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**BOSTON REDEVELOPMENT AUTHORITY**  
**SCOPING DETERMINATION**  
**BACK BAY SOUTH END GATEWAY PROJECT**  
**SUBMISSION REQUIREMENTS**  
**FOR DRAFT PROJECT IMPACT REPORT (DPIR)**

**PROPOSED PROJECT:** BACK BAY SOUTH END GATEWAY PROJECT

**PROJECT SITE:** LOCATED PRIMARILY OVER ACTIVE  
TRANSPORTATION INFRASTRUCTURE, INCLUDING  
THE I-90 EXTENSION OF THE MASSACHUSETTS  
TURNPIKE (the "I-90") AND THE TRACK AND  
CONCOURSE LEVELS OF THE STATION, THE PROJECT  
IS ROUGHLY BOUNDED BY DARTMOUTH STREET TO  
THE WEST, STUART STREET AND TRINITY PLACE TO  
THE NORTH, TRINITY PLACE AND CLARENDON  
STREET TO THE EAST, AND THE SOUTHERN  
PROPERTY LINE OF THE STATION TO THE SOUTH

**PROPONENT:** BP HANCOCK, LLC

**DATE:** AUGUST 30, 2016

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The Boston Redevelopment Authority ("BRA") is issuing this Scoping Determination pursuant to Section 80B-5 of the Boston Zoning Code ("Code"), in response to a Project Notification Form ("PNF") which BP Hancock, LLC (the "Proponent"), filed for the Back Bay South End Gateway project on March 29, 2016. Notice of the receipt by the BRA of the PNF was published in the Boston Herald on April 1, 2016, which initiated a public comment period with a closing date of May 31, 2016; the public comment period was subsequently extended until June 17, 2016. Comments received since then have subsequently been added as well.

On December 29, 2015, the Proponent filed a Letter of Intent in accordance with the Executive Order regarding Provision of Mitigation by Development Projects in Boston. On March 29, 2015 the Proponent filed a Project Notification Form (PNF) pursuant of Article 80 Large Project Review for a proposal, which includes the redevelopment of four distinct air rights development parcels situated above and adjacent to the MBTA's Back Bay Station. The Project is comprised of up to approximately 1.26 million square feet of mixed-use redevelopment, consisting of a new office building with ground floor retail, two new residential buildings, a one- and two-story vertical retail expansion of the existing Station building, and the partial redevelopment of the existing 100 Clarendon Street Parking Garage. This transformational development will deliver approximately 575,000 square feet of commercial office space, up to

approximately 100,000 square feet of retail and restaurant space and up to approximately 600 residential units, in addition to Project-related parking, loading and service uses, as well as improved access to the existing on-site public transit services.

Pursuant to Section 80B-5.3 of the Code, a Scoping Session was held on May 11, 2016 with the City's public agencies, where the proposal was reviewed and discussed. The PNF was sent to the City's public agencies pursuant to Section 80A-2 of the Code.

On March 14, 2016, letters soliciting nominations to the Citizens Advisory Committee (CAC) for the proposed project were delivered to City Councilor Josh Zakim, City Councilor Bill Linehan, City Council Michael Flaherty, City Councilor Ayanna Pressley, City Councilor Michelle Wu, City Councilor Annissa Essaibi-George, State Senator Scott Brownsberger, State Representative Byron Rushing, State Representative Jay Livingstone, and State Representative Aaron Michlewitz. Additional letters seeking recommendations were delivered to local stakeholders including: Tent City Apartments, Boston Society of Architects, Back Bay Association, Urban Land Institute Boston, South End Business Alliance, American Planning Association-Massachusetts Chapter, Bay Village Neighborhood Association, The Ellis South End Neighborhood Association, Boston Public Library, and the Neighborhood Association of the Back Bay.

The letters sought nominations or recommendations to the CAC by March 28, 2016. BRA staff conferred with Mayor Walsh's Office of Neighborhood Services to finalize the nominees and the Mayor's Office approved the final list of members.

The Citizens Advisory Committee (CAC) members are:

- Brendan Ahern- South End Business Alliance
- Ann Beha - Boston Society of Architects
- MacKenzie Bok- Bay Village Neighborhood Association
- Damian Chaviano- Urban Land Institute
- James Cochener- Salty Pig Restaurant
- Jacquelyn Cox-Crite- Tent City Resident
- Cathy Doran- Greater Boston Convention and Visitors Bureau
- Jack Fitzgerald- Ellis South End Neighborhood Association
- Susan Gilmore- Back bay Resident
- Elliott Laffer (co-chair) - Neighborhood Association of the Back Bay
- Meg Mainzer Cohen- Back Bay Association
- Scott Mustard- St. Botolph Neighborhood Association
- Mayra Negron-Rivera- IBA
- Ted Pietras (co-chair) - South End Business Alliance
- Russ Preston- Congress for New Urbanism
- Patrick Sarkis- Back Bay Association
- Jacqueline Yessian- Neighborhood Association of the Back Bay

The ex-officio members are:

- State Senator Scott Brownsberger

- State Representative Byron Rushing
- State Representative Aaron Michlewitz
- State Representative Jay Livingstone
- City Councilor Bill Linehan
- City Councilor Josh Zakim
- City Councilor Michelle Wu
- City Councilor Annissa Essaibi-George
- City Council Michael Flaherty
- City Councilor Ayanna Pressley

All CAC members were notified of and invited to the scoping session held on May 11, 2016.

A total of five CAC meetings and one CAC site walk, all of which were advertised via the BRA website and standard email notifications, have been held while under Article 80 Large Project review. The site walk was held at Back Bay Station and the surrounding area on May 12, 2016. The five CAC meetings were at held at the Boston Common Hotel and Conference Center at 40 Trinity Place and took place on:

- April 28, 2016
- May 26, 2016
- June 15, 2016
- June 29, 2016
- July 13, 2016

After the PNF was filed, the BRA hosted two public meetings while under Article 80 Large Project review. A Back Bay meeting was held on May 11, 2016 at the Boston Common Hotel and Conference Center at 40 Trinity Place. A South End meeting was held on May 18, 2016 at the Blackstone Community Center, 50 West Brookline St. Both meetings were advertised in the *Boston Guardian*, *Bay State Banner*, *South End News* as well as through the BRA website and Twitter handle.

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

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

Specifically, they are from:

- John Sullivan, Boston Water and Sewer Commission
- Josh Zakim, Boston City Council, District 8

- Todd Liming, Public Improvement Commission
- Tim Davis, BRA Housing Policy Manager
- Kristen McCosh, Mayor's Commission for Persons with Disabilities
- Byron Rushing, State Representative
- Katie Pederson, BRA Environmental Review/IGBC
- Christian Simonelli, Boston Groundwater Trust
- Vineet Gupta, Boston Transportation Department
- David Carlson/Corey Zehngbot/Lauren Shurtleff, BRA Planning and Urban Design
- Carrie Marsh, Boston Parks and Recreation Department

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

The following public comments are included in **Appendix B**, among many others:

- The Ellis South End Neighborhood Association
- WalkBoston
- The Neighborhood Association of the Back Bay
- Bay Village Neighborhood Association, Inc
- LivableStreets Alliance
- 285 Columbus Lofts
- Hill House, Inc
- Parkland Management Advisory Council/Southwest Corridor Park

Citizens Advisory Committee member comments received by the BRA during the comment period are included in **Appendix C** and must be answered in their entirety.

Specifically, they are from:

- Elliott Laffer, Citizens Advisory Committee Member
- Jacqueline Yessian, Citizens Advisory Committee Member
- Ann Beha, Citizens Advisory Committee Member
- Susan Gilmore, Citizens Advisory Committee Member
- MacKenzie Bok, Citizens Advisory Committee Member

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.

