proponent. The proposed increased tower height fails to reach the required definition of significant contributions to any of the objectives noted below. My objections point by point:

Increasing the city’s housing supply: The 160 units of rental housing that a tower would provide if built to the 180 foot limit on this site amply satisfies this goal (though not without cost: as noted below, this degree of added density alone will create unaddressed infrastructure burdens in the neighborhood). Since their acquisition of 17 buildings in 2005, this developer has had a great opportunity to increase the city’s housing supply. They have instead backed away from plans to convert any of the 1.2 million square feet they originally purchased, and in the process have in fact decreased housing stock in the area by emptying occupied buildings. Their development process has been to work aggressively to persuade the BRA to grant value-added permissions (roof-top additions, increases of FAR, etc.) and then to sell. The result has been to delay rather than promote development in the area, and they are no more likely to move this project forward than they have been with any of the 10 properties they have already flipped. The project fails on this point.

Expanding the city’s economic base: Archon/Goldman, if granted an exception, will have increased the property’s resale value without taking any development action that benefits the city in any way. They will proceed to market and sell the property, rather than begin construction. Any new owner will then be at the beginning of a new design process. And the result will be to again delay development, postponing any increase in tax revenues that might accrue when the site is actually developed. This postponement effectively diminishes the city’s potential economic base by delay. The project fails on this point.

Enhancing the environment through public realm improvements or green design: While the proposed design has been presented as LEED certifiable, truly green development must pay attention the whole impact of the project, and engage in pro-active improvements and mitigations. An inappropriately-scaled tower in a neighborhood of exceptionally lovely 19th century 6- to 8-story warehouse buildings is neither an enhancement nor green. No plans have been proposed for creation of open space. No shadow studies have been done to determine the significant impact of a 60 foot – 33 percent – increase in height on the surrounding area. No effort to explore energy alternatives has been included in the design (e.g., incorporating something as forward-thinking, environmentally thoughtful, visually interesting, and site-appropriate as wind power generation). No real effort has been made to consider how to integrate such an enormous building into the fabric of the historic neighborhood to enhance it. The project fails on this point.

Strengthening transportation infrastructure: No contribution to transportation infrastructure is proposed. The requested height increase would in fact place an extraordinary burden on the vehicular transportation infrastructure,

thereby significantly weakening it. Even at the allowed height of 180 feet, the 98 parking spaces proposed are a woefully inadequate match to the 160 residential units the tower would hold – the city’s own guidelines call for more than 220 spaces for the 178,600 square feet of residential space this density would create, or more than 320 spaces for the 259,000 square feet a taller structure would create. The additional 72 units that the increased height would allow would further exacerbate an existing problem, pushing additional vehicle load onto an already inadequate supply of parking in the neighborhood. The proponent’s contention at the November 23 community meeting that residents may tend to not have cars is ludicrous. Furthermore, until the street infrastructure is developed on and around the postal parking land, there is no reasonable traffic access to and from the proposed building; one result would be a bottleneck at the intersection of A and Melcher Streets, a location that is already a rush hour gridlock-maker. The project fails on this point.

Mitigating development impacts: The proponent’s stated willingness to provide affordable units in another property they own clearly indicates that their ability to provide this particular benefit is not contingent on additional height: they have square footage they are willing and able to develop or donate for this purpose. The project fails on this point.

A further thought on height: 319 A Street Rear sits at the level of A Street and is part of the fabric of the A Street/Melcher Street/Necco Court ground plane. This is the context in which a new building must work visually and programmatically. Nonetheless, the Fort Point District 100 Acres PDA Master Plan (pages 5-6) allows Parcel A3 to measure it’s height from Summer Street, which sits 125 feet to its north. Effectively this gives the site an allowed height limit of 203 feet from street level in a district in which the planning process purported to restrict heights to 180 feet. I would submit that the nominal proposed “240 foot” height be evaluated as what it really is – 263 feet from street level – and recognized as even more inappropriately scaled for this neighborhood.

I am all for responsible development in the Fort Point neighborhood – the promise of just that possibility presented so glossily was one of the reasons Archon/Goldman was given the benefit of the doubt by the long-time businesses, residents, and artists in the district when they acquired the remaining Boston Wharf Company real estate four years ago. The unfortunate reality of their subsequent stewardship and actions is that they have not been interested in developing a neighborhood. As they state on the home page of their website <http://www.archongroup.com/commercial/default.asp>, “Archon’s singular business goal is to provide the highest return possible to its investors.” Their actions during the years of their ownership have amply demonstrated that they will proceed regardless of the cost to the neighborhood or the quality of life in the city. They have not been an engine of economic stimulus – needed now more than ever – but rather a drag on it, taking value out of Boston rather than adding to it.

The Boston Redevelopment Authority’s own mission states “In partnership with communities, the BRA plans Boston’s future while respecting its past....The BRA guides physical, social, and economic change in Boston’s neighborhoods...to shape a more prosperous, sustainable, and beautiful city for all.” I am convinced that granting the requested exception to the height restriction for this site and this developer is wholly incompatible with that mission.

I trust the BRA will do the right thing and deny the request.

Sincerely,

Peter Agoos
326 A Street
Boston, MA 02210

December 4, 2009

Ms. Kristin Kara
Senior Project Manager
The Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

Re: 319 A Street Rear Project

Dear Ms. Kara:

I am a 20-year resident of the Fort Point neighborhood, and have diligently attended planning meetings since 1997. I served on the BRA's Fort Point Advisory Committee, BRA Fort Point Working Group and BLC Study Committee as spokesperson for the petitioners in the designation of Fort Point as a Landmark District.

With the exception of a few concerns outlined herein, I support the approval of this project as described by the proponent's Project Notification Form.

On a somewhat unrelated note, I would encourage the BRA to consider approving developments of this exact footprint on Fan Pier, Pier IV, Seaport Square and Massport parcels, where most planned building footprints are egregiously disproportionate with maximum height and/or planned height in the Seaport Public Realm Plan and MHP. This building size is especially appropriate for the Seaport area to the north of the historic district.

Advantages of this Project in Planning Context

1. Increased Residential Density in Fort Point
2. Fulfillment of Proponent's Residential Obligation under 100 Acres
3. Fulfillment of Proponent's Public Realm Obligations under 100 Acres
4. Development of Live/Work at 327 Summer Street
5. Slimmer site profile, as building was shifted away from Pastene Alley and away from 327-337 Summer

Major Concern: Disproportionate Contribution to 100 Acre Open Space

With this project, the BRA will have approved variances for approximately 300,000 square feet of new density on this and other sites owned or formerly owned by this proponent.

From my limited understanding of development, these additional rights, after construction costs, will result in projects exceeding \$200 million in value for the proponent, above as-of-right upon the proponent's original purchase.

The proponent's portfolio has also been enriched by area public investment, including the BCEC, MBTA Station at D Street and CAT/Tunnel, as well as significant funds expended in the planning of 100 Acres.

By any standard, the greenspace contribution of the proponent of between \$2-\$3 million, as outlined in the Project Notification Form is insignificant and disproportionate with the goals anticipated by the 100 Acre Plan.

Despite many zoning changes approved by the BRA for new construction in Fort Point, including those that have benefited this proponent, no significant recreational greenspace has resulted from planning efforts over the past two decades, and only a few private pocket parks (USPS CAT/Tunnel, Binford CAT/Tunnel) exist. If the 100 Acres public realm is underfunded and unbuilt, the parks in the 100 Acre Plan will be held hostage to another decade of zoning changes and amendments to the 100 Acre Plan.

Major Concern: Demolition permitting without demonstrable Project Financing

From 2006 through early 2009, the proponent's website indicated that the company intends to resell its portfolio with approvals as soon as it attains variances for new FAR from the BRA (website screenshot is attached).

The proponent, or its successors, must not be allowed to proceed with obtaining a demolition permit unless covenants are in place that guarantee a clear development financing and construction schedule.

If the building is demolished and the project does not move forward in a reasonable timeframe, this would not only be a travesty in light of the planning process and community, it would violate the integrity of the 100-Acre Plan. The BRA has represented that approvals for this property (variances and demolition) are being considered ONLY in the context of its contribution to the 100 Acre planning process. Neither the demolition permit or construction of this project are being approved outside of this greater context.

(more about demolition vis-à-vis Landmark status follows)

Major Concern: Siphoning of Profit through Resale of Approvals

When projects are flipped along with approvals for new construction, the original owner profits from the approval and the new owner pays a premium for the approved project. The new owner has a much smaller margin to develop a building of substantial quality and architectural caliber. Our community is still reeling from a fairly recent flip by this proponent that resulted in a purchase by a new owner who could no longer afford the originally approved use.

Although I am unsure whether I would support the extinguishing of approvals upon a flipping of a project to a new owner to prevent the siphoning of profit away from the site, I would encourage the BRA to consider agreements or covenants with the proponent that ensure that the project, if flipped, can be developed with the architectural quality and materials as originally approved.

Perhaps the approvals should be extinguished if the proponent flips the project to a new owner who has not demonstrated a clear ability to finance and develop the project as originally approved.

Major Concern / Public Pedestrian Access through Pastene Alley

With this approval, the BRA must ensure that Pastene alley remain open at both ends and available for public, pedestrian use. The proponent has signaled its intention to maintain Pastene Alley for private use. No intention to provide a permanent public easement is mentioned in the PNF.

Other Issues

Precedent / Height

Although I support the project, I want to make clear that I have concern over its height as a precedent for other projects. In my view, the 100 Acre Plan's density was inappropriately scaled by proportion with the existing historic district. As a member of the Fort Point Advisory Committee I and others made this case forcefully during the planning process, to little avail at the time.

That said, I do recognize that Parcel A3 is approved for 180' and designated as a special site for additional height.

Approval of height above 180', contingent under 100 Acres on "exceptional" benefit, is appropriate with its use as residential and the co-development of 327 Summer Street as an artist live/work building.

Demolition in light of Landmark Designation

Although I support the project, I want to make clear that I strongly opposed the demolition of the rear of 319 A Street when the concept was first publicly contemplated during an analysis of 100 Acre Plan drafts in 2006. I also contested the necessity of this demolition when a tower was proposed on this site by the BWCo. a few years earlier.

Having served on the Boston Landmarks Commission Study Committee, and having been spokesperson for the original petition in 2001, I can say that the BLC process produced a set of guidelines which I am extremely supportive of. Those guidelines respect all planning processes that were already underway at the time of the designation, including 100 Acre Plan.

The demolition of this structure was anticipated by the proponent and BRA under 100 Acres, prior to the Landmark designation. The BLC guidelines are respectful of the plans for parcel A3 under 100 Acres. For these reasons, I will not oppose the demolition of the rear building if this project moves forward.

Rental vs. Ownership

Although I support the project, I would encourage the BRA to consider fulfillment of residential obligations under 100 Acres by a predominate development of condominiums instead of rental apartments.

Rental apartments do not attract tenants who typically will invest long-term in the district. Owners have a stake in the property and therefore are more inclined to seek long-term growth and realized potential.

Architecture/Construction/Materials

While I personally would prefer to see exciting contemporary expressions of modern architecture in Fort Point and the Seaport to contrast the historic structures, I understand and respect the architect's goals and architectural design of this project.

The architecture as described is responsive to the historic buildings, and I was impressed by the model of the building presented at the community meeting.

I remain concerned that the project's architectural budget and materials will be scaled back once the proponent flips the project to a new owner. An intention to flip this property has been expressed by the proponent (see attached screenshot).

Parking

I would not support an increase in parking spaces in this project. Although I understand that parking is difficult in the neighborhood, increasing unit counts within buildings will, long-term, result in increased traffic and congestion. Competition for parking spaces is appropriate in an urban neighborhood, particularly one well-served by public transportation.

Context vis-à-vis Proponent's 3-Year Track Record

To conclude, I am generally optimistic about this project but wary of the proponent. Our neighborhood has experienced a significant upheaval with the loss of many artist live/work spaces, as the proponent and BRA trumpeted a grand upscaling of the district that apparently dissolved.

None of the glitzy plans and press releases produced by this proponent have evolved, and many of their **current and flipped buildings — once thriving with tenants, have remained empty for 2-3 years** including buildings at 63 Melcher, 51 Melcher, 49 Melcher, 319 A Street front, 319 A Street rear, A Street Deli, 316 Summer Street and 322 Summer Street.