## **I. PROJECT DESCRIPTION**

The proposal includes the redevelopment of four distinct air rights development parcels situated above and adjacent to the MBTA's Back Bay Station. The Project is comprised of up to approximately 1.26 million square feet of mixed-use redevelopment, consisting of a new office



building with ground floor retail, two new residential buildings, a one- and two-story vertical retail expansion of the existing Station building and the partial redevelopment of the existing 100 Clarendon Street Parking Garage. This transformational development will deliver approximately 575,000 square feet of commercial office space, up to approximately 100,000 square feet of retail and restaurant space and up to approximately 600 residential units, in addition to Project-related parking, loading and service uses, as well as improved access to the existing on-site public transit services (the "Proposed Project").

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

## **II. PREAMBLE**

The Proposed Project is being reviewed pursuant to Article 80, Development Review and Approval, which sets forth a comprehensive procedure for project review of the following components: transportation, environmental protection, urban design, historic resources, infrastructure systems, site plan, tidelands, and Development Impact Project, if any. The Proponent is required to prepare and submit to the BRA a Draft Project Impact Report ("DPIR") that meets the requirements of the Scoping Determination by detailing the Proposed Project's impacts and proposed measures to mitigate, limit or minimize such impacts. The DPIR shall contain the information necessary to meet the specifications of Section 80B-3 (Scope of Large Project Review; Content of Reports) and Section 80B-4 (Standards for Large Project Review Approval), as required by the Scoping Determination. After submitting the DPIR, the Proponent shall publish notice of such submittal as required by Section 80A-2. Pursuant to Section 80B-4(c) (i) (3), the BRA shall issue a written Preliminary Adequacy Determination ("PAD") within ninety (90) days. Public comments, including the comments of public agencies, shall be transmitted in writing to the BRA no later than fifteen (15) days prior to the date by which the BRA must issue its PAD. The PAD shall indicate the additional steps, 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 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.

## **III. REVIEW/SUBMISSION REQUIREMENTS**

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

available for community review. A copy of this Scoping Determination should be included in the booklet for reference.

## A. General Information

1. Applicant/Proponent Information
  - a. Development Team
    - (1) Names
      - (a) Proponent (including description of development entity and type of corporation, and the principals thereof)
      - (b) Attorney
      - (c) Project consultants and architects
    - (2) Business address, telephone number, FAX number and e-mail, where available for each
    - (3) Designated contact for each
  - b. Legal Information
    - (1) Legal judgments or actions pending concerning the Proposed Project
    - (2) History of tax arrears on property owned in Boston by Applicant
    - (3) Evidence of site control over Project Site, including current ownership and purchase options, if any, for all parcels in the Proposed Project, all restrictive covenants and contractual restrictions affecting the Proponent's right or ability to accomplish the Proposed Project, and the nature of the agreements for securing parcels not owned by the Applicant.
    - (4) Nature and extent of any and all public easements into, through, or surrounding the site.
2. Project Site
  - a. An area map identifying the location of the Proposed Project
  - b. Description of metes and bounds of Project Site or certified survey of the Project Site.
  - c. Current zoning

3. Project Description and Alternatives

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

4. Public Benefits

- a. Anticipated employment levels including the following:
  - (1) Estimated number of construction jobs
  - (2) Estimated number of permanent jobs
- b. Current and/or future activities and program which benefit adjacent neighborhoods of Boston and the city at large, such as, child care programs, scholarships, internships, elderly services, education and job training programs, etc.
- c. Other public benefits, if any, to be provided.

5. Community Process

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

**B. REGULATORY CONTROLS AND PERMITS**

An updated listing of all anticipated permits or approvals required from other municipal, state or federal agencies, including a proposed application schedule shall be included in the DPIR.

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

**C. TRANSPORTATION COMPONENT**

*The analysis included in the DPIR must utilize as its framework the scope as outlined in the comments of the Boston Transportation Department ("BTD"), dated June 17, 2016 and included in Appendix A.*

The following overarching considerations inform the Boston Transportation Department's (BTD) review of the project:

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

Given the complexity of the project and its potential long term impacts, BTD recommends that the proponent prepare a Draft Project Impact Report (DPIR) and provide new information and analysis below.

#### **Ramp Access and Traffic Analysis**

The PNF notes that the proponent is considering elimination of the existing I-90 ramp located below the Garage West parcel. In general, ramps to the highway system remove regional traffic away from local streets. In addition, multiple on-ramps distribute traffic accessing I-90 across local street reducing concentrated congestion, though they also have negative impact on the pedestrian and bicycling environment. The closing of the I-90 on-ramp will have far reaching impacts on trips generated by all proposed projects in the Stuart Street corridor and surrounding areas. BTD recommend the DPIR includes:

- A proposal to work with an inter-agency group, including BTD and MassDOT, to conduct a detailed "ramp alternatives" study. In addition to traffic analysis the study should include a conceptual constructability analysis, given the need to keep I-90 open and that the project will be phased.
- An analysis of the impacts of traffic generated from other proposed projects in the Stuart Street corridor if the on-ramp is closed.
- A public realm plan for Trinity Place and St. James Avenue (between Clarendon and Dartmouth Streets) that shows how pedestrian flow, on-street parking, shuttle and tour bus parking, hotel pick-up drop-off, and Copley Square event-staging can be managed with the expected additional traffic generated by the Garage West Alternative Scheme.

*The full text of the BTD Comments can be viewed in Appendix A.*

#### **D. ENVIRONMENTAL PROTECTION COMPONENT**

*The DPIR must address the comments of the BRA Environmental Review/IGBC, dated June 14, 2016, included in Appendix A and must include the most up to date Article 37/Interagency Green Building Committee documents.*

Wind

The Proponent has stated that Proposed Project will four buildings, the tallest of which be approximately 388 feet in height and accordingly the Proponent shall be required to conduct a quantitative (wind tunnel) analysis for both existing (no-build) and build conditions.

The analysis shall determine potential pedestrian level winds adjacent to and in the vicinity of the Proposed Project site and shall identify any areas where wind velocities are expected to exceed acceptable levels, including the Boston Redevelopment Authority's guideline of an effective gust velocity of 31 miles per hour (mph) not to be exceeded more than 1% of the time. The analysis also shall determine the suitability of particular locations for various activities (e.g., walking, sitting, eating, etc.) as appropriate.

The Proponent shall be required to pay particular attention to public and other areas of pedestrian use, including, but not limited to, entrances to the Proposed Project and adjacent buildings, sidewalks adjacent to and in the vicinity of the Proposed Project buildings as well as parks, including but not limited to the Copley Square, the Southwest Corridor Park and Frieda Garcia Park, plazas and other open spaces and pedestrian areas near the Proposed Project. The Proponent shall be cognizant of the planning objectives emphasized in the Stuart Street Zoning District and in particular, in designing the buildings to be sensitive to the wind and shadow impacts on sidewalks and nearby public open spaces

Wind speeds shall be measured in miles per hour and for areas where wind speeds are projected to be dangerous or to exceed acceptable levels, measures to reduce wind speeds and to mitigate potential adverse impact(s) shall be identified and, if appropriate, tested.

### Shadow

The Proponent conducted and included the results of a shadow analysis for the existing (no-build) and build conditions for the hours of 9:00 a.m., 12:00 noon, and 3:00 p.m. for the vernal equinox, summer solstice, autumnal equinox, and winter solstice and for 6:00 p.m. in the summer and fall, in the PNF.

The shadow impact analysis examined the existing shadows and illustrated the incremental effects of the Proposed Project on existing and proposed public open spaces, including but not limited to Copley Square Park (bounded by Boylston Street, Clarendon Street, St. James Avenue and Dartmouth Street, excluding land occupied by Trinity Church), the Southwest Corridor Park and Frieda Garcia Park, and pedestrian areas (including transit stops), sidewalks and pedestrian walkways adjacent to and in the vicinity of the Proposed Project.

The results indicate that the Proposed Project is not anticipated to create a significant net new shadow and in particular, the net new shadows are anticipated to be cast onto Copley Square Park for approximately one hour and 54 minutes, thus demonstrating compliance.

*The full text of the BRA Environmental Review/IGBC Comments can be viewed in **Appendix A**.*

*The DPIR must address the comments of the Boston Parks and Recreation Department, dated August 22, 2016 and included in Appendix A*

With regard to the Back Bay / South End Gateway project, this significant project will have impacts to open space in an area of the City already challenged by high density and limited open space resources. BPRD respectfully requests the consideration of a community contribution to mitigate impacts to open space in the neighborhood, such as capital improvements or maintenance for Copley Square.

*The full text of the Boston Parks and Recreation Department Comments can be viewed in Appendix A.*

#### **E. URBAN DESIGN/PLANNING COMPONENT**

*The DPIR must address the comments of the BRA's Urban Design and Planning Department, dated August 19, 2016 included in Appendix A. In addition to this, the standard list of urban design materials should be included in the DPIR for the Proposed Project, included in Appendix A.*

Boston Properties proposes the redevelopment of the John Hancock Garage and Back Bay Station air rights, which lies toward the north of the block bounded by Columbus Avenue and Dartmouth, Stuart, and Clarendon Streets. This Project aims to create new, defined, and activated passages from Dartmouth to Stuart to Clarendon Streets. Green roofs lie atop several tower and podium components. The mix of active uses would enhance the mix of uses (office, residential, hotel, retail) already extant in the area. The architect is Pelli Clarke Pelli.

BRA Planning and Urban Design have appreciated working thus far with Boston Properties on the refurbishment of Back Bay Station and redevelopment of associated air rights parcels on what is poised to be a transformative development impacting the Back Bay, South End, and Bay Village neighborhoods. This is a project that requires considerable capital, vision, and persistence, and we recognize the hard work already expended by the development team, architects, consultants, and our colleagues at MassDOT and the MBTA. The Proponent's intent to renovate and restore the Station is laudable and represents a significant public benefit resulting from this project. The scoping comments below reflect some of the most salient issues at this moment in the design and development timeline. Due to the protracted and phased nature of this project, the BRA will continue to provide feedback throughout what is sure to be an iterative and collaborative process.

Moreover, the Proposed Project should meet the 'performance standard' of generally having the same or a lesser degree of environmental impacts than either the full 'as-of-right' build-out or existing conditions, whichever are most impactful. That is to say, 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. Specific shadow and wind investigations will be

requested - a separate category in this scoping - to determine what the impacts are regarding Copley Square and the Southwest Corridor Park, among others. We will expect that the Proposed Project as represented in the DPIR will have taken into account any necessary mitigating factors, for scenarios with densities and heights beyond those alternatives, discovered as a result of environmental and other studies by the Proponent.

DPIR design alternatives or development should bring a high degree of innovation and achieve LEED Gold at a minimum, preferably Platinum. This Project should set the bar very high for projects in the Stuart Street Study Area, and incorporate bold energy, recycling, daylight/quality of environment, green roofs and plantings, innovative connections to the water, and transportation initiatives.

*The full text of the BRA's Urban Design and Planning Department Comments can be viewed in Appendix A.*

## **F. INFRASTRUCTURE SYSTEMS COMPONENT**

*The DPIR must address the comments of the Boston Groundwater Trust, dated June 15, 2016 and included in Appendix A.*

As confirmed in a preliminary meeting and at the scoping session the GCOD requires both the installation of a recharge system and a demonstration that the project cannot cause a reduction in groundwater levels on site or on adjoining lots. In the case of the Back Bay/South End Gateway Project four separate parcels designated Garage West, Garage East, Station East, and Station West will all need to be addressed individually. As stated in the PNF, the proposed construction of the four separate parcels is anticipated to require various foundation types with construction of the four parcels occurring in different phases. Before GCOD zoning approval can be put in place, the proponent must provide the Authority and the Trust a letter stamped by a professional engineer registered in Massachusetts that details how each of the four parcels will accomplish what is stated in the PNF and meets the GCOD requirement for no reduction in groundwater levels on site or on adjoining lots.

*The full text of Boston Groundwater Trust Comments can be viewed in Appendix A.*

*The DPIR must address the comments of the Boston Water and Sewer Commission, dated October 1, 2015 and included in Appendix A.*

According to the ENP/PNF, the proposed water demand is 176,574 gallons per day (gpd). The Commission owns and maintains a 10-ince Southern High water main in Stuart Street, a 12-inch Southern High water main in Trinity Place, a 12-inch Southern High water main in a Commission easement through the property between Trinity Place and Clarendon Street, a 12-inch Southern High water main in Clarendon Street and 12-inch Southern Low water main in Dartmouth Street.

According to the ENF/PNF, the proposed sewage generation is 160,522 gpd. For sewage and storm drainage service, the site is served by a 10-inch sanitary sewer and a 15-inch storm drain in Stuart Street, a 18-inch by 33-inch sanitary sewer and an 18-inch by 18-inch storm drain in Trinity Place, an 18-inch by 18-inch sanitary sewer and 15-inch storm drain in Clarendon Street, and a 10-inch and 12- inch sanitary sewer and a 12-inch and a 15-inch storm drain in Dartmouth Street.

*The full text of BWSC Comments can be viewed in Appendix A.*

#### **G. DEVELOPMENT IMPACT PROJECT COMPONENT**

Based on the square footage and uses outlined in the Project Notification Form, the Proposed Project will be subject to and be required to enter into a Development Impact Project ("DIP or Linkage") agreement, assuming the proposed project requires zoning relief. A full analysis of square footage and uses should be submitted in the DPIR.

#### **H. PUBLIC NOTICE**

The Proponent will be responsible for preparing and publishing in one more newspapers of general circulation in the City of Boston a Public Notice of the submission of the DPIR to the BRA as required by Section 80A-2. This Public Notice shall be published within five (5) days after the receipt of the DPIR by the BRA. Therefore, public comments shall be transmitted to the BRA within seventy five (75) days of the publication of this Public Notice. Sample forms of the Public Notice are attached as **Appendix D**.

Following publication of the Public Notice, the Proponent shall submit to the BRA a copy of the published Public Notice together with the date of publication.



**APPENDIX A**  
COMMENTS FROM CITY PUBLIC AGENCIES

**Boston Water and  
Sewer Commission**



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

May 4, 2016

Secretary Matthew A. Beaton  
Executive Office of Energy and Environmental Affairs  
Attention: MEPA Office  
Alex Strysky, EEA No. 15502  
100 Cambridge Street, Suite 900  
Boston, MA 02114

and

Christopher Tracy  
Senior Project Manager  
Boston Redevelopment Authority  
One City Hall Square  
Boston, MA 02201

Re: Back Bay/South End Gateway Project  
Environmental Notification Form/Project Notification Form

Dear Secretary Beaton and Mr. Tracy:

The Boston Water and Sewer Commission (Commission) has reviewed the Environmental Notification Form (ENF) and the Project Notification Form (PNF) for the proposed Back Bay/South End Gateway Project in the Back Bay and South End Districts of Boston.

The proposed 5.2 acre project site consists of four distinct air rights parcels: Garage West Parcel, Garage East Parcel, Station East Parcel and Station West Parcel, situated over Interstate 90 (Mass Turnpike Extension) and the track and concourse levels of the Massachusetts Bay Transportation Authority's (MBTA) Back Bay Station. The proponent, BP Hancock LLC, proposes a 1.26 million square foot (sf) mixed use development including a new office building with ground floor retail, two new residential buildings, a one and two-story vertical retail expansion of the existing station and the partial redevelopment of the 100 Clarendon Street Parking Garage as follows:

- Garage West Parcel includes the demolition of the westernmost parking drum and the construction of a new 26-story building containing approximately 575,000 sf of office space, 27,000 sf of ground floor retail, and 200,000 gsf of reconstructed parking garage. The reconfigured garage will contain parking spaces to serve all uses in the project.
- Garage East Parcel includes the demolition of the easternmost parking drum and the construction of a new 28-story building containing approximately 240 residential units in approximately 215,000 sf.



- Station East Parcel involves the relocation of the existing bus drop-off location, the removal of the existing MBTA ventilation tower and the construction of a new 34-story building, containing approximately 360 residential units in approximately 377,000 sf, with approximately 8,500 sf of ground and second floor retail.
- Station West Parcel includes a vertical expansion of the existing station to create between approximately 30,000 and 65,000 sf of additional retail space.