By comparison, Berkeley Investments arrived at approximately the same time as this proponent and purchased approximately the same number of properties. Berkeley has since developed FP3 Condominium, Flour Bakery, Sportello, Drink, a temporary FPAC art gallery and store. The owner of Berkeley Investments served on the BLC study committee, worked with the BLC to preserve a historic boiler room which was originally proposed for demolition, and is moving forward with adaptive reuses of its remaining Congress Street buildings.

The track record demonstrates a likelihood that the proponent of this project will leave Boston as soon as approvals are in hand, without developing a single square foot of this or many other of its approved projects. Perhaps the Fort Point community will benefit from the opportunity to forge a positive relationship with a new owner.

My expectation from the BRA is that the agency will ensure that a new owner is capable of fulfilling all obligations for variances of which this proponent is the prime beneficiary.

Thank you for consideration of my concerns. I look forward to seeing this project completed and its obligations fulfilled.

Regards,

A handwritten signature in black ink that reads "Steve Hollinger". The signature is fluid and cursive, with the first name "Steve" and last name "Hollinger" clearly legible.

Steve Hollinger
Resident
21 Wormwood St. #215
Boston, MA 02210
617 338 2222

attachment:

Archon website screenshot, 2006-2009, archive visible at
<http://web.archive.org/web/20061016234957/www.archongroup.com/commercial/transact-detail.asp?id=1>

Return to Recent Transactions | Recent Transaction - Boston Wharf Portfolio

Building value through the acquisition, development, financing and disposition of real estate investments, Archon seeks commercial acquisition opportunities that generate immediate and sustainable cash flow and strong current yields.

Targeted properties include Class B or higher properties with high credit tendencies and minimum lease rollover in the first several years. Focusing on properties with updated wiring and ample parking in major metropolitan markets, Archon Commercial offers expedited due diligence and closing timeframes.

Property Name	Boston Wharf Portfolio
City	Boston
State	MA
Size	1,200,000 SF
Year Built	Built in the early 1900's

Click on Image



Boston Wharf Portfolio Details

- » Acquired 14 buildings with a total of 1.2 million SF of office space and a garage in the Fort Point Channel submarket of downtown Boston.
- » The seller had owned these properties since the early 1800's.
- » Acquisition strategy involved a value-added play, rolling below market tenants to market rents and increasing occupancy in the four under-leased buildings (340,000 SF). These assets will then be sold, along with two stabilized Class A office buildings (205,000 SF).
- » Archon's development team is working through the Boston Redevelopment Authority ("BRA") rezoning process to obtain an additional 500,000 SF of FAR for three of the buildings (137,000 SF). Once zoning approval of the additional FAR is complete, these assets will be sold.
- » Five buildings totaling 289,000 SF are being converted to residential condominiums upon obtaining necessary approvals from the BRA.
- » Archon role: Acquisition, Development, Construction Management, Oversight of External Leasing and Property Management, Disposition.

Kara, Kristin

From: Katherine Meyer [meyergroupkgm@yahoo.com]
Sent: Sunday, December 06, 2009 2:07 PM
To: Kara, Kristin
Cc: Meyer Katherine; Meyer Charles; Meyer Dorothy
Subject: Project Notification Form of W 2005 BWH II Realty for 319 A Street Rear

Ms. Kristin Kara
Senior Project Manager
Boston Redevelopment Authority
Boston City Hall
Boston, Massachusetts 02201

Dear Ms. Kara:

In reference to the Project Notification Form filed by W 2005 BWH II Realty, LLC for the development of 319 A Street Rear, I, a resident and owner at 326 A Street for 30 years, disagree that the PNF adequately describes the project's impact on our neighborhood.

First, the amount of traffic coming through a private alley into public streets will add enormously to already heavy traffic on Melcher and A Streets. The fact is that the left turning traffic from this new building will interrupt A Street and the many vehicles travelling from this new building on to Summer Street will add congestion to Melcher. This situation will make a short cut through our 326 A Street Parking area extremely tempting to these drivers. Extension of Melcher Street with the planned traffic light would assure much better traffic control. The plan as presented is a temporary, inadequate solution and requires further study and solutions.

Second, the amount of parking proposed is glaringly inadequate according to Boston requirements. Even if there is a great deal of public transportation use, all these people will have cars. To imagine differently is fanciful. Many of these car owners will not pay for parking and will compete for the few resident parking places available.

Third, there are no shadow studies included in this proposal to inform us at 326 A Street what the impact will be on the sun and sky for our building.

The PNF as stands does not address these three issues. If the City accepts this proposal, it is short changing our neighborhood. It is also giving monetary value to an entity that has done very little of what it has previously stated it would do. This corporation is leaving us with a neighborhood full of empty buildings and leaving the City without the economic activity these buildings previously produced.

Sincerely yours,

Katherine Green Meyer
Owner and resident at 326 A Street.

Kara, Kristin

From: McDaries, Zachary [Zachary_McDaries@adp.com]
Sent: Monday, December 07, 2009 11:19 AM
To: Kara, Kristin
Subject: 319A street project

Hi Kristin,

Just a quick email to let you know I am 100% in support of the project and was in 100% support of the original designs as well in the 100 acre master plan as well. I typically work late hours and can't attend the public meetings, but wanted to make sure you knew you have a lot of support in my building and in the area for as much expansion as possible. Back Bay and other desirable areas in the city have larger buildings (like the original 100 acre plan vs. the revised plan) that have only facilitated the area's growth and residential demand. From what I have read, I am all for the extended hotel space for the Boston Convention Center as well.

For whatever its worth, I have noticed a small group of residents that seem to campaign someone vigilantly for smaller buildings, reduced hours that construction can occur and shorter business hours/reduced liquor licenses for the local establishments. I get emails, see postings in my buildings and flyers put underneath my door at times. I don't think they represent the majority of folks in the area that truly want to see this economy and location take off and will be inconvenienced if need be to help facilitate this growth. I know Pershephone/Achilles (on summer street) closed and faced challenges with some of the community. With the new restaurant Barlow's that is opening up, I hope they are given the full liquor license and full hours of operation that competing businesses in the area (luckys, etc.) or in back bay are given. If not, I just don't know how they will survive at this point. Also, I am all for night construction and weekend construction if it helps to expedite any of the projects.

Thanks again for all of your work.

Zach McDaries
21 Wormwood Street, Unit 620
Boston, MA 02210

617 233-9785, cell

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Kara, Kristin

From: Susan Rodgerson [srodgerson@afhboston.com]
Sent: Monday, December 07, 2009 11:21 AM
To: Kara, Kristin
Subject: comment letter 319 A Street rear
Attachments: AFH invite_red.jpg

December 3, 2009

Kristin Kara
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, MA 02201

Dear Ms. Kara,

I am writing regarding the proposed development of 319 A Street, rear, South Boston, MA by W2005 BWH II Realty, LLC, which is located in the Fort Point Channel District.

As a property and business owner in Fort Point, Artists For Humanity is very interested in development within the 100-Acre Plan. Development of residential units in the key commercial corridor between the Channel and the new Convention Center will provide the population density needed to reinvigorate economic development in the community. We especially favor projects that reflect the needs and tenor of the current community by creating new opportunities for artist work/live space and condo options, and that complement the architectural surroundings.

The project proposed by Goldman Archon for 319 A Street will create much-needed residential opportunities and a possible donation of 327 A St, a 50,000 sq. ft. building, to the city for use as artist live/work studios or other affordable housing. Specifically, I would highly recommend the option to create artist space within this donated property, as artist space is affordable housing and it would represent a special opportunity for local artists and for the cultivation of the artistic community and cultural economy of Fort Point.

In addition there are approx \$2,000,000 of "linkage" fees that would be contributed to the City and would be used to begin the infrastructure work and green spaces envisioned in the 100 Acres plans. The series of parks envisioned in the plan will attract pedestrians "over the bridge", build a stronger local economy and foster community pride.

In closing, something needs to be done to kick-start development in Fort Point and direct linkage funding toward the neighborhood. The proposed Goldman Archon project offers a solution to the stagnation that has plagued the area for decades.

Sincerely,

Susan Rodgerson
Executive/Artistic Director
Artists For Humanity
EpiCenter
100 West Second Street
Boston, MA 02127
t: 617.268.7620
f: 617.268.7358
www.AFHBoston.com

Kara, Kristin

From: Paul Quinn [paul@gpqmaintenance.com]
Sent: Tuesday, December 08, 2009 9:52 AM
To: Kara, Kristin
Subject: 319 A Street Project

Kristin Kara
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, MA 02201

Dear Ms. Kara,

Please consider my letter in support of the proposed project by Goldman Archon at 319 A Street.

As a business owner and property holder in South Boston I understand the unique opportunity we are being presented as a community. This project will bring new blood into our area and reinvigorate a lagging economy. New tenants and residents in the Fort Point Channel area creates potential custom for the existing businesses while also contributing to the creation of a thriving community that will attract future business opportunities.

It is my desire that, once this project is completed, I will have the chance to personally participate in this economic growth by locating my own business within the building at 319 A Street. I know I am but one of many who will personally benefit from this project, however, I also recognize that I am part of a larger picture. An increased tenancy in this area will create a pool of support for the local neighborhoods in the form of financial support, i.e. patronage of local business and support to local schools and future projects.

It is my hope that you will strongly consider the benefits that the Goldman Archon project will provide to this once thriving area and give them the support they need to continue.

Thank you.

Sincerely,

Paul Quinn
G.P.Q. Maintenance, Inc.
383 Dorchester Avenue, Suite 210
Boston, MA 02124
617 719 1644

Kara, Kristin

From: Murad, Gary [gmurad@oneillandassoc.com]
Sent: Tuesday, December 08, 2009 4:06 PM
To: Kara, Kristin; 'kristin.kara@bra.cityofboston.gov'
Subject: 319 A Rear

December 8, 2009
Ms. Kristin Kara
Senior Project Manager
BRA
Boston City Hall, 9th Floor
Boston, MA 02201

Dear Ms. Kara:

As a resident of B Street in South Boston, with a view of the Fort Point Channel area, I am writing to express my support for the residential proposal at 319 A Street Rear. I'm excited about this development as the first in the district's 100 Acre Plan and hope it will serve as a catalyst to create the much needed infrastructure improvements and open space that spur more private redevelopment in what I consider a "dead" neighborhood.

As a home owner living just down the haul road from this proposed project, I believe such a residential project will begin to address UNDERdevelopment there and will go a long way to create a diverse and active neighborhood that lies within walking distance of my own. Here, in my neighborhood, the Lower End of South Boston, the Saint Vincent Neighborhood District in particular, we are facing a situation of what we consider "OVERdevelopment". That is, developers are receiving variances to build condo developments that do not fit within our 3F-2000 neighborhood and exasperating an already difficult off street parking situation. This is not the case with the Fort Point Channel area where the buildings have a greater FAR and height.

As proposed, the 232 housing units associated with 319A will bring more residents to the area, creating more customers to support the struggling retail and restaurants located there and create a more vibrant neighborhood. This neighborhood suffers from being primarily commercial. Along with this development will come funds needed to put into motion the community benefits associated with the 100 Acre Master Plan. Also, while this proposal exceeds the 180' height limit, the development team's offer to preserve and potentially donate 327 Summer Street for artist live/work affordable housing certainly responds to an expressed community desire to maintain this area as an artist enclave. In addition, the greater height will bring in more money for infrastructure and open space--an additional \$900,000 to the 100 Acre Sinking Fund.

As I mentioned above, I am a strong opponent of awarding variances for unreasonable height increases that negatively affect the quality of life in the subjected neighborhood. I am, however, a proponent for additional height in the right places, where it makes sense, and doesn't negatively take away from a neighborhood. I believe this is the case with 319A Rear. I think this eclectic area, with a mix of heights, industrial, commercial, residential, retail and tourism uses, is an appropriate place for more height.

Attracting additional residents, creating more housing and developing artists' housing have long been goals of the Fort Point neighborhood. This project meets these goals and will help to further drive development of neighborhood amenities including more retail and restaurants--many of which have struggled due to lack of full-time residents.

In conclusion, I believe it is reasonable, under the circumstances I described above that currently exist in Fort Point Channel, for me to express my support for this project.

Sincerely, Gary Murad

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Chia-Ming Sze Architect Inc.