The site is bounded by Dartmouth Street to the west, Stuart Street and Trinity Place to the north, Trinity Place and Clarendon Street to the east and the southern property line of Back Bay station to the south.

According to the ENF/PNF, the proposed water demand is 176,574 gallons per day (gpd). The Commission owns and maintains a 10-inch Southern High water main in Stuart Street, a 12-inch Southern High water main in Trinity Place, a 12-inch Southern High water main in a Commission easement through the property between Trinity Place and Clarendon Street, a 12-inch Southern High water main in Clarendon Street and a 12-inch Southern Low water main in Dartmouth Street.

According to the ENF/PNF, the proposed sewage generation is 160,522 gpd. For sewage and storm drainage service, the site is served by a 10-inch sanitary sewer and a 15-inch storm drain in Stuart Street, an 18-inch by 33-inch sanitary sewer and an 18-inch by 18-inch storm drain in Trinity Place, an 18-inch by 18-inch sanitary sewer and a 15-inch storm drain in Clarendon Street, and a 10-inch and a 12-inch sanitary sewer and a 12-inch and a 15-inch storm drain in Dartmouth Street.

The Commission has the following comments regarding the proposed project:

#### General

1. Prior to demolition of any buildings, all water, sewer and storm drain connections to the buildings must be cut and capped at the main pipe in accordance with the Commission's requirements. The proponent must then complete a Termination Verification Approval Form for a Demolition Permit, available from the Commission and submit the completed form to the City of Boston's Inspectional Services Department before a demolition permit will be issued.
2. All new or relocated water mains, sewers and storm drains must be designed and constructed at BP Hancock LLC's expense. They must be designed and constructed in conformance with the Commission's design standards, Water Distribution System and Sewer Use Regulations, and Requirements for Site Plans. To assure compliance with the Commission's requirements, the proponent must submit a site plan and a General Service Application to the Commission's Engineering Customer Service Department for review



- and approval when the design of the new water and wastewater systems and the proposed service connections to those systems are 50 percent complete. 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.
3. The Department of Environmental Protection (DEP), in cooperation with the Massachusetts Water Resources Authority and its member communities, is implementing a coordinated approach to flow control in the MWRA regional wastewater system, particularly the removal of extraneous clean water (e.g., infiltration/inflow (I/I)) in the system. In April of 2014, the Massachusetts DEP promulgated new regulations regarding wastewater. The Commission has a National Pollutant Discharge Elimination System (NPDES) Permit for its combined sewer overflows and is subject to these new regulations [314 CMR 12.00, section 12.04(2)(d)]. This section requires all new sewer connections with design flows exceeding 15,000 gpd to mitigate the impacts of the development by removing four gallons of infiltration and inflow (I/I) for each new gallon of wastewater flow. In this regard, any new connection or expansion of an existing connection that exceeds 15,000 gallons per day of wastewater shall assist in the I/I reduction effort to ensure that the additional wastewater flows are offset by the removal of I/I. Currently, a minimum ratio of 4:1 for I/I removal to new wastewater flow added is used. The Commission supports the policy, and will require proponent to develop a consistent inflow reduction plan. The 4:1 requirement should be addressed at least 90 days prior to activation of water service and will be based on the estimated sewage generation provided on the project site plan.
  4. The design of the project should comply with the City of Boston's Complete Streets Initiative, which requires incorporation of "green infrastructure" into street designs. Green infrastructure includes greenscapes, such as trees, shrubs, grasses and other landscape plantings, as well as rain gardens and vegetative swales, infiltration basins, and paving materials and permeable surfaces. The proponent must develop a maintenance plan for the proposed green infrastructure. For more information on the Complete Streets Initiative see the City's website at <http://bostoncompletestreets.org/>
  5. For any proposed masonry repair and cleaning BP Hancock LLC will be required to obtain from the Boston Air Pollution Control Commission a permit for Abrasive Blasting or Chemical Cleaning. In accordance with this permit BP Hancock LLC will be required to provide a detailed description as to how chemical mist and run-off will be contained and either treated before discharge to the sewer or drainage system or collected and disposed of lawfully off site. A copy of the description and any related site plans must be provided to the Commission's Engineering Customer Service Department for review before masonry repair and cleaning commences. BP Hancock LLC is advised that the



Commission may impose additional conditions and requirements before permitting the discharge of the treated wash water to enter the sewer or drainage system.

6. BP Hancock LLC should be aware that the US Environmental Protection Agency issued the Remediation General Permit (RGP) for Groundwater Remediation, Contaminated Construction Dewatering, and Miscellaneous Surface Water Discharges. If groundwater contaminated with petroleum products, for example, is encountered, BP Hancock LLC will be required to apply for a RGP to cover these discharges.
7. The project sites are located within Boston's Groundwater Conservation Overlay District (GCOD). The district is intended to promote the restoration of groundwater and reduce the impact of surface runoff. Projects constructed within the GCOD are required to include provisions for retaining stormwater and directing the stormwater to the groundwater table for recharge.
8. BP Hancock LLC is advised that the Commission will not allow buildings to be constructed over any of its water lines. Also, any plans to build over Commission sewer facilities are subject to review and approval by the Commission. The project must be designed so that access, including vehicular access, to the Commission's water and sewer lines for the purpose of operation and maintenance is not inhibited.
9. It is BP Hancock LLC's responsibility to evaluate the capacity of the water, sewer and storm drain systems serving the project site to determine if the systems are adequate to meet future project demands. With the site plan, BP Hancock LLC must include a detailed capacity analysis for the water, sewer and storm drain systems serving the project site, as well as an analysis of the impacts the proposed project will have on the Commission's water, sewer and storm drainage systems.

#### Water

1. BP Hancock LLC must provide separate estimates of peak and continuous maximum water demand for residential, commercial, industrial, irrigation of landscaped areas, and air-conditioning make-up water for the project with the site plan. Estimates should be based on full-site build-out of the proposed project. BP Hancock LLC should also provide the methodology used to estimate water demand for the proposed project.
2. BP Hancock LLC should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular, BP Hancock LLC should consider outdoor landscaping which requires minimal use of water to maintain. If BP Hancock LLC plans to install in-ground sprinkler systems, the Commission recommends that timers, soil moisture indicators and rainfall sensors be installed. The use of sensor-operated faucets and toilets in common areas of buildings should be considered.



3. BP Hancock LLC is required to obtain a Hydrant Permit for use of any hydrant during the construction phase of this project. The water used from the hydrant must be metered. BP Hancock LLC should contact the Commission's Meter Department for information on and to obtain a Hydrant Permit.
4. The Commission is utilizing a Fixed Radio Meter Reading System to obtain water meter readings. For new water meters, the Commission will provide a Meter Transmitter Unit (MTU) and connect the device to the meter. For information regarding the installation of MTUs, BP Hancock LLC should contact the Commission's Meter Department.

#### Sewage / Drainage

1. A Total Maximum Daily Load (TMDL) for Nutrients has been established for the Lower Charles River Watershed by the Massachusetts Department of Environmental Protection (MassDEP). In order to achieve the reductions in Phosphorus loading required by the TMDL, phosphorus concentrations in the lower Charles River from Boston must be reduced by 64%. To accomplish the necessary reductions in phosphorus, the Commission is requiring developers in the lower Charles River watershed to infiltrate stormwater discharging from impervious areas in compliance with MassDEP. BP Hancock LLC will be required to submit with the site plan a phosphorus reduction plan for the proposed development. BP Hancock LLC must fully investigate methods for retaining stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. The site plan should indicate how storm drainage from roof drains will be handled and the feasibility of retaining their stormwater discharge on-site. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer.

In conjunction with the Site Plan and the General Service Application BP Hancock LLC will be required to submit a Stormwater Pollution Prevention Plan. The plan must:

- Identify best management practices for controlling erosion and for preventing the discharge of sediment and contaminated groundwater or stormwater runoff to the Commission's drainage system when the construction is underway.
- 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.
- Provide a stormwater management plan in compliance with the DEP standards mentioned above. The plan should include a description of the measures to control pollutants after construction is completed.



2. Developers of projects involving disturbances of land of one acre or more will be required to obtain an NPDES General Permit for Construction from the Environmental Protection Agency and the Massachusetts Department of Environmental Protection. BP Hancock LLC is responsible for determining if such a permit is required and for obtaining the permit. If such a permit is required, it is required that a copy of the permit and any pollution prevention plan prepared pursuant to the permit 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 1 above.
3. The Commission encourages BP Hancock LLC to explore additional opportunities for protecting stormwater quality on site by minimizing sanding and the use of deicing chemicals, pesticides, and fertilizers.
4. The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission. BP Hancock LLC is advised that the discharge of any dewatering drainage to the storm drainage system requires a Drainage Discharge Permit from the Commission. If the dewatering drainage is contaminated with petroleum products, BP Hancock LLC will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge.
5. BP Hancock LLC must fully investigate methods for retaining stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. The site plan should indicate how storm drainage from roof drains will be handled and the feasibility of retaining their stormwater discharge on-site. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer.
6. The Massachusetts Department of Environmental Protection (MassDEP) established Stormwater Management Standards. The standards address water quality, water quantity and recharge. In addition to Commission standards, BP Hancock LLC will be required to meet MassDEP Stormwater Management Standards.
7. Sanitary sewage must be kept separate from stormwater and separate sanitary sewer and storm drain service connections must be provided. The Commission requires that existing stormwater and sanitary sewer service connections, which are to be re-used by the proposed project, be dye tested to confirm they are connected to the appropriate system.
8. The Commission requests that BP Hancock LLC install a permanent casting stating "Don't Dump: Drains to Charles River" next to any catch basin created or modified as

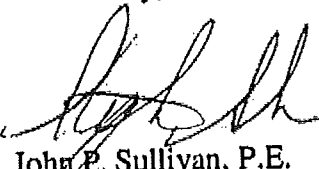


part of this project. BP Hancock LLC should contact the Commission's Operations Division for information regarding the purchase of the castings.

9. If a cafeteria or food service facility is built as part of this project, grease traps will be required in accordance with the Commission's Sewer Use Regulations. BP Hancock LLC is advised to consult with the Commission's Operations Department with regards to grease traps.
10. The enclosed floors of a parking garage must drain through oil separators into the sewer system in accordance with the Commission's Sewer Use Regulations. The Commission's Requirements for Site Plans, available by contacting the Engineering Services Department, include requirements for separators.

Thank you for the opportunity to comment on this project.

Yours truly,

  
for John P. Sullivan, P.E.  
Chief Engineer

JPS/afh

C: Michael A. Cantalupa, BP Hancock LLC  
M. Zlody, BED via e-mail  
P. Larocque, BWSC via e-mail





**JOSH ZAKIM**  
**BOSTON CITY COUNCILOR**  
**DISTRICT 8**

Christopher Tracy, Project Manager  
Boston Redevelopment Authority  
One City Hall Square  
Boston, MA 02201

May 17, 2016

Dear Mr. Tracy:

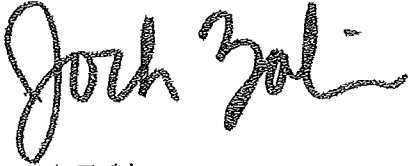
I am writing today to register my comments regarding the Back Bay/South End Gateway Project. I want to begin by saying that Boston Properties has done a good job of recognizing the importance of Back Bay Station as an entry point into the city, and as a connector of historic neighborhoods. Their design reflects a desire to treat the station as the important transportation hub that it is, and as a space for potential growth in our city. They have taken positive preliminary steps to address some of the management and safety concerns that have been an issue at the station up until now, and are moving forward with cosmetic changes that are much needed.

My primary concern about this proposal is that it falls in the center of several large projects that are either underway or slated to begin in the very near future. These developments will have tremendous impacts on the neighborhood, both immediately and several years down the line. There will be significant repercussions for the neighborhood from the construction, and I want to make sure that proper steps are taken to minimize the effects on current residents. Furthermore, the sum of all of this development in the area will significantly change the flow of traffic, increase pedestrian movement, and impact the capacity of the MBTA. Boston Properties has touched on how the Back Bay/South End Gateway project will contribute to these factors, but I would like to see it addressed from a more holistic perspective, examining this project in the context of all the others in the surrounding area.

As the Back Bay Station renovation moves forward, I also want to make sure that Boston Properties addresses concerns with respect to wind and shadow studies, and how they impact Copley Square and the front of the Public Library. These are two issues that my office hears about regularly, and I think the neighbors would appreciate more in-depth analysis.

I look forward to seeing how this project evolves as the conversation moves forward.  
Please do not hesitate to contact me if you have any questions. You can reach me at  
617-635-4225 or email [Josh.Zakim@boston.gov](mailto:Josh.Zakim@boston.gov).

Respectfully,

A handwritten signature in black ink, appearing to read "Josh Zakim". The signature is stylized with a large, looped "J" and a cursive "Zakim".

Josh Zakim

Cc: Representative Byron Rushing  
Representative Jay Livingstone  
Councilor Bill Linehan  
Neighborhood Association of the Back Bay

6/29/2016

City of Boston Mail - Fwd: Back Bay/South Gateway Project - Project Notification Form (PNF)



Christopher Tracy <christopher.tracy@boston.gov>

## Fwd: Back Bay/South Gateway Project - Project Notification Form (PNF)

1 message

Wed, Jun 29, 2016 at 11:43 AM

Christopher Tracy <christopher.tracy@boston.gov>  
To: Christopher Tracy <christopher.tracy@boston.gov>

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

From: **Todd Liming** <todd.liming@boston.gov>  
Date: Wed, Jun 15, 2016 at 1:45 PM  
Subject: Re: Back Bay/South Gateway Project - Project Notification Form (PNF)  
To: Christopher Tracy <christopher.tracy@boston.gov>

No . . . it was all verbal. If I remember correctly, they may need to grant pedestrian easements to comply with our required 5' minimum path of travel. All non-standard sidewalk installations, such as landscaping and specialty pavement, will require a license, maintenance, & indemnification (LMI) agreement. This specifies that they're responsible for these materials. I think the rest of what they're doing is pretty typical from PIC's perspective.

-Todd

On Wed, Jun 15, 2016 at 1:38 PM, Christopher Tracy <christopher.tracy@boston.gov> wrote:  
Thanks, is there anyway you have a copy of what you said?

Sent from my iPhone

On Jun 15, 2016, at 1:36 PM, Todd Liming <todd.liming@boston.gov> wrote:

Thanks, Chris. I met with the development team on 6/3 and passed along PIC's thoughts. They should be up to speed with us.

**TODD M. LIMING, P.E.**  
Principal Civil Engineer  
City of Boston Public Works Department  
Public Improvement Commission  
(617) 635-4960 || City Hall room 714  
Todd.Liming@boston.gov  
www.boston.gov/publicworks/PIC

On Wed, Jun 15, 2016 at 9:57 AM, Christopher Tracy <christopher.tracy@boston.gov> wrote:  
FYI just a reminder for Public Works/PIC, thanks!