Architects & Planners

326 A Street Boston, Massachusetts 02210 (617) 451-2727 (617) 451-6350 FAX / email: chiaming@szearch.com

December 8, 2009

Boston Redevelopment Authority
One City Hall Square – 9th Floor
Boston, MA 02201

ATT: Ms. Kristin Kara
Project Manager

RE: 319 A St Rear – PNF 11-5-09

Dear Ms. Kara:

I am writing to reiterate my testimony at the community meeting of November 23rd held at the Boston Convention Center, which expressed concern at the 319 A St Rear proposal. Our office has been located at 326 A Street for 20 years.

319 A St Rear is a development proposal, which is being presented without adequate public infrastructure in place. The rear portion of 319 A Street lacks frontage on a major street and depends on thru access from the West Service Road into Pastene Alley with a new curb cut off the West Service Road for its proposed 98 car garage as well.

The West Service Road is a high speed two way access road, which functions as an extension of the access and exit ramp from I-90 and has no curb cuts up to the intersection of Congress Street. Pastene Alley was historically a dead end railway spur not a thru road. It should remain a dead end Alley. Our 326 A Street parking lot will become an extension of the Pastene Alley traffic short cutting onto Melcher and vice versa, if Pastene Alley is allowed to penetrate to the West Service Road.

The A Street and Melcher corner has been the source of many problems over the years. Traffic presently backs up from Broadway to Summer St on occasion during rush hour, especially when Gillette workers let out.

319A Street Rear only works as a development with a major street frontage and garage access off of a future Melcher St extension from A Street to the West Service Road and with traffic lights at that new intersection and also at the Melcher and A Street intersection. The proposed new building needs a Melcher Street address and frontage in order to work.

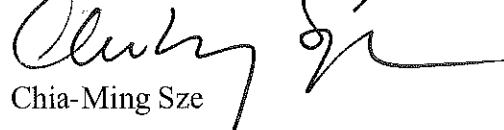
This development should not be considered without first extending Melcher Street to the West Service Road and being looked at as part of a comprehensive development for the Post Office lot. I believe that the BRA100 year plan for the area may even illustrates this.

This developer has in the meantime, emptied out the buildings, which he owns in the Fort Point Community, so that the life of this neighborhood has been sapped. He has flipped them for profit arbitrarily rather than develop them in a well thought out comprehensive community plan as he first promised in order to gain neighborhood support.

The 160 rental units being presently proposed for 319A Rear will be for a transient population. It is not the type of housing, which strengthens the community base of a long-range neighborhood. I see no justification for granting height exceptions or advancement of a project, which has few benefits at this time. When the Post Office lot is being considered and a comprehensive upgrading and extension of Melcher Street is being advanced, this project can be looked at again by the BRA and a developer working with the community and with a fresh outlook.

Respectfully submitted,

CHIA-MING SZE ARCHITECT INC.



Chia-Ming Sze

Cc: 326 A St Condominium
Ft Point Channel Neighborhood Association

Kara, Kristin

From: Deena Schnitman [dschnitman@rcn.com]
Sent: Thursday, December 10, 2009 3:25 PM
To: Kara, Kristin
Subject: 319 A

Hello,

First, let me say that I don't think anyone rejects the idea that the Fort Point Neighborhood should be developed. That said, as a resident of 21 Wormwood St. I am deeply concerned about any building going up in the Fort Point Neighborhood that overshadows *all* the other buildings. There is no way that the proposed height of this building is appropriate for this neighborhood. I chose to live in this neighborhood because of the special qualities associated with an industrial district. If I wanted to live in a New York style neighborhood where sky is obliterated by tall buildings I would have chosen a different place to live. And, with only 98 proposed parking spaces where are the developers expecting all the new residents to park? There is already a significant parking problem.

I know that a building such as this will bring revenue to the City of Boston but there must be another more appropriate way to fill your coffers. Please do not approve a building that doesn't fit. This is not a high-rise neighborhood.

Thank you for your consideration.

Deena Schnitman

Deena Schnitman
Deena Schnitman Designs
21 Wormwood St. #402
Boston, MA 02210
617-375-9101
<http://www.deenaschnitman.com/>

Kara, Kristin

From: Deena Schnitman [dschnitman@rcn.com]
Sent: Friday, December 11, 2009 3:21 PM
To: Kara, Kristin
Cc: Becky Dwyer
Subject: Re: [fpacmembers] 319 A Street project

Dear Kristin,

I have already written with my objections to a building of the height proposed and the concern over the number of units and the number of parking spaces and the impact on this very special historic neighborhood.

I am writing again as I did not mention the issue below which has been eloquently expressed by Becky Dwyer. I would like to add my support of seeing an engineering report as I too have a view of the USPS parking lot and see not only the settling of the pavement but watch as the barriers go up around the parking lot. I also live through the periodic noise generated when the repairs take place which appears to be a bandaid to problem that continues to grow. The picture below shows two barriers and if you look closely you can see the previous repairs go diagonally across the parking lot.

It is hard to believe a building of the height proposed won't add significantly to the problem. I addressed the obliterating of the view in my other email so won't address it here. This picture shows what it will do... As an aside, and on a personal/aesthetic level, I'd like to hear the architect of the proposed building justify his/her design for this neighborhood. Once again, thank you. Deena Schnitman (21 Wormwood St.)



On Dec 10, 2009, at 5:10 PM, redwyer@aol.com wrote:

Kristin Kara,

I understand that comment letters on the 319 A Street project are due tomorrow.

I really thought that there would be some attempt on the part of the BRA to try to modify this project, which is at best, misguided and, at worst, another attempt by Archon/Goldman Properties to bypass any community input.

The project is too large, the impacts of traffic and parking too serious to allow this project to proceed as planned.

Also, the project does not take into account previous engineering studies as to the stability of the tunnel beneath the property.

As a resident of 249 A Street, with a clear view of the USPS property, I can actually see that there has been serious settling of the pavement above the tunnel box. The USPS is aware of this problem and, in some areas, has attempted to repair the damage.

Also, it is my understanding (and it has been stated by the proponent), that there are tie-backs from the tunnel project, that extend under the existing building, which will be demolished to make way for the 319 project.

Is there an engineering report that is available to the public, documenting any potential damage to either the tunnel or the structural integrity of the new building? Where might the public find such a report, and has the proponent made any attempt to assure that any impacts will be mitigated?

Sincerely,

Becky Dwyer
(Rebecca Leviss Dwyer)
249 A Street

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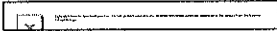
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Deena Schnitman
Deena Schnitman Designs
21 Wormwood St. #402
Boston, MA 02210
617-375-9101
<http://www.deenaschnitman.com/>

Kara, Kristin

From: Kurt Eidsvig [kurtcoleeidsvig@yahoo.com]
Sent: Thursday, December 10, 2009 4:37 PM
To: Kara, Kristin
Subject: Re: W2005 BWH II Realty, LLC Project Notification Form for 319 A Street Rear

Dear Ms. Kara-

Please accept this email as a note of formal concern regarding the possible development proposed for 319 A Street Rear as referenced in the above subject line.

As a resident of the neighborhood, the current parking situation will be greatly exacerbated and likely unbearable should said project move forward. As proposed there is no proposal for additional parking spaces, in addition to the impact that the building will have as they have not allowed enough for all the residents they propose.

These concerns are filed in addition to the height of the building proposed which far exceeds those in the general vicinity and will impact visibility and overall aesthetics of the existing real estate.

Please consider this a formal note requesting this project is not approved in its current plan.

Thank you,

Kurt Cole Eidsvig
300 Summer Street
Unit 57
Boston, MA 02210

617.733.7456
KurtColeEidsvig.com

Kara, Kristin

From: bruce peterson [bruce@brucepeterson.com]
Sent: Thursday, December 10, 2009 4:39 PM
To: Kara, Kristin
Subject: 319 A Street rear

Ms Kara,

As a local resident, I wanted to make a few comments regarding 319 A Street Rear. I am generally in favor of the project, in that it brings more residential population density to the area, which I believe will be of benefit to the current residents. I do however have concerns as to when the project will be built. I fear this is a tactic for the developer to increase the value of the land for a future sale, without the intention of actually building it. Our lifestyles here, now, in my judgement will benefit from this project. If the building site sits empty for years then it does nothing to increase the vitality of the neighborhood for those of us who have lived here for years. Please do what you can to see that the project is actually built within a reasonable amount of time.

Regarding the 2 options for an artist building or more units within the high rise at affordable rates. I am strongly in favor of an artist building. My feeling is anything we can do support the art community here is beneficial to the Fort Point area and city at large.

Thank you for your time.

Bruce Peterson

21 Wormwood St
Unit #209
Boston MA 02210

617-292-9922

www.brucepetereson.com

300 Summer Street #38
Boston MA 02210

December 10, 2009

Ms. Kristin Kara, Senior Project Manager
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201-1007

Re: W2005 BWH II Realty, LLC Project Notification Form for 319 A Street Rear

Dear Ms. Kara:

As a resident on nearby Summer Street, I write to voice my dismay at the current plan for developing 319 A Street Rear. While the spirit of the development appears appropriate for the neighborhood, the proposed height is unacceptable by any quality-of-life standard.

The proposed building would be roughly twice the height of the tallest residence in the neighborhood and three or four times the height of most of the prevailing historic buildings. As such, it would mar the visual appeal of the district at a time when the visual appeal is becoming recognized as one of the neighborhood's greatest assets. Additionally this excessive height would cast significant shadows (it is on the southern side of the historic district) and would no doubt encourage additional tower developments, which if unchecked would ultimately consume our unique architectural district.

Thank you for your consideration.

Sincerely

Jason Fiering

Kara, Kristin

From: Leslie [zandeerae@comcast.net]
Sent: Thursday, December 10, 2009 4:52 PM
To: Kara, Kristin
Subject: 319 A Street Rear

To Whom It May Concern:

I cannot attend the meeting on Friday, but....

I moved down to Fort Point in 2005. At that point, even though the developers had already evicted many artists and art firms, there were still some fine old, and revered art businesses and artists, who had been here from the "beginning". I won't even get into the fact that #25 Channel Center Street is a monstrosity, sticking out from the middle of a fine old and historic neighborhood, because we are talking about 319 A Rear A Street. How the city ever let the developers build such a horror as 25 Channel Center Street, is beyond me, and now you want to destroy even more of the neighborhood!

The Fort Point area of warehouses is a piece of history and should be preserved, while there is still something to save. The specs for 319A Street, rear--"232 rental apartments, parking for 98 cars, height 240 feet", as proposed is 25 floors plus a full floor mechanical penthouse - so visually 26 floors. Twice the height of 25 Channel Center! 25 Channel Center is 13 floors, and sticks out like a sore thumb!

How about celebrating this historic neighborhood instead of turning it into a faceless, nameless area, that cannot be differentiated from any other big city in the world. How about preserving this First and what used to be large and vibrant artist community? The two-300 artists left here after the developers and BRA tore apart lives, still are proud of the area. An "Artists Area" is a big selling point for the new people moving in. Why make Fort Point look just like everywhere else?

I really don't understand.

Sincerely,
Leslie A. Miller
15 Channel Center Street, #309
Boston. MA 02210

Kara, Kristin

From: redwyer@aol.com
Sent: Thursday, December 10, 2009 5:10 PM
To: Kara, Kristin
Cc: fpacmembers@yahoogroups.com
Subject: 319 A Street project

Kristin Kara,

I understand that comment letters on the 319 A Street project are due tomorrow.

I really thought that there would be some attempt on the part of the BRA to try to modify this project, which is at best, misguided and, at worst, another attempt by Archon/Goldman Properties to bypass any community input.

The project is too large, the impacts of traffic and parking too serious to allow this project to proceed as planned.

Also, the project does not take into account previous engineering studies as to the stability of the tunnel beneath the property.

As a resident of 249 A Street, with a clear view of the USPS property, I can actually see that there has been serious settling of the pavement above the tunnel box. The USPS is aware of this problem and, in some areas, has attempted to repair the damage.

Also, it is my understanding (and it has been stated by the proponent), that there are tie-backs from the tunnel project, that extend under the existing building, which will be demolished to make way for the 319 project.

Is there an engineering report that is available to the public, documenting any potential damage to either the tunnel or the structural integrity of the new building? Where might the public find such a report, and has the proponent made any attempt to assure that any impacts will be mitigated?