Sent from my iPhone

Begin forwarded message:

From: Christopher Tracy <christopher.tracy@boston.gov>  
Date: June 13, 2016 at 2:03:02 PM EDT  
To: Christopher Tracy <christopher.tracy@boston.gov>  
Cc: Lauren Shurtleff <lauren.shurtleff@boston.gov>, Jonathan Greeley <jonathan.greeley@boston.gov>, Michael Christopher <michael.christopher@boston.gov>, Melissa Schrock <mschrock@bostonproperties.com>, Mike Cantalupa <mike.cantalupa@bostonproperties.com>

6/28/2016

City of Boston Mail - Re: Back Bay/South Gateway Project - Project Notification Form (PNF)



Christopher Tracy <christopher.tracy@boston.gov>

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## Re: Back Bay/South Gateway Project - Project Notification Form (PNF)

1 message

Mon, Jun 13, 2016 at 3:03 PM

Tim Davis <tim.davis@boston.gov>  
To: Christopher Tracy <christopher.tracy@boston.gov>

Chris,

In the Back Bay/South End Gateway Project PNF, the proponent makes a very broad statement about providing affordable housing and does not clearly indicate whether the units at the site will be rental, homeownership, or a combination. I would like to see the proponent flesh out what they are proposing, given that our preference, especially for rentals, is that the IDP units are placed on site (in this case, 78). For a rental property, both the contribution and off-site options would require approval from the BRA Board, only after a feasibility analysis is completed, with an eye towards providing a similar or superior affordable housing outcome as on-site. Homeownership projects in this neighborhood have more flexibility in terms of what they can do "as of right" to meet their IDP obligations. In either case, it is important that the developer more fully explains its housing and IDP plans, not only for appropriate review by BRA staff and board, but for review by the South End, Back Bay, and Bay Village neighborhoods.

Thank you,



**Tim H. Davis**  
*Housing Policy Manager*  
617.918.4302 (o) | 617.510.6123 (c)

**BRA/EDIC**  
One City Hall Square | Boston, MA 02201  
BostonRedevelopmentAuthority.org

On Mon, Jun 13, 2016 at 2:03 PM, Christopher Tracy <christopher.tracy@boston.gov> wrote:

All,

I am writing as a friendly reminder to all public agencies that the comment period for this proposal is set to close this Friday, June 17. Public agency comments will be critically important to crafting the Scoping Determination that the BRA plans on issuing to Boston Properties for this complex project in a very important location. **Therefore, I please ask your department to submit comments directly to me on or by this Friday, June 17.** The Project's PNF can be easily accessed via the link below. Thanks and please let me know if you have any questions at all.

<http://www.bostonredevelopmentauthority.org/projects/development-projects/back-bay-south-end-gateway-project>

Best,  
-Chris

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

From: **Christopher Tracy** <christopher.tracy@boston.gov>  
Date: Wed, May 25, 2016 at 10:08 AM  
Subject: Fwd: Back Bay/South Gateway Project - Project Notification Form (PNF)  
To: Christopher Tracy <christopher.tracy@boston.gov>



## Mayor's Commission for Persons with Disabilities

Martin J. Walsh, Mayor

June 14, 2016

**RE: Back Bay / South End Gateway, Boston MA 02116  
Project Notification Form  
Boston Redevelopment Authority**

The Disability Commission has reviewed the Project Notification Form that was submitted for Back Bay / South End Gateway in Boston. Since the proposed project is planned to be a vibrant destination area with multiple uses, including retail, commercial, housing and as a major transportation access point, I would like to encourage a scheme that allows full and equal participation of persons with disabilities through *ideal design which meets as well as exceeds compliance* with accessibility building code requirements. It is crucial that the site layout, buildings, open spaces, parking, and circulation routes be developed with access in mind.

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

▪ **Accessible Residential Units:**

- We would like to request more information on accessible units within the Project, including details about the amount, location, types and floor plans.
- Will any of the accessible unit be deemed affordable? If not, please explain.
- Will the Inclusionary Development Program residential units be provided on-site? If not, please indicate the location of the off-site IDP units.

▪ **Accessible Parking:**

- Please provide more details on the proposed accessible drop-off area, including details on proposed layouts, widths, slopes, materials, areas of replacement or existing-to-remain.
- How many accessible parking spaces will be provided in the remaining portion of the Garage? Please provide details on location and accessible route.
- Is there a difference in allocation of parking in terms of visitor, residential, retail and commercial (office) parking spaces? If so, please explain and provide details on amount, location and accessible route.

▪ **Accessible Route:**

- Are roof deck entrances from the residential units flush to grade?

▪ **Sidewalks:**

- We support the proposed improvements to the running slopes at the Dartmouth Street/Stuart Street intersection and westerly-side of Clarendon Street, which would provide these heavily travelled portions of the Back Bay/South End more accessibility to persons of all abilities.
- We support widening the sidewalks as much as possible if sidewalk cafés are likely to be proposed in the future.
- Please confirm that the proposed realigned crosswalk through Dartmouth Street to Copley Place will be accessibly signalized with Accessible Pedestrian Signal (APS) devices.
- Please confirm that reconstructed pedestrian ramps will feature yellow composite tactile warning panels cast in concrete, per City of Boston Complete Street Standards.

▪ **Construction:**

- What is the timeline for the improvements proposed within the Project Scope?
- What is the timeline for the separate Dartmouth Street Station Entrance Project and the associated proposed hardscape and streetscape improvements?
- Do you anticipate any portion of the Project going through the Public Improvement Commission? If so, please identify and provide details.

▪ **Community Benefits:**

- Accessibility extends past compliance through building code requirements. For example, by providing employment opportunities and an overall scheme that allows full and equal participation of persons with disabilities, makes the development an asset to the surrounding community. What opportunities (ex. employment, community support, social) will the development provide for persons with disabilities?

▪ **Wayfinding:**

- Do you have a Wayfinding Package to better understand wayfinding strategies within the scope of the proposed project?

▪ **Variances:**

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

***Commission's General Statement on Access:***

The Mayor's Commission for Persons with Disabilities supports barrier-free design and construction in all buildings throughout Boston, including renovation projects as well as new structures. We work with City departments and developers to ensure compliance with local, state, and federal building codes including Boston Complete Streets, Massachusetts Architectural Access Board (MGL, 521 CMR) and the Americans with Disabilities Act (ADAAG, 28 CFR). Designing or constructing structures that are non-compliant with these requirements is a violation of the law unless it can be demonstrated that it would be structurally infeasible to do so.

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

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

Thank You.

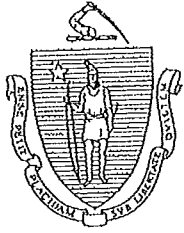


Kristen McCosh, Commissioner  
Mayor's Commission for Persons with Disabilities  
[kristen.mccosh@boston.gov](mailto:kristen.mccosh@boston.gov)  
617-635-3682

*Reviewed by:*

Patricia Mendez, Architectural Access Specialist  
Mayor's Commission for Persons with Disabilities  
[patricia.mendez@boston.gov](mailto:patricia.mendez@boston.gov)  
617-635-2529

Sarah Leung, Architectural Access Project Coordinator  
Mayor's Commission for Persons with Disabilities  
[sarah.leung@boston.gov](mailto:sarah.leung@boston.gov)  
617-635-3746



THE GENERAL COURT OF MASSACHUSETTS  
STATE HOUSE, BOSTON 02133-1053

June 14, 2016

Secretary Stephanie Pollack  
Massachusetts Department of Transportation  
Ten Park Plaza, Suite 4150  
Boston, MA 02116

Dear Secretary Pollack,

We are following up to your meeting with Representative Rushing on May 11<sup>th</sup> regarding the renovation of Back Bay Station as part of the Back Bay South End Gateway Project.

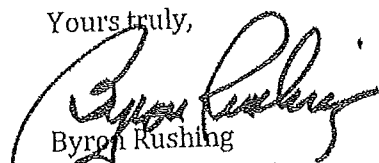
As you know the station renovation and ventilation repair are not part of the Boston Redevelopment Authority's CAC process. We want to thank you for agreeing to have the Massachusetts Department of Transportation lead a public process for the Back Bay Station redevelopment for both the interior station redesign and the repair of the ventilation system.

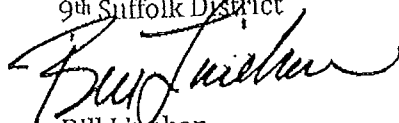
Boston Properties has begun the design process for the station renovation. The designs presented are a thoughtful start to reviving the architecturally significant station. These designs will be improved with the input of the main users of the station, the daily commuters and the station's neighbors. Furthermore, many residents in the neighborhood had been involved with the 1987 development of the station, and have much to add to the design process.