Sincerely,

Becky Dwyer
(Rebecca Leviss Dwyer)
249 A Street

Kara, Kristin

From: Nick [nthork@gis.net]
Sent: Thursday, December 10, 2009 5:22 PM
To: Kara, Kristin
Subject: comment re 319 A Street rear proposal

I would like to express my opposition to the proposed 319 A Street Rear project in the Fort Point neighborhood, as currently conceived.

It is far too tall (basically twice as tall as the current tallest structure), which means it disrupts the architectural unity of one of the most unified and interesting districts in the city, plus it imposes shadows on too many residents of the neighborhood. As far as I can tell it threatens to jeopardize the structural integrity of the turnpike/tunnel, with possibly disastrous results, and there has been no indication that this problem has been addressed by the project's planners or by the BRA. The neighborhood cannot afford the increased traffic and other infrastructure pressures that this building would impose.

Nick Thorkelson
Graphic Design & Cartoons
15 Channel Center Street, #418
Boston, MA 02210
617-417-5403
nthork@nickthorkelson.com
www.nickthorkelson.com

Kara, Kristin

From: alys@gis.net
Sent: Thursday, December 10, 2009 5:26 PM
To: Kara, Kristin
Cc: fpacmembers@yahoogroups.com
Subject: Re: [fpacmembers] 319 A Street project

Dear Kristin Kara,

I understand that the notices are due by tomorrow, Thursday, for comments on the 319 A Street Rear project.

I am amazed that this project is actually being considered and that no thought is being given to the artist community that it will be placed in the center of.

This community is at the heart of the creative economy of Boston, yet one thing after another is done to decimate this precious resource. One building after another of artists space has been emptied, many standing empty while the artists who used to work there have to walk by each day (this includes 319 A street Rear) and all that is done is to place another large obstacle in the path of the community that cleaned up this neighborhood in the first place.

Do you realize that this proposed building will wipe out the precious light that artists need to work for many of the buildings in the area?

Please reconsider this very badly conceived building as it is the future that will be important to the residents of Boston, not the short sightedness of immediate money.

Thank you for your time and consideration, Alys Myers Fort Point Artist

Alys Myers - Functional Art
www.alysmyers.com
617.288.4468

Kara, Kristin

From: apetronzio@rcn.com
Sent: Thursday, December 10, 2009 5:43 PM
To: Kara, Kristin
Cc: apetronzio@rcn.com
Subject: 319A Street Rear Project comments

Hello Kristin:

I have been unable to access the redevelopment web site to send you my comments so I am sending directly to you (site gives a server error).

I am an artist resident of Fort Point (5 years) and have had a studio here for over 10 years.

My concerns are as follows:

(1) Quality of life

Height of building----The proposed bldg is too tall. The bldg will block natural light/sunlight, throw shadows and cause wind and cold pockets. And it doesn't fit with the architecture or height of the surrounding bldgs.

Traffic-----With Gillette having moved more people in, it is becoming more and more crowded and traffic heavy. I cannot make a left turn from Binford onto A street without almost running folks down and being hit by cars. It was never like this before and will no doubt become worse with this bldg.

Parking----Where are all of these folks going to park? There is so limited space now here that we jockey for parking.

(2) Effect on the value of property

The value of the property that I own will greatly decrease.

I live/own at 21 Wormwood street and the bldg will take a nice sky view from our windows and put a huge bldg in its place. Blocking out every possible point of light for the folks that live here is a problem and depressing. I didn't move here to be surrounded by tall buildings blocking light and views from my window.

Overall I believe that the developers are thinking that this is just a place where folks come to work and then leave to go to their homes outside of the neighborhood. There are thousands of residents here and we need to be considered as this greatly affects our quality of life.

Sincerely,
Anna Petronzio

Kara, Kristin

From: Lenore Tenenblatt [tenenblatt@yahoo.com]
Sent: Thursday, December 10, 2009 6:24 PM
To: Kara, Kristin
Subject: 319A Street Proposal

This project proposal for 319A is out of scale with everything in the immediate area, has no sense of the arts community for which it will be a neighbor. It needs complete reconsideration as it is simply a means to enrich the current property owners with give-away zoning variances.

Lenore Tenenblatt
Lenore Tenenblatt Studio
249 A Street, Boston MA 02210

Kara, Kristin

From: Frank Gilbane [fgilbane@gilbane.com]
Sent: Thursday, December 10, 2009 7:04 PM
To: Kara, Kristin
Subject: 319A Street rear

Dear Ms. Kara:

I am not opposed to the project in principle, but I have three concerns that lead me to object to the plan in its current form:

* The height seems extreme given the neighborhood, and I don't recall seeing wind/shade studies in the plan. Even with such studies, the height surely will detract from the character of our Historical District. Also, the Historical District Commission should be reviewing this plan in time to make their determination, or perhaps a preliminary determination, now, not after project momentum makes modifications too difficult to implement.

* The parking plan is not sufficient. As parking gets more difficult the hopes for a mixed-use neighborhood with anything but a token residential component diminish. I don't think there was a convincing case made that the project was providing enough extra benefits to the neighborhood to warrant an exception to the parking/resident ratio.

* Our experience of the last few years does not inspire confidence that approved projects in the neighborhood are implemented as approved. While the economy has certainly caused some necessary changes, some of the changes have not seemed (at least to me) to have been agreed to with the same level of transparency as the original project. This is not a criticism of the current project obviously, but I think the current project and future projects need a more formal and visible process for dealing with potential, and of course often necessary, after-the-fact design changes to ensure they are consistent with the original plan.

Thank you for your consideration.

Regards,

Frank Gilbane
300 Summer St #76/77
Boston, MA 02210
frank@gilbane.com

Kara, Kristin

From: deberger@rcn.com
Sent: Thursday, December 10, 2009 7:27 PM
To: Kara, Kristin
Subject: W2005 BWH II Realty, LLC Project Notification Form for 319 A Street Rear

Dear Ms. Kara,

I have grave concern re: the demolition and new design proposal for the 319 A Street Rear building. As a construction administrator for architects, I question the validity of replacing a historic Boston Wharf warehouse.

The project does not fit into the context of the existing neighborhood, nor is the structure's height warranted. I have been on project teams that involved brick-for-brick preservation. Why has this proposal gotten past the Landmarks Commission?

As a resident of Fort Point Place, I am opposed to the demolition of 319 A Street Rear building. Please do not allow this proposed design to move forward.

Thank you,

Debra Berger

Kara, Kristin

From: Kelly Kerrigan [kanonakerrigan@yahoo.com]
Sent: Thursday, December 10, 2009 8:06 PM
To: Kara, Kristin
Subject: 319 A Street

Hello Ms. Kara,

I attended the public meeting about the proposed project at 319 A Street and I'd like to express my concern.

I am a resident of the Artists' Building at 300 Summer Street. The only windows in my working studio face out onto the corner of A Street and Summer Street. I am very concerned about the height of this new project. My fear is that this new building would block the light that I now have, making it impossible for me to do work in my studio. I worked very hard to secure a space in this building. I plan to stay here indefinitely. I would hate to lose the functionality of my hard earned studio due to an excessively tall building being placed in the neighborhood.

Thank you,

Kelly Kerrigan
300 Summer Street

Kara, Kristin

From: Linda Huey [lindahuey@frontiernet.net]
Sent: Thursday, December 10, 2009 8:29 PM
To: Kara, Kristin
Cc: fpacmembers@yahogroups.com
Subject: Proposed 319 A Street rear project

Dear Kristin Kara,

The BRA unfortunately has earned a reputation for weak, short-term planning that threatens to destroy the unique character and charm of the City of Boston. I am shocked that Archon/Goldman Properties' out of scale proposal for 319 A Street rear might be allowed to join the march of developments that are so negatively impacting the distinctive, cohesive, historical identity of the Fort Point neighborhood, where old brick and beam warehouse buildings built more than a century ago stand together in unity with similar heights and facades. Why do you think, for example, that so many movies have been filmed in our neighborhood if it weren't valued for the quality of its character? What kind of impression of Boston will visitors to the Convention Center come away with if all they see in the area are impersonal, characterless skyscrapers like those built in the Seaport District and proposed for 319 A Street? Buildings like those can be found anywhere in the world!

Sadly, the way things are going in Fort Point, the BRA could eventually decide to allow developers to keep only some old brick facades to build skyscrapers behind. The nearby Russia Wharf development stands as a fine example of a skeleton that has lost its soul.

Linda Huey
249 A Street
Fort Point artist since 1978
(My first studio was in the Russia Wharf building prior to its previous redevelopment.)

Kara, Kristin

From: Charles Win [cwintherapy@yahoo.com]
Sent: Thursday, December 10, 2009 8:33 PM
To: Kara, Kristin
Subject: 319 A Rear

Hello, Kristin

This is *Charles and Anna Win resident of 249 A st Boston, MA. 02210*. My wife and I moved in to this Arts neighborhood a few years ago to be part of the arts community, to enjoy the city and raise a family in an open environment that supports the arts.

We are both working artist. We have both been affronted by the politics and decimation of the neighborhood regarding its strong arts community. *We are both strongly against having 319 A rear being expanded to such a colossal size.*

It is our understanding the neighborhood of Boston were 319 A rear has been designated as a historic neighborhood . It is our understanding that historic buildings must be preserved or restored to there original state, and that not altercations take place.

Please do not let this development of 319 A rear go through.

Charles and Anna Win
249 A st
Boston MA 02210

Kara, Kristin

From: mike hammecker [flatcolor1@yahoo.com]
Sent: Thursday, December 10, 2009 8:53 PM
To: Kara, Kristin
Subject: 310 A rear development

Dear Kristin Kara,

I am writing to you to oppose the development at 319A rear.

I lived in that building for 8 years until I was forced out by Goldman Properties.

They harassed us, threatened us, withheld heat from us and eventually forced my floor out.

I am a professional artist and I work for the Boston Herald. I write about contemporary art in Boston and as an artist who has lived in multiple big cities, I can honestly say that the Fort Point neighborhood is the most wonderful and unique place I have ever lived. The spirit of camaraderie and collaboration knew no bounds and the friends and business contacts I have made here have helped shaped who I am today.

If they were to turn it into housing I feel that artists should be included in the development, much like the original master plan that Goldman sold the city on to get the permits to proceed.

I wholeheartedly oppose the tower plan and beg that the BRA reconsider Goldmans presence here in Fort Point.

Sincerely,

-Mike Hammecker

michael hammecker
319 studios
319 a st. 5th floor (rear building)
boston, ma 02210



Kristin Kara, Senior Project Manager
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201-1007.

Re W2005 BWH II Realty, LLC Project Notification Form for 319 A street Rear

Dear Ms. Kara,

Thank you for the opportunity to provide comment on the proposed development of 319 A Street Rear. Given Fort Point Cultural Coalition's mission (to preserve, promote and expand the Fort Point cultural community) and practice, our comments are limited to the artist housing proposal that is identified in the Project Notification Form. Unfortunately, the document does not provide sufficient detail to provide a positive assessment, and Archon/Goldman's recent history in the neighborhood does not support giving them the benefit of the doubt. Consequently, we do not support the proposed project.

In future planning we would like to see the following answered before the project is approved. The Project Notification Form states the developer's intention to "donate" "its building at 327 Summer Street to a nonprofit development entity approved by the BRA, and assist this entity in developing the building as affordable live/work space concurrent with completion of the proposed Project."

- The first question to be answered is whether 327 Summer Street is an appropriate building for artist studios or live/work spaces. Current plans for the expanded height of 240 foot tower indicate that the majority of studios below grade or on the Southern side of the building will be in shadow most of the day.
- Another issue is the lack of adequate elevator size and loading dock access from either Summer Street or Pastene Alley.
- Other factors impossible to assess now are the development costs. The PNF states that the units will be "affordable," but there is no financing plan, construction cost estimates or terms for the "donation" to support this claim.

The plan is very eloquent in its case for the enhanced revenue the developer and the City will get from the expanded height, but the document is significantly less articulate on how the costs of that height are mitigated and the neighborhood benefit assessed. Without this critical information it is impossible for FPCC to support this project.