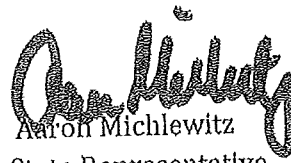
As we understand it, the ventilation repair design has not yet begun. It would be best to engage with the community before embarking on the design process. The adjacent neighborhoods -- especially those who live along the Southwest Corridor Park -- will be directly affected by environmental impacts of the project.

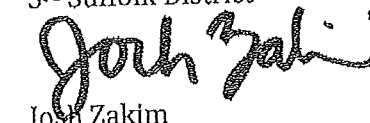
We look forward to working with you and the team at Boston Properties as the Back Bay Station project moves forward.

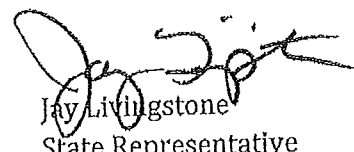
Yours truly,

  
Byron Rushing  
State Representative  
9<sup>th</sup> Suffolk District

  
Bill Linehan  
Boston City Council

  
Aaron Michlewitz  
State Representative  
3<sup>rd</sup> Suffolk District

  
Josh Zakim  
Boston City Council

  
Jay Livingston  
State Representative  
8<sup>th</sup> Suffolk District



## BRA MEMORANDUM

TO: Chris Tracy

FROM: Katie Pedersen

DATE: June 14, 2016

RE: The Back Bay/South End Gateway Project  
Boston, Massachusetts  
Project Notification Form

---

I have reviewed the Project Notification Form (the "PNF") dated March 29, 2016 and submit the following comments for the Environmental Protection component. BP Hancock LLC c/o Boston Properties Limited Partnership (the "Proponent") is proposing a mixed-use redevelopment project incorporating four sites and containing approximately 1.26 million square feet, including a new office building (with ground floor retail), two new residential buildings, a retail expansion of the existing Back Bay/South End Massachusetts Bay Transportation Authority's ("MBTA") Station building (the "Station") and a partial redevelopment of the existing 100 Claredon Street Parking Garage (the "Proposed Project").

### Wind

The Proponent has stated that Proposed Project will four buildings, the tallest of which be approximately 388 feet in height and accordingly the Proponent shall be required to conduct a quantitative (wind tunnel) analysis for both existing (no-build) and build conditions.

The analysis shall determine potential pedestrian level winds adjacent to and in the vicinity of the Proposed Project site and shall identify any areas where wind velocities are expected to exceed acceptable levels, including the Boston Redevelopment Authority's guideline of an effective gust velocity of 31 miles per hour (mph) not to be exceeded more than 1% of the time. The analysis also shall determine the suitability of particular locations for various activities (e.g., walking, sitting, eating, etc.) as appropriate.

The Proponent shall be required to pay particular attention to public and other areas of pedestrian use, including, but not limited to, entrances to the Proposed Project and adjacent buildings, sidewalks adjacent to and in the vicinity of the Proposed Project buildings as well as parks, including but not limited to the Copley Square, the Southwest Corridor Park and Frieda Garcia Park, plazas and other open spaces and pedestrian areas near the Proposed Project. The Proponent shall be cognizant of the planning objectives emphasized in the Stuart Street Zoning District and in particular, in designing the buildings to be sensitive to the wind and shadow impacts on sidewalks and nearby public open spaces

Wind speeds shall be measured in miles per hour and for areas where wind speeds are projected to be dangerous or to exceed acceptable levels, measures to reduce wind speeds and to mitigate potential adverse impact(s) shall be identified and, if appropriate, tested.

#### Shadow

The Proponent conducted and included the results of a shadow analysis for the existing (no-build) and build conditions for the hours of 9:00 a.m., 12:00 noon, and 3:00 p.m. for the vernal equinox, summer solstice, autumnal equinox, and winter solstice and for 6:00 p.m. in the summer and fall, in the PNF.

The shadow impact analysis examined the existing shadows and illustrated the incremental effects of the Proposed Project on existing and proposed public open spaces, including but not limited to Copley Square Park (bounded by Boylston Street, Clarendon Street, St. James Avenue and Dartmouth Street, excluding land occupied by Trinity Church), the Southwest Corridor Park and Frieda Garcia Park, and pedestrian areas (including transit stops), sidewalks and pedestrian walkways adjacent to and in the vicinity of the Proposed Project.

The results indicate that the Proposed Project is not anticipated to create a significant net new shadow and in particular, the net new shadows are anticipated to be cast onto Copley Square Park for approximately one hour and 54 minutes, thus demonstrating compliance.

#### Solar Glare

The Proponent shall be required to conduct a solar glare analysis. The analysis shall measure potential reflective glare from the Proposed Project 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.

#### Daylight

(Please refer to Urban Design's comments)

#### Air Quality

The Proponent shall be required to conduct an evaluation of the Proposed Project's impact on local and regional air quality from a significant stationary and perform a microscale analysis, which shall predict localized carbon monoxide concentrations, including identification of any locations projected to exceed the National or Massachusetts Ambient Air Quality Standards. The analysis is required for projects for which:

- 1) project traffic would impact intersections or roadway links currently operating at Level of Service ("LOS") D, E, or F or would cause LOS to decline to D, E, or F;

- 2) project traffic would increase traffic volumes on nearby roadways by 10% or more (unless the increase in traffic volume is less than 100 vehicles per hour); or,
- 3) the project will generate 3,000 or more new average daily trips on roadways providing access to a single location.

The Proponent shall be required to perform a mesoscale analysis, which shall predict the change in regional emissions of volatile organic compounds ("VOCs") and nitrogen oxides ("NOx") should be performed for projects that generate more than 10,000 vehicle trips per day. The above analyses shall be conducted in accordance with the modeling protocols established by the Massachusetts Department of Environmental Protection ("DEP") and the U.S. Environmental Protection Agency ("EPA"). Emissions from any parking facility constructed as part of the Proposed Project and from the Proposed Project's heating and mechanical systems must be estimated. In addition, carbon monoxide monitors shall be installed in all enclosed parking facilities and a description of the proposed ventilation system must be provided. Building/garage air intake and exhaust systems and specifications and an analysis of the impact of exhausts on pedestrians and any sensitive receptors must be identified and described. Finally, mitigation measures required to minimize or avoid any violation of state or federal ambient air quality standards must be described.

### Noise

Noise impacts from the Proposed Project must be analyzed, including rooftop mechanical equipment and other noise sources (e.g., emergency generators), and a determination made of compliance with City of Boston noise regulations and applicable state and federal regulations and guidelines. Due to the close proximity to the residential areas, the Proponent shall be required to evaluate to determine conformance with the Interior Design Noise Level (not to exceed day night average sound level of 45 decibels) established by the U.S. Department of Housing and Urban Development (24 CFR Part 51, Subpart B). If deemed necessary, mitigation measures to reduce excessive noise levels to acceptable limits must be described.

### Sustainable Design/Green Buildings

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

# Boston Groundwater Trust

229 Berkeley St, Fourth Floor, Boston, MA 02116  
617.859.8439 voice  
[www.bostongroundwater.org](http://www.bostongroundwater.org)

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Christian Simonelli

June 15<sup>th</sup>, 2016

Christopher Tracy, Senior Project Manager  
Boston Redevelopment Authority  
One City Hall Square  
Boston, MA 02201-1007

Subject: Back Bay/South End Gateway Project Notification Form

Dear Mr. Tracy:

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

The project is located in the Groundwater Conservation Overlay District (GCOD) established under Article 32 of the Zoning Code. As stated in the PNF, confirmed in a preliminary meeting, and at the scoping session the project is proposed to be designed and constructed to comply with the requirements of Article 32.