Thank you,
Anita Lauricella
President, FPCC Board

Kara, Kristin

From: Karen McFeaters [karenmcfeaters@gmail.com]
Sent: Thursday, December 10, 2009 9:44 PM
To: Kara, Kristin
Cc: fpacmembers@yahoogroups.com
Subject: Proposed 319 A Street rear project

Dear Ms. Kara,

My name is Karen McFeaters and I do not reside in Fort Point. I consider myself fortunate, however, to have worked full time in the Artist Building on Summer Street since August of 2006. I am a member of the Fort Point Artist Community and enjoy knowing many of the community's artists and local merchants.

I reside in Quincy, where the historic birthplace homes of John Adams and John Quincy Adams are flanked by a Dunkin Donuts, CVS and laundromat. Each day I commute to Fort Point and enjoy my walk over the Fort Point Channel, as I take in the view of the Boston Wharf's warehouse buildings. I've fallen in love with their beauty and historical significance and paint them frequently. I can imagine what life must have been like in the area one hundred years ago and would hate to see developers continue to disrespect and destroy its architectural integrity by approving the demolition and new design proposal for the 319 A Street Rear building.

Linda Huey is correct when she states the movie industry has chosen to film in Fort Point because of its uniqueness. It has a flavor and character that should be preserved.

Others have written more educated and eloquent arguments than I can but I thought I'd contribute my thoughts as a Quincy resident who loves Fort Point and would live there if she could afford to. Please don't attempt to fix what isn't broken.

Sincerely,

Karen McFeaters

--

Kara, Kristin

From: linda aubry bullock [aubry.bullock@gmail.com]
Sent: Thursday, December 10, 2009 11:20 PM
To: Kara, Kristin
Subject: Re: W2005 BWH II Realty, LLC Project Notification Form for 319 A Street Rear

Ms. Kristin Kara, Senior Project Manager
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201-1007
Re: W2005 BWH II Realty, LLC Project Notification Form for 319 A Street Rear

Dear Ms.Kara,

As a new resident to the Fort Point community I am very concerned about the 319 A Street Rear project. I believe that those of us who live and work in the area are aware of the uniqueness of the architecture and the available quality of light that comes from the consistency in size of the beautiful, historical buildings. A new building to the neighborhood that is to be approximately twice the height of many of the neighboring buildings will have an negative impact on this light and the general atmosphere of the surroundings.

Thank you.

Linda Aubry Bullock

::::
<http://www.ocookie.net>
::::

Kara, Kristin

From: Michael T. Bullock [michaeltbullock@gmail.com]
Sent: Friday, December 11, 2009 12:02 AM
To: Kara, Kristin
Subject: Regarding the 319 A Street Rear proposal

Dear Ms. Kara,

I am a resident of 15 Channel Center Street. I am concerned about the proposed project at 319 A Rear. The height of the proposed building will create many complications for the surrounding neighborhood. It would interfere with the open, historic aesthetic; block sunlight, thereby dramatically altering the unique and cherished quality of light in the area; and increase wind-tunnel effects already in existence.

Bringing more residents into the neighborhood could very well be positive, but numerous buildings in the area sit unoccupied or partially occupied; given that, it's very hard to see what motivation exists for such a disproportionately large new structure. Given the state of the housing market, this project seems like a relic from a few years ago and not appropriate to the city's contemporary needs.

Thank you for your time.

Sincerely,
Michael T. Bullock

=====
<http://www.FineNoiseandLight.net/>

Kara, Kristin

From: Wendy Bergman [pearlspearls@rcn.com]
Sent: Friday, December 11, 2009 1:02 AM
To: Kara, Kristin
Subject: 319 A Street Rear

Dear Ms. Kristin Kara,

I understand that you are seeking comment from Fort Point residents on the proposed development of 319A Street rear, and am writing to let you know that I am a (long time) Fort Point artist. Currently, I live and work at 249 A Street. My history in Fort Point began back in 1979/1980 as a Boston Wharf Tenant at 63 Melcher St. Throughout the 80's and 90's I occupied studios in other Boston Wharf buildings at 211 and 215 A Street. This was a very vibrant and lively community. The high ceilings, sturdy beam and brick construction of the buildings, freight elevators, and myriad of windows on each floor were a perfect match for the artist tenants that came, one by one to Fort Point, and helped to create this wonderful "neighborhood" that exists here today. Fort Point has developed into what it has become today as a direct result of many hundreds of artists and arts related business" occupying BWCo. buildings up and down Melcher, Summer, Congress and A Street, as well as Farnsworth and Stillings Street.

After all these years the development and gentrification of Fort Point has caused a diaspora of artist tenants and arts related and other long time business'.

Sadly the artists who have been forced to leave Fort Point because of recent development here are the ones who played a significant role in making Fort Point a very attractive neighborhood.

With gentrification and subsequent development of (mostly) BWCo. buildings there have been many losses and not enough gains. We now benefit from the contributions that a "mixed use" neighborhood affords Fort Point residents.

There are some wonderful businesses that have become very welcome additions to our neighborhood like Sagarino's Gourmet Market, Flour Bakery, Sportello and Drink, Front and Bobs's Your Uncle to name a few. All are examples of businesses existing in buildings that have undergone few changes as far as building height or change in character for the most part!

The amount of losses of countless long time neighbors and businesses are so many that it would be difficult to list them all.

319 A Street Rear development as proposed will not contribute to the quality of character that Fort Point might have in coming years.

Building height should be in keeping with original (historical) heights: 5-7 floors at the most!

Brick and beam buildings should not be made into steel and glass towers, at least not here in Fort Point!

I do welcome new neighbors. It has been a lonely place since Boston Wharf Co. buildings have been systematically emptied by new property owners and laid dormant while waiting for approval of "big ideas". I am suggesting that the development of 319 A Street be kept simple, not larger or taller than it's original structure, and that the BRA carefully consider input from neighbors who will be affected by whatever changes are made.

Also, please remember that the artist community of Fort Point needs to be fostered by development, not wiped out by changes that will further disintegrate the character of our neighborhood.

I oppose the current proposed changes to 319 A Street Rear.

Sincerely,
Wendy Bergman
249 A Street
Fort Point Channel
Boston, MA 02210

Kara, Kristin

From: Karen Clepper [karen@carrenterprises.com]
Sent: Friday, December 11, 2009 8:37 AM
To: Kara, Kristin
Cc: Karen Clepper (home)
Subject: 319A rear

Dear Ms. Kara,

The proposed plan seems to be inappropriate for the Fort Point historic neighborhood. It is way too high and will take away the qualities of the neighborhood that make it so great. I have lived at 300 Summer Street since 1995 and have been upset to see all the development on the top of the historic buildings. I realized that development is going to happen but would like to see smaller buildings with more artist units.

The historic buildings and the artists living and working here make this a very special place. Please consider very carefully any development that would destroy the character of Fort Point.

Thank you for your attention to this matter.

Regards,

Karen L. Clepper
300 Summer St. #53/54
Boston, MA 02210
617-670-1670

Kara, Kristin

From: Lisa Damtoft [ldamtoft@hotmail.com]
Sent: Friday, December 11, 2009 9:03 AM
To: Kara, Kristin
Subject: 319 A St. comment (W2005 BWH II Realty, LLC Project Notification Form)

Dear Ms. Kara,

As a resident of 300 Summer St., I would like to register my opinion about the proposed project at nearby 319 A St. Rear.

I believe this project is inappropriate for the historic, low-rise character of surrounding buildings and should be revised. At 25 floors, it is twice to three times the height of the area's residential and commercial buildings. Visually it would "stick out like sore thumb" and cast long shadows on its neighbors.

I urge you to reject the proposal as is and require the developer to adhere to a height restriction in keeping with our existing Fort Point neighborhood.

Thank you,

Lisa Damtoft
300 Summer St. #61
Boston, MA 02210

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Kara, Kristin

From: sb [carrotloves@gmail.com]
Sent: Friday, December 11, 2009 10:39 AM
To: Kara, Kristin
Subject: 319 A Street Comments

Ms. Kristin Kara, Senior Project Manager
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201-1007

Re: W2005 BWH II Realty, LLC Project Notification Form for 319 A Street Rear

Dear Ms. Kara,

I am a long time resident artist at 300 Summer Street.

The proposed building at 319 A Street Rear bothers me for many reasons.

First, There are MANY VACANT buildings in the neighborhood that used to house many artists and businesses. It is very sad that they have remained vacant for years, rather than create new housing as was intended. Instead, now there are plans to BUILD a NEW Building for housing. Why not fill these vacant buildings (remodeled or not) with housing again.... before thinking of creating a new tower of housing?

Thus a new building construction for housing makes no sense to me.

Second, The height of the building far exceeds any of the HISTORIC building heights, and would destroy the historic feel and intended use of the of the neighborhood.

The height would also cast shadows on the residents currently in the neighborhood.

I have many other thoughts of the sign "New England's largest and oldest artist community." Boston was proud of our presence... but that sign no longer tells the truth.

I oppose the proposed building of 319 A street rear. I hope you will consider these issues.

Thank you for your consideration,

Sharryl Bryan

300 Summer St. #36

Boston, MA 02210

Kara, Kristin

From: Ellie Martin [ejmartin@rcn.com]
Sent: Friday, December 11, 2009 12:23 PM
To: Kara, Kristin
Subject: 319 A Street Project

Dear Kristin Kara,

As fifteen-year resident of Fort Point Channel an area of unique cohesive architecture, which is, threaten to disappear without intelligently designed building projects. I am opposed to Archon/Goldman building a 25-story building at 319 A Street.

The building is too large in proportion to the area. I am not opposed to responsible intelligent development in Fort Point. There is no doubt development will be done but most important is how it is done. Archon/Goldman approaches the neighborhood with its A Street project as a stand-alone building with no relationship to its surroundings.

I doubt the BRA would try to stuff a project of this size onto the residents of Beacon Hill.

When will the BRA stand up for the Fort Point Channel community?

Sincerely,
Ellie Martin

Ellie Martin
300 Summer Street # 52
Boston, MA 02210
617-542-7676



11 December 2009

Ms. Kristin Kara, Senior Project Manager
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201-1007

Re W2005 BWH II Realty, LLC Project Notification Form for 319 A street Rear

Dear Ms. Kara:

As the Board of Directors of the Fort Point Arts Community we would like to comment on the proposed project at 319A Street Rear put forth by W2005 BWH II Realty LLC. While we welcome residential development in Fort Point in an effort to promote a mixed-use neighborhood, we are concerned about the impacts of the project on our community.

Concerns over negative impacts of the project are as follows:

- The project will increase traffic and congestion at an already difficult intersection (Melcher and A St.)
- The project does not provide adequate options for off street parking for the number of units being proposed. The area already has a severe shortage of resident spaces, a situation which will only be exacerbated by this project
- The project proposes a "shared" parking strategy by which residents could have evening access to parking spaces used during the day by commuters. While this is an excellent smart growth/ transit oriented strategy, it does not align with use patterns in Fort Point, where many of the residents – of luxury condos, affordable housing and artists developments – walk or take transit to work and use cars for weekend/ evening trips.
- Shadow impacts on adjacent buildings, including the existing artists lofts at "Mondo Condo" on A Street and the Artist Building at 300 Summer Street.
- Removal of an existing structure that is part of the historic fabric of the neighborhood. Parallel with this is the loss of Pastene Alley, one of the

many alleys that contribute to the quality of the place. (We would like to note that this project in no way supports the vision of "Pastene Alley" presented to the neighborhood by Archon Goldman as part of their development "plan" – an alley transformed into a public space filled with outdoor farmers markets and cafes.)

- Most significantly, the impact of the height of the proposed project. Even with the allowable 180' height, the building would be incongruous with the scale of the historic district around it. The request for the added height, even more so.

In addition, according to our records, Archon-Goldman inherited 190 artists when it bought 11 buildings in 2005. It sold 311 Summer to ADD Inc, which displaced 15 artists to renovate and occupy the building. It relocated 15 artists to 319 A Rear in the spring of 2009. This leaves a total displacement of 160 artists by the developer of the proposed project since 2006. Adding insult to injury, seven of the developer's buildings that previously housed artists (316-322 Summer, 49-63 Melcher and 327-337 Summer) all sit vacant today.

While we support city efforts to increase the number of affordable artists live/work and work only space in the neighborhood, the proposed "community benefits" as currently put forth in the PNF are not sufficient to justify the above impacts on the community. We ask that the BRA work to help the proponent to craft a project that is respectful of the existing neighborhood and that provides mitigation appropriate to the level of impact the development has had on the community.

Sincerely

Board of Directors
Fort Point Arts Community

Kara, Kristin

From: Bebe Beard [bebebeard@gmail.com]
Sent: Friday, December 11, 2009 1:39 PM
To: Kara, Kristin
Cc: Flaherty, Michael (City Council); Linehan, Bill
Subject: 319 A Street Rear plan is another BRA Outrage

Dear Ms. Kristin Kara (and council reps Michael Flarherty and Bill Linehan) ,
I understand that you are seeking comment from Fort Point residents on the proposed development of 319A Street rear, and am writing to add my voice to those of my neighbors in opposition to this project. The size of the proposed building is out of scale with its neighbors and out of the flow that characterizes the neighbor's uniqueness. Further, it is outrageous that this company, Goldman Sachs (Japan) should be allowed to spend capitol that my tax dollars gave it when we bailed it out to change the character of my street in a way I find detrimental to my quality of life.

respectfully submitted,

Bebe Beard

<http://bebebeard.com>

617-416-7827

<http://astrodime.wordpress.com/>

Kara, Kristin

From: Lisa Greenfield [lisagreenfield@rcn.com]
Sent: Friday, December 11, 2009 3:22 PM
To: Kara, Kristin
Cc: thomas.butler@state.ma.us; Carol.Houghtaling@state.ma.us; jennifer.jackson@state.ma.us; Burbidge, Heidi; Dillon, Sheila - BRA; Linehan, Bill; Flaherty, Michael (City Council); 300Summer Board Board; Hoey, Patrick
Subject: 300 Summer St Board of Directors comment letter re 319 A St Rear [1 Attachment]
Attachments: 319A comment letter from 300 Summer Street Board of Directors.doc; ATT4202716.htm

December 11, 2009

Ms. Kristin Kara, Senior Project Manager
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201-1007

Re: W2005 BWH II Realty, LLC Project Notification Form for 319 A Street Rear

Dear Ms. Kara:

The Board of Directors at 300 Summer Street respectfully submits the following comments regarding the Project Notification Form for 319 A Street Rear (the "Project") prepared by W2005 BWH II Realty, LLC (the "Proponent").

While we support residential development in the neighborhood, we have many reservations and concerns about this project and believe it should not move forward until the following issues are addressed.

Height and Shadows

As an artist building, similar to the Fenway Studios, many of us depend on natural light for our livelihood. The height of this building could block light and cast shadows, adversely affecting our building. We need to see complete and accurate shadow studies that illustrate the impact on the live/work spaces of our building at both the 180' height and the increased height.

A 180' building, which we understand is allowed under PDA No. 69, is already incongruous with the turn of the century factory buildings that make the Fort Point neighborhood unique. We do not support any height over the allowed base height.

Parking spaces

We are concerned with the imbalance of the number of parking spaces to number of residential units proposed in this project. The Proponent plans to provide on-site parking for 98 cars, less than half the number of rental units being proposed (232 units). This is an unrealistic and unworkable number for the neighborhood considering the current parking demands for on-street parking. The proponent has suggested that the Necco Street garage would accommodate parking overflow. They have used the same scenario for their Melcher Street development. Study needs to be done on whether the Necco Street garage can accommodate the full build-out of both of these projects. Spaces in the garage should come deeded with the units so not to burden the already over-crowded resident parking spaces.

Urban/Public Realm

We have concerns about the treatment of the Street Level of the building. We would like to see more detail about the ground level and the future Melcher Street extension. The Mechanical Room and Transformer Vault should be pushed off of the ground level to make for an active ground floor in consideration of the full build-out of the district. There should be transparency on all sides of the building.

The loss of 160 artists from buildings in the proponent's portfolio that still sit mainly empty are an indication to us that the proponent is not invested in the neighborhood. The negative impacts that come with additional height outweigh any exceptional public benefits suggested to date. Based on the performance of the developer to date, we do not believe the developer is capable of providing exceptional benefits to this neighborhood. They would have to provide space for 160 artists to get back to even. Putting back artist space that was lost by their hand does not constitute an exceptional public benefit.

Conclusion

We ask the BRA to require the Proponent to be subject to full Large Project Review to address our comments and the comments by the IAG and other community and staff members.

Sincerely,

Lisa Greenfield, Vice President
on behalf of the Cooperative Board of Directors
The Artist Building at 300 Summer Street
Boston, MA 02210

Kara, Kristin

From: midwaycarolle@aol.com
Sent: Friday, December 11, 2009 3:32 PM
To: Kara, Kristin
Subject: Notification on proposed plan for 319 A Street Rear

Ms. Kristin Kara, Senior Project Manager
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201-1007

Re: W2005 BWH II Realty, LLC Project Notification Form for 319 A Street Rear

Dear Ms. Kara,

I oppose the proposed plan for 319 A Street Rear.

I have had a studio in the Fort Point Channel for the past 22 years. I have lived as well as worked in Fort Point for the past 10 years. (I have had to move twice in those 22 years, both from proposed development of the buildings which housed my studios. My last studio, at 316 Summer St. was bought, emptied and remains empty now, 5 years later.)

1. I treasure the history and architecture of the Fort Point Area. The area can inform future generations of

their heritage, giving a physical experience of scale and use of buildings that cannot be provided any other way. The area, as I understand it, is designated as a Landmark District. As such, I am mystified as to how it is possible for this current plan to fit within Historical context.

a. Fort Point historical and architectural uniqueness provide a wider range of possibilities for future films considering Fort Point as a location. Future films do bring income to the city, in primary and secondary ways.

2. Businesses have moved here precisely because of the 100 year old warehouses.

3. The height of the proposed development is directly counter to the historic buildings in Fort Point. The glass and metal design, as far as I can see, detract, distract, and otherwise obscure the buildings around it, impinging on the integrity of the historical nature of the neighborhood.

The increased shadows will have a direct negative impact artists' work.

I refer to Wendy Bergman's e-mail to you, copied below, because it expresses other of my sentiments far more eloquently than I can do here. Please consider the words as reflecting my feelings as well.

Thank you for your consideration.

Carol (Kippy) Goldfarb - 15 Channel Center St. – Fort Point Channel - Boston, MA

"Dear Ms. Kristin Kara,

I understand that you are seeking comment from Fort Point residents on the proposed development of 319A Street rear, and am writing to let you know that I am a (long time) Fort Point artist. Currently, I live and work at 249 A Street. My history in Fort Point began back in 1979/1980 as a Boston Wharf Tenant at 63 Melcher St. Throughout the 80's and 90's I occupied studios in other Boston Wharf buildings at 211 and 215 A Street. This was a very vibrant and lively community. The high ceilings, sturdy beam and brick construction of the buildings, freight elevators, and myriad of windows on each floor were a perfect match for the artist tenants that came, one by one to Fort Point, and helped to create this wonderful "neighborhood" that exists here today. Fort Point has developed into what it has become today as a direct result of many hundreds of artists and arts related business" occupying BWCo. buildings up and down Melcher, Summer, Congress and A Street, as well as Farnsworth and Stillings Street.

After all these years the development and gentrification of Fort Point has caused a diaspora of artist tenants and arts related and other long time business'.

Sadly the artists who have been forced to leave Fort Point because of recent development here are the ones who played a significant role in making Fort Point a very attractive neighborhood.

With gentrification and subsequent development of (mostly) BWCo. buildings there have been many losses and not enough gains. We now benefit from the contributions that a "mixed use" neighborhood affords Fort Point residents.

There are some wonderful businesses that have become very welcome additions to our neighborhood like Sagarino's Gourmet Market, Flour Bakery, Sportello and Drink, Front and Bobs's Your Uncle to name a few. All are examples of businesses existing in buildings that have undergone few changes as far as building height or change in character for the most part!

The amount of losses of countless long time neighbors and businesses are so many that it would be difficult to list them all.

319 A Street Rear development as proposed will not contribute to the quality of character that Fort Point might have in coming years.

Building height should be in keeping with original (historical) heights: 5-7 floors at the most!

Brick and beam buildings should not be made into steel and glass towers, at least not here in Fort Point!

I do welcome new neighbors. It has been a lonely place since Boston Wharf Co. buildings have been systematically emptied by new property owners and laid dormant while waiting for approval of "big ideas".

I am suggesting that the development of 319 A Street be kept simple, not larger or taller than it's original structure, and that the BRA carefully consider input from neighbors who will be affected by whatever changes are made.

Also, please remember that the artist community of Fort Point needs to be fostered by development, not wiped out by changes that will further disintegrate the character of our neighborhood.

I oppose the current proposed changes to 319 A Street Rear.

Sincerely,

Wendy Bergman
249 A Street
Fort Point Channel
Boston, MA 02210"

Kara, Kristin

From: lindabrown@rcn.com
Sent: Friday, December 11, 2009 4:01 PM
To: Kara, Kristin; McGuinness, Richard
Subject: 319 A Street project

Kristin Kara,

I am a long-time resident and voter in the Fort Point neighborhood, writing to you today to register my strong protest against the proposed project to add a tower to the 319 A Street site. The developers propose to add a disproportionate and ungainly addition to this already substantial building, which is centrally located in the historic cluster of early 20th century brick mills in the Fort Point area.

The 319 A Street project is being proposed by developers who have shown repeated flagrant disregard for both the input and the benefit of the resident and commercial communities of Fort Point. The major motivation for this project seems to be quite simply, greed.

The project lacks any architectural consonance with the historic buildings surrounding it. Mitigation through accompanying proposals for parks and other amenities has been minimally presented, demonstrating again the cynical disregard for the existing community this project will invade.

Issues of traffic and parking density, environmental impact in the forms of carbon emission, noise pollution, shadows cast on the streets below, wind channeling and the effect on groundwater levels have all but been ignored. There is also the potential for serious impact on the underlying I-93 tunnel infrastructure.

Clearly the Fort Point district offers exciting potential for this city to develop a vibrant community of creative residential and commercial projects. This one is simply inferior to the potentially excellent architectural additions that thoughtful planning and permitting might allow.

Yours,
Linda Leslie Brown
Professor of Art and Design, Suffolk University The Artists Building at 300 Summer Street

Fort Point Neighborhood Association

P.O. Box 52122 Boston, MA 02205 617-459-1232

December 11, 2009

Ms Kristen Kara, Senior Project Manager
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201-1007

Re: PNF for 319A Street Rear by W2005BWH 11 Realty, LLC

As representatives of our neighborhood and members of the Fort Point Neighborhood Association we were pleased to comment on the above titled project. Diligently, we reviewed the PNF and attended the Neighborhood meeting as well as the two IAG meetings. We are quite enthusiastic about a residential development -but unfortunately we cannot support this project as proposed in the PNF.

THE PROJECT

The excessive height of the structure causes serious shadow and light problems and constitutes a noticeable and questionable departure from the cohesive design that accomplishes an integration with the existing warehouse architecture that is the fabric of our neighborhood.

Parking is currently a very serious neighborhood issue and is made even more critical by having the proposed 98 spaces for 232 units. There are no other dedicated spaces -only vague references to other parking garages they own. The proponent has failed to address what will happen once all the current open parking lots in the district are displaced by new development.

Access to the site requires a purchase of land from the Postal Service. Given this need, access is not assured currently, and the need appears critical enough to make or break the project. We question then how the BRA -our planning agency- can sponsor and let proceed a plan that has no firm real estate transaction behind it -Archon is applying for a building permit (Using city and citizen-volunteer resources) for a project on land it doesn't own (The Filenes' debacle at Downtown Crossing, with its premature assumptions, comes to mind).

DISPLACEMENT MITIGATION

The affordable housing/artist component has not been well planned. The developer informed the IAG that the proposed structure has 800 sq ft maximum units that can not accommodate the artist minimum 1,000 requirement. The solution proposed by the developer is to swap the value of its mandated affordable housing/artist component for its 327 Summer Street property. The artists indicate that there is not adequate light in that building. This appears to be insoluble.

Because of these apparent severe problems we suggest that the developer consider using one or two of the several other vacant buildings they own that are now a blight and danger to our neighborhood. We question the wisdom to add additional new square footage to the district

when there is currently a surplus of vacant structures here -after all, this developer, in what we view as an insensitive and ill-considered move, caused the current vacancies several years ago.

PROCESS/APPROACH

We recommend a more respectful approach towards our community. We would like to see enough financial transparency from the BRA and the developer to better assess the developer's stated offerings of "exceptional public benefit" -we cannot do so without adequate financial data.

As an example--at the last IAG meeting, the developer suggested an even swap --327 Summer in lieu of the affordable housing/artist requirement. An IAG member queried the developer as to how he arrived at the \$8,000,000 value for 327 Summer St. An appraisal completed a couple of months ago was the answer. Upon further prodding from a public (non IAG) attendee it was determined on the basis of financial data, provided by the developer, that the current market value was more like \$ 4,800,000.

It is abundantly clear that the community cannot rely on others for critical financial data and deserves the data for its own validation concerning "exceptional public benefit" offers. In this light, we will require that any variances or considerations beyond those they have by right be vacated if Archon/Goldman flips or does not complete the development.

CONCLUSION

The neighborhood wants to work with almost any entity that can help improve our community - we are especially eager to secure the artists community here, and to support new housing development to expand residential ownership opportunities in Fort Point generally. Unfortunately the history of Archon/Goldman for the past five years runs counter to these goals. We believe Archon/Goldman executives need to reevaluate the company's relationship to the community in which it plans to develop its holdings.

Very Truly Yours,

Frank X. Crowley
FPNA Planning and Development Committee Chair

Michael Tyrrell
FPNA President

Cam Sawzin
FPNA Vice President

Dominic Jones
Charles Joseph
Marsha Kartzman
Diane Keliher
Heather Robb
FPNA Board Members

Kara, Kristin

From: Jane Deutsch [janedeutsch@rcn.com]
Sent: Friday, December 11, 2009 4:25 PM
To: Kara, Kristin
Subject: 319 A Street Rear Project

Dear Ms. Kara,

I am a resident of Fort Point Channel and have lived at 249 A Street for over 15 years. I moved to this neighborhood *because* it was a neighborhood – not some outpost that developers think needs to be changed and redesigned. This is not Kendall Square but the proposal for 319 A Street will start the trend. Architects worldwide have singled the Fort Point Channel area as a historical and architectural gem precisely because of the design and character of the buildings.

As you know, Fort Point was once the largest artist community in the City of Boston. We were a cultural gem, a neighborhood that the city once spoke so proudly of. Just in the past two years we have lost over 160 artists to “development” which has yet to happen. Artists have been driven out in the name of development and buildings sit empty. Archon Goldman Properties has presented a project that is an insult to *all* residents in Fort Point.

The height of the building is out of proportion; there have been no plans presented that address what will be significant parking and traffic issues; and, we have yet to see a shadow study. It is insulting to think that the BRA would approve a project such as this. With the exception of Chinatown, which has suffered greatly from “development”, no other neighborhood in the City of Boston has been presented with plans that will destroy their community.

We have sat through countless meetings listening to presentations from developers and planners that think this is a neighborhood that needs to be changed. We have long expressed our interest in creating more residential units but this proposal is not the right plan. The irony is that what has long attracted new residents to this neighborhood is slowly being eroded by development long approved by the City of Boston and the BRA. Artists have been driven out, more bars and liquor licenses have been issued, renovated space that once contributed to the creative environment has been turned into event space. I am not opposed to development -- I am opposed to this project and the negative impact it would have on the Fort Point Channel community

I urge the BRA to reject this proposal as presented.

Sincerely,
Jane Deutsch
249 A Street
Studio 35
Boston, MA 02210

Kara, Kristin

From: lisaknoxstudio@aol.com
Sent: Friday, December 11, 2009 4:31 PM
To: Kara, Kristin
Subject: Comment Letter - BWH II Realty, LLC project for 319 A Street, Boston

Ms. Kristin Kara
Senior Project Manager
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201-1007

Dec. 11, 2009

Dear Ms. Kara:

I am writing in regard to the proposed BWH II Realty, LLC project for 319 A Street, Boston.

As a business and homeowner on A Street I appose the project as presented.

While additional residential building in the neighborhood is desirable, building a "high-rise" in Boston's historic Fort Point district is not! History is one of Boston's most valuable commodities. It is why people come here and what they expect to find when they get here. This unique neighborhood of 19th and 20th century warehouse buildings along the waterfront is an asset to Boston's hospitality industry, local businesses and overall economic health of the city. Lets not allow short-term gains for developers to ruin Boston's waterfront for generations to come.

The BRA must advocate for Fort Point developers (Archon, etc) to renovate *their numerous vacant* warehouse buildings in the neighborhood into residential units, and most importantly keep with the historic quality of the district. Wormwood Place, FP3 and Midway are neighborhood examples of compatible development. Developers defend evicting long-time Fort Point tenants and leaving buildings empty. They repeatedly cite the economic slow-down in the residential market for their failure to implement promised mixed-use residential construction. Suddenly, plans for a high-rise residential tower in the self-same neighborhood is immanent and building height-codes are being causally disregarded by the BRA. In addition the plan for parking spaces is inadequate in an already congested area. Proposed "give-backs" to offset building this project are inadequate and fail to out-weigh negative impact on the neighborhood and city.

In summary residential development in the neighborhood is desirable and preferable to office development. However, building height must be consistent with neighboring buildings.

Thank you for the opportunity to address this important issue.

Sincerely,

Lisa Knox
249 A Street
Boston, MA 02210
617-451-2358
fortpointstudio@aol.com

Kara, Kristin

From: Daniel J. van Ackere [daniel@danieljvanackere.com]
Sent: Friday, December 11, 2009 4:33 PM
To: Kara, Kristin
Subject: Re: 319 A Street Rear Project PNF

09 December 2009

Ms. Kristin Kara, Senior Project Manager
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201-1007

Re: W2005 BWH II Realty, LLC PNF for 319 A Street Rear

Dear Ms. Kara:

I am writing to comment on the Project Notification Form for 319 A Street Rear prepared by W2005 BWH II Realty, LLC. The building at 319 A Street Rear is a distinctive brick and beam structure that has served historic Fort Point well for many years, first as one of many industrial buildings and more recently as studios for working artists.

On a positive note, the project would bring sorely need residential units to the neighborhood. Unfortunately, there are several issues which color any perceived benefits and make it clear that considerable further, public review is necessary before this project can reasonably be allowed to proceed.

Most striking is the physical nature of the project itself. Simply put, it's a travesty to demolish an existing historic mill building, only to replace it with the proposed tower. Any structure at the allowed height of 180' is completely out of character in the community and will adversely affect the sunlight on the surrounding buildings and streets. At a recent public meeting on the project, no complete shadow studies were available, and several requests for such were made by speakers that night. Under no circumstances should any height above the allowed 180' even be considered.

The plan to add fewer than 100 spaces for more than 200 residential units is unthinkable; currently, there are insufficient parking spaces for the existing residents in the neighborhood, and the plan to use a parking garage is unworkable as presented.

Lastly, there has been much discussion about the 'exceptional public benefits' to be provided. To date, Archon/Goldman Properties has not developed a single building in Fort Point, despite having bought a portfolio of over 20 buildings with promises to turn Fort Point into the 'new Soho.' They sold 316-322 Summer Street to Lincoln properties; those two buildings have sat dark and empty since then. 49, 51 and 63 Melcher Street have been empty for years despite the necessary permits in hand to renovate them; those buildings were home to many small businesses and working artists' studios.

I urge the BRA to withhold any further permitting on 319 A Street Rear until Archon/Goldman Properties has made good on their promises - to the BRA, the Mayor and the City of Boston, and to the voting residents of Fort Point - to renovate the existing, permitted empty shells that we walk by and live with every day - that's where our community could use new, residential units.

Sincerely,

Daniel J. van Ackere
15 Channel Center St. #620
Boston, MA 02210

Kara, Kristin

From: kirkcmcneil@aol.com
Sent: Friday, December 11, 2009 4:34 PM
To: Kara, Kristin
Subject: 319 A Street project comment

Ms. Kristin Kara, Senior Project Manager
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201-1007

11-Dec-2009

Dear Ms. Kara:

I am writing in regard to the proposed BWH II Realty, LLC project for 319 A Street, Boston. As a resident and homeowner on A Street I appose the project as presented.

The height of the project makes this proposal incompatible with the historic nature of the neighborhood. The proposed building is simply too tall by a large factor. In addition the plan for parking spaces is inadequate and would overload the already congested area with vehicles. Proposed "give-backs" to offset building this ill-considered project are not adequate to offset the permanent damage the new building would inflict on the neighborhood.

If the building were designed to be no taller than adjacent buildings, and the number parking spaces were kept at the same level, the project would be acceptable and even desirable.

Thank you for the opportunity to voice my opinion.

Sincerely,

Kirk McNeil
249 A Street
Boston, MA 02210
617-459-5253
KirkCMcNeil@aol.com

Kara, Kristin

From: Palese, Daniel [Daniel.Palese@fmr.com]
Sent: Friday, December 11, 2009 4:53 PM
To: Kara, Kristin
Subject: 319 A Street

Dear Kristin,

Please consider the within comments in response to the development plans related to 319A Street. I serve as a Trustee on the Board of Fort Point Place, a residential complex consisting of 120 condominiums. We are a diverse group, consisting of some artists, but also lawyers, engineers, accountants, realtors and entrepreneurs. We also are home to a growing number of families with small children. No matter what our background, an issue of paramount importance to the entire community is the creation of meaningful green space.

Others will comment on the size and scope of the project, traffic concerns, construction concerns, etc. My solitary goal in submitting this letter is to impress upon the BRA the need to cultivate the creation of green space. Moreover, to argue that the creation of green space should begin immediately. I have read the 100 acres plan and understand that it calls for developers to build the green space as they begin their development or set aside funds for the green space that will be used at a future date. I also understand that the parcels on which the green space (primarily running from the smokestack, perpendicular to A Street to the Channel) are owned by the USPS and P&G. However, notwithstanding these hurdles, the BRA should acting in the best interest of current residents and bring the parties together to begin construction of the green space.

The 319A Street project can be the engine to jumpstart this process. Upon approval of their plans, or indeed, as a gesture of good will to the BRA and community, they could release the allotted funds (approx \$1M, I believe) to begin construction of the park. The USPS and P&G could allow such construction to begin on their parcels today. This would be in the best interest of the USPS and P&G for the following reasons: 1) parcels with existing green space increase the value of abutting real estate (e.g. Post Office Square); 2) the land is destined to become green space in the future someday, why not allow the city and community to begin experiencing the benefits today; 3) the USPS parking lot is never completely full - my unit overlooks the lot and they would not miss use of the swath of land allocated to the creation of the park.

I recognize that this is an unconventional idea. However, the BRA sits at a moment in time where it has the influence and tools to do the right thing and build a city that will dazzle residents and visitors for generations to come. The longer it waits to take action, the more the large land owners whittle down the size of the green space.

Archon should embrace such a plan. They owe it to the neighborhood. Several years ago I attended a meeting at the convention center where well connected architects and investment bankers from Goldman Sachs presented slides of all the dynamic changes they were going to make to the neighborhood. They presented themselves as the architects of South Beach and Soho. They had good ideas about enhancing the look and feel of the streets and creating a dynamic cohesive look to the neighborhood. What happened? They flipped the buildings and failed to live up to any of their promises. The BRA has stood silently by and let Archon make a mockery of the planning process. I am all for free market and allowing companies to profit, but the city of Boston was sold a bill of goods. Please do not let it happen again.

It is not clear to me when the building at issue would be constructed. Is there a construction date tied to the approval? What would prevent Archon from gaining approval and then flipping the parcel to another party who fails to adhere to its vision or promises that it makes to the city? If the Mayor wants a neighborhood to grow in Fort Point, as he often says, then there should be a written commitment from Archon as to the start date, or they forfeit approval. They should also think about living up to some of the promises to improve the neighborhood surrounding the buildings that they sold for hundreds of millions of dollars. In the meantime, a payment to support the immediate creation of green space would be a nice gesture. The BRA can use its influence with the abutting landowners to start planning and construction immediately. It's up to the BRA to do the right thing. The consequence will be that high income taxpayers and families with small children, like myself, will continue to leave the neighborhood discouraged by the failure of the BRA and major land owners to build something that we can all be proud of.

I should note that the views expressed herein are my own and do not in any way reflect those of my employer, Fidelity Investments. You may not release these comments to the public or media without my prior written approval.

Thank you for your time and consideration.

Best regards,
Dan Palese
Trustee Fort Point Place

Daniel R. Palese
Senior Legal Counsel
Fidelity Investments(r)
FMR Corp. Legal Department
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Kara, Kristin

From: Amy MacDonald [amybmacdonald@yahoo.com]
Sent: Friday, December 11, 2009 5:09 PM
To: Kara, Kristin
Subject: 319 A Street Rear

Dear Kristin Kara:

Although I am excited about the potential development of 319 A Street Rear into residential space that includes parking for its residents, I am gravely concerned about the structure itself as proposed. Below are my main concerns regarding the proposed building at 319 A Street Rear:

1. The building's enormity is out of keeping with the turn of the century brick buildings in this historic neighborhood.
2. The artists currently working at 319A Rear face an uncertain future, which will most likely force more of us to leave in the event that we are unable to move directly from 319A Rear to 327 Summer Street.
3. "Affordable housing" is a very broad term. Lately most buildings deemed "affordable" have been beyond the reach of this recent MFA graduate and instructor.
4. Sturdy buildings like these old warehouses with their brick walls, high ceilings and mammoth exposed beams are fast disappearing these days. Constructing slick new high-rises counters the original sensibility of these historic buildings. We do not want pristine spaces; we want buildings with soul and strength to can handle the demands artists place on our workspaces. 319 A Street Rear is in need of repair-- no doubt about that-- but does not deserve to be demolished.

I consider myself fortunate to still have a studio at 319 A Street Rear on the fifth floor. I have gotten a tremendous amount of work done since moving here in May while I completed my MFA at MassArt. I am grateful to Mayor Menino and the BRA for interceding just before we were about to be kicked out. Yes, I wish that had happened sooner so some of my fellow artists would still be with us, but better late than never. Still, I moved here because of their presence, and now they are gone.

Before moving to Fort Point two and a half years ago, I lived in the BRA lofts at the Baker Chocolate Factory in Dorchester Lower Mills, but was quickly priced out of there as rents rose yearly. There is something similar happening at Midway Studios, and artists who had moved there intending to buy are fleeing now that buying is not an option and living there is expensive.

I am truly saddened to learn my studio building is slated for demolition. I thought this building would be protected as an historic artifact. What good is deeming Fort Point an historic district if it does nothing to protect its buildings? The proposed high-rise at 319 A Street Rear completely changes the character of the area and will leave yet another slew of artists without studios. As I am sure you are aware, Archon gave residents of 319 A Rear a 2-year license agreement (not a lease) which states that we must leave in May of 2011 regardless of whether the promised building at 327 or ANY building is ready for those of us who will be forced to move as a result.

I started attending open studios in Fort Point since I moved to Boston in 1987. Fort Point was the place I aspired to live. I hate to think I got here too late. I hate to think Fort Point's glory days as an artist community are over because big money has forced us out. I would like to think the city cares enough about preserving the character of the historic architecture and rich history of this artists' community I love so much. A relative newcomer to the neighborhood, I'm told I'm naive to believe I'll actually be relocated to 327 Summer Street. Indeed, if I'm to move there, it would have to be ready before construction at 319A Rear begins.

I teach as well (animation at New England Institute of Art and painting and drawing at the Arlington Center for the Arts and Dot Art) and would like to explore more local teaching opportunities. We need art in our schools especially during tough economic times when people need more to believe in. Art makes people believe in themselves and feel they have a unique voice that should be heard. There are other artist-educators in this building as well, and it would behoove the city to make sure we are able to remain and contribute to the city we love.

Many thanks for taking the time to read this and for taking my comments into consideration.

Sincerely,

Amy Baxter MacDonald

Amy Baxter MacDonald
<http://www.amybmacdonald.com/>
617 312 6052

Christopher M. Beagan
21 Wormwood St., Unit 406
Boston, Massachusetts 02210
christopher.beagan@gmail.com

Kristin Kara
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201-1007

10 December 2009

RE: Proposed design for 319 A St. Rear

Dear Ms. Kara:

After attending the public meeting held on 23 November 2009 for the proposed building at 319 A St. Rear, I am writing to express my ongoing concern about the project and to address a series of questions to the proponent. I am very much in support of the addition of new housing to the neighborhood; however, I remain hesitant to fully support the proposed building at 319 A St. Rear on a number of accounts, outlined below.

Like many residents of Fort Point, I moved to the neighborhood because I appreciated its character, which is defined by its historic buildings, and the height and materials that define these structures. At the beginning of the 23 November public meeting, the proponent's representative, John Matteson (Archon Group), speaking of the proposed design, said that the objective was "to tie the old to the new." There are many opportunities in the form of undeveloped land in the Fort Point neighborhood for new architecture that ties the old to the new; unfortunately, 319 A St. Rear is not one of them. What the proponent presented at the public meeting was the demolition of the old to make way for the new.

My primary concern remains the impact that this new building will have upon the historic character of the neighborhood. The existing brick warehouse building at 319 A St. is a contributing resource in both the Fort Point Channel Historic District (National Register) and the Fort Point Channel Landmark District (local), and is an important character-defining, historic feature of the neighborhood proposed for demolition by the proponent. As a neighborhood stakeholder, I would rather see a design that integrates the historic building with new construction, as was successfully done numerous times elsewhere in the Fort Point neighborhood; i.e. Fort Point Place, Channel Center, FP3; and is currently underway on a much larger scale at Russia Wharf. **Has the proponent evaluated integrating a new building with the existing historic brick façade? If yes, why was this approach rejected? If no, why has this approach not been considered?** Furthermore, the proponent presented no information about proposed materials for the building, which can make or break a building's design. **Is a proposed materials palette available for public review and comment?**

Furthermore, the 265-foot proposed height of the new building, as measured from Pastine Alley, is out of character with the neighborhood. The tallest building in the Fort Point neighborhood, 321 Summer Street, stands at approximately 130 feet, as approximated from Pastine Alley as shown in PNF Figure 2-9. I was particularly concerned by the rationale the proponent's representative presented at the public meeting for

the exceptional height of the building. He stated that the exceptional height was necessary for the project "to work financially." A careful reading of the 100 Acres Master Plan shows that financial woe is not a valid reason for granting a height variance. At the same time, a proposed design that exhibits exceptional public benefit is a valid reason for a variance, assuming exceptional public benefit is present. I agree with the proponent's points about exception public benefit on account of increasing the city's housing supply, expanding the city's economic base, contributing to public realm improvements, mitigating development impacts, and particularly with the architect's commitment to designing a green building and achieving LEED certification.

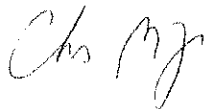
At the same time, I strongly object to the statement that the building provides exceptional public benefit because it will strengthen the existing transportation infrastructure. In fact, the new building will weaken the existing transportation infrastructure by placing greater stress on the adjacent roads and parking facilities. The proposed building includes space for only 98 cars but proposes the addition of 232 residential units to the neighborhood. **How does the proponent intend to address additional parking and traffic stress placed upon the neighborhood? Have parking studies been undertaken in conjunction with neighborhood garages and the Boston Transportation Department to evaluate the parking impact? Given the tight footprint of the building, has the proponent considered the addition of a permanent valet position and car elevator in the proposed garage, which would increase the parking capacity of the proposed garage (and building revenue) while creating (and funding) another full-time staff position for the development?**

It is without doubt that the new building will have negative shadow and wind impacts upon adjacent buildings, streets, and proposed open space. **Will the proponent be undertaking shadow and wind tunnel studies, and will the results of these studies be available for public review?**

To summarize, I would like to see a design that better respects the historic character of the neighborhood or a more articulate rationale for eliminating the existing historic building, along with more detailed information about proposed building materials. Additional study is warranted in the form of shadow studies, wind studies, and traffic/parking impact studies for the proposed building.

My fear with this project remains, if the proposed design is approved as it currently stands, will future development in the neighborhood follow the same model – will the new building that requires demolition of significant historic structures and exceeds height restrictions become commonplace? Will the exception become the rule? I look forward to the proponent's responses to my questions and welcome the opportunity to discuss further. I can be reached by mail or e-mail at the addresses provided above.

Best regards,

A handwritten signature in black ink, appearing to read "Chris Beagan".

Chris Beagan

Kara, Kristin

From: Jason & Linda Pechinski [pechinski@rcn.com]
Sent: Monday, December 14, 2009 12:13 PM
To: Kara, Kristin
Subject: 319 A St rear project

Dear Ms Kara,

My wife and I are residents of Fort Point Place (21 Wormwood St.) since 2001. We have been parking on street with Resident stickers for all of these years. As you are probably aware, the neighborhood has experienced phenomenal growth, and of course this has led to tighter parking availability.

So, that said, we would like to include our serious concern about the number of new units without adequate private parking spaces to accommodate them at 319 A Street.

This adds to a greater neighborhood problem which we think can be linked to the very definition of the neighborhood as pertains to parking and its radius. Currently Fort Point, a very distinct, compact and well defined historic qualified neighborhood is lumped in with greater South Boston for parking purposes. This has led to a very large number of NON-RESIDENTS (at least in spirit and immediate locale) from deeper Southie to take advantage of our backyard for their daily/weekly parking needs. We are not able to run any business or errands during business hours weekdays and expect to find any parking when returning. This situation becomes very obvious when witnessing the many open spaces at night, during the weekends, and holidays. The only conclusion is that non-neighbors are using our spaces for their commutes.

We do not know if this is within your purview or you can transmit these concerns to someone who can consider our request to generate and implement a new parking sticker for the Fort Point Neighborhood. That would be a very helpful trade off for the serious congestion that the 319 A St. Project will bring...

Thank you for you time and consideration,
Jason & Linda Pechinski
21 Wormwood Street #221
Boston, MA 02210
(617) 670 - 1221

APPENDIX D
SUBMISSION REQUIREMENTS FOR DESIGN DEVELOPMENT
AND CONTRACT DOCUMENTS

- A. Phase II Submission: Design Development
 - 1. Written description of the Proposed Project.
 - 2. Site sections.
 - 3. Site plan showing:
 - a. Relationship of the proposed building and open space and existing adjacent buildings, open spaces, streets, and buildings and open spaces across streets.
 - b. Proposed site improvements and amenities including paving, landscaping, and street furniture.
 - c. Building and site dimensions, including setbacks and other dimensions subject to zoning requirements.
 - 4. Dimensional drawings at an appropriate scale (e.g., 1" = 8') developed from approved schematic design drawings which reflect the impact of proposed structural and mechanical systems on the appearance of exterior facades, interior public spaces, and roofscape including:
 - a. Building plans
 - b. Preliminary structural drawings
 - c. Preliminary mechanical drawings
 - d. Sections
 - e. Elevations showing the Proposed Project in the context of the surrounding area as required by the Authority to illustrate relationships or character, scale and materials.
 - 5. Large-scale (e.g., 3/4" = 1'-10") typical exterior wall sections, elevations and details sufficient to describe specific architectural components and methods of their assembly.
 - 6. Outline specifications of all materials for site improvements, exterior facades, roofscape, and interior public spaces.

7. Eye-level perspective drawings showing the Proposed Project in the context of the surrounding area.
8. Samples of all proposed exterior materials.
9. Complete photo documentation (35 mm color slides) of above components including major changes from initial submission to the Proposed Project approval.

Phase III Submission: Contract Documents

1. Final written description of the Proposed Project.
2. A site plan showing all site development and landscape details for lighting, paving, planting, street furniture, utilities, grading, drainage, access, service, and parking.
3. Complete architectural and engineering drawings and specifications.
4. Full-size assemblies (at the project site) of exterior materials and details of construction.
5. Eye-level perspective drawings or presentation model that accurately represents the Proposed Project, and a rendered site plan showing all adjacent existing and proposed structures, streets and site improvements.
6. Site and building plan at 1" = 100' for Authority's use in updating its 1" = 100" photogrammetric map sheets.

Phase IV Submission: Construction Inspection

1. All contract addenda, proposed change orders, and other modifications and revisions of approved contract documents, which affect site improvements, exterior facades, roofscape, and interior public spaces shall be submitted to the BRA prior to taking effect.
2. Shop drawings of architectural components, which differ from or were not fully described in contract documents.