As confirmed in a preliminary meeting and at the scoping session the GCOD requires both the installation of a recharge system and a demonstration that the project cannot cause a reduction in groundwater levels on site or on adjoining lots. In the case of the Back Bay/South End Gateway Project four separate parcels designated Garage West, Garage East, Station East, and Station West will all need to be addressed individually. As stated in the PNF, the proposed construction of the four separate parcels is anticipated to require various foundation types with construction of the four parcels occurring in different phases. Before the GCOD zoning approval can be put in place, the proponent must provide the Authority and the Trust a letter stamped by a professional engineer registered in Massachusetts that details how each of the four parcels will accomplish what is stated in the PNF and meets the GCOD requirement for no reduction in groundwater levels on site or on adjoining lots.

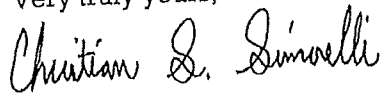
The PNF states that some local dewatering may be required during the construction processes. The PNF also states that the feasibility of recharging temporary dewatering effluent into the ground will be investigated during the design of the Project.

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

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

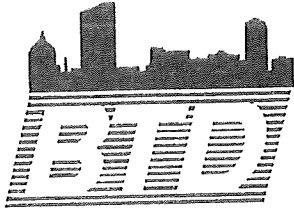
I look forward to continuing to work with the proponent and the Authority to assure that this project can have only positive impacts on area groundwater levels.

Very truly yours,

A handwritten signature in cursive script, reading "Christian S. Simonelli".

Christian Simonelli  
Executive Director

CC: Kathleen Pederson BRA,  
Maura Zlody, BED



BOSTON  
TRANSPORTATION  
DEPARTMENT

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

June 17, 2016

Brian Golden, Director  
Boston Redevelopment Authority  
One City Hall Square, 9<sup>th</sup> Floor  
Boston, MA 02201

RE: Project Notification Form: The Back Bay South End Gateway Project

Dear Mr. Golden,

Thank you for the opportunity to comment on the Back Bay South End Gateway Project. The Project includes the development of four distinct air-rights parcels comprising of office, retail and residential use, phased-in to total approximately 1.26 million square feet. No new parking is proposed as part of the project as the existing garage capacity of 2,013 spaces is expected to meet demand. In a separate but related project the proponent has assumed management responsibility for and committed to renovating the concourse of Back Bay station.

The following overarching considerations inform the Boston Transportation Department's (BTD) review of the project:

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

Given the complexity of the project and it's potential long-term impacts, BTD recommends that the proponent prepare a Draft Project Impact Report (DPIR) and provide new information and analysis as described below.

### **Ramp Access and Traffic Analysis**

The PNF notes that the proponent is considering elimination of the existing I-90 ramp located below the Garage West parcel. In general, ramps to the highway system remove regional traffic away from local streets. In addition, multiple on-ramps distribute traffic accessing I-90 across local streets reducing concentrated congestion, though they also have negative impact on the pedestrian and bicycling environment. The closing of the I-90 on-ramp will have far reaching impacts on trips generated by all proposed projects in the Stuart Street corridor and surrounding areas. BTD recommends the DPIR includes:

- A proposal to work with an inter-agency group, including BTD and MassDOT, to conduct a detailed “ramp alternatives” study. In addition to traffic analysis the study should include a conceptual constructability analysis, given the need to keep I-90 open and that the project will be phased.
- An analysis of the impacts of traffic generated from other proposed projects in the Stuart Street corridor if the on-ramp is closed.
- A public realm plan for Trinity Place and St. James Avenue (between Clarendon and Dartmouth Streets) that shows how pedestrian flow, on-street parking, shuttle and tour bus parking, hotel pick-up drop-off, and Copley Square event-staging can be managed with the expected additional traffic generated by the Garage West Alternative Scheme.

### **Public Transportation**

BTB recognizes the significant investment by the proponent to renovate Back Bay station and to create new pedestrian connections from Stuart and Clarendon Streets. These public benefits will dramatically improve access to this regional facility. The PNF notes that transit mode-share for office and retail related trips will be in excess of 50%. BTB recommends that the DPIR includes:

- Analysis of the impact of additional transit trips generated by the project on Orange Line capacity relative to anticipated improvements in headways for the line. The analysis should include passenger-related platform occupancy and ingress / egress load factors.
- An analysis of the proposed relocation of the Route 39 bus terminus. How will transfers to the Orange Line be impacted? Where will Route 39 buses be staged to accommodate schedule adjustments?
- A proposal to directly connect building tenants with Massport’s Back Bay – Logan Airport service.

### **Shared-Transportation and Bicycle Accommodation**

The Gateway project provides opportunities to improve passenger transfers not only between Orange Line, commuter rail and Amtrak service but also for first- and last-mile journeys to and from Back Bay Station. The proponent should develop a new section in the DPIR that details their strategy to:

- Increase the provision of garage parking spaces for car-share service providers such as Zip Car.
- Increase the number of bike-share Hubway stations, locating new docks along Clarendon and Stuart Streets.
- Install an independent sheltered, secure and managed bike-parking facility for at least 350 bicycles.
- Provide dedicated pick-up / drop-off space for taxis, shuttles, and Transportation Network Companies (TNCs) such as Uber and Lyft.

- Install “transit screens” that provide real-time information on the availability of the full spectrum of transportation options servicing the buildings.

### **Public Realm**

The project provides significant public realm improvements to support public street activity including wide sidewalks, new pedestrian connections improving access through the site, and continuous street walls fronted by retail. To add to the proposed features the DPIR should include:

- Details on the width of the pedestrian zone on crosswalks around the site. A minimum unobstructed width of 12 feet is preferred. Note that this width is in addition to the width of furniture and frontage zones.
- A design for a continuous sidewalk along Clarendon Street. Note that the garage ingress/egress curb cuts and the pull-in to the Back Bay Station should be designed to allow pedestrians on Clarendon Street to be able to continue walking safely without any diversions.
- Designs improving pedestrian access to Stanhope Street and Frieda Garcia Park from the site.
- Detailed configuration of the Columbus Avenue – Clarendon Street intersection to provide safer and more comfortable pedestrian crossings particularly for the pedestrian desire line to Back Bay Station from the South End and Bay Village.
- A proposal to work on a joint Stuart Street streetscape plan with the other developers in the corridor.

### **Parking and TDM Programs**

The PNF states that in its reconstructed state, under a managed parking scenario, the Garage will not exceed the existing permitted capacity of 2,013 spaces as allowed by the Boston Air Pollution Control Commission. This total includes the 576 spaces currently permitted for use by the general public, and a projected supply to meet the needs of the proposed project. We note that the proponent has embraced the 0.4 spaces per KSF or dwelling unit parking-ratio guidelines adopted by the Boston Transportation Department. The DPIR should include details on the following:

- 5% of the total number of parking spaces should be fitted for electric vehicle charging
- Spaces set aside for car-share and vanpools should be located conveniently.
- Transit and Hubway pass subsidies should be institutionalized so that future managers of the development sites are aware of their commitments.
- Details on the expected turnover or utilization of parking spaces on an average day compared to garage utilization today.
- Description of how parking supply will vary as each phase of the project is built.

### **Loading**

The PNF locates loading zones within the building footprint. Access to these loading bays by large semi-trucks should be designed-in during the conceptual design phase. In addition the DPIR should include a strategy of how urban packages delivery, which has seen a huge increase in small truck trips, will be accommodated. Will companies like Amazon or grocery stores be locating local pick-up “warehouses” in the development?



### Construction Management Plan

As the projects in the DPIR advance, the proponents will be required to develop and submit a detailed Construction Management Plan (CMP) to BTB for review and approval. The CMP will address TDM measures for construction workers, proposed street occupancies, equipment staging, sidewalk and bike-lane relocations and hours of construction work. BTB will work with the proponents to execute the CMP. The DPIR should include a description of how:

- The construction of the project will be coordinated with the other proposed projects in the surrounding area.

### Transportation Access Plan Agreement

Analysis performed in the DPIR will lead to a Transportation Access Plan Agreement (TAPA) for the Gateway Project, which will codify the project's transportation-related elements, including mitigation items. It is expected that the proponents will enter a project wide TAPA that sets an overall framework and individual TAPAs for developments on each parcel as and when they are phased in.

### Site Plan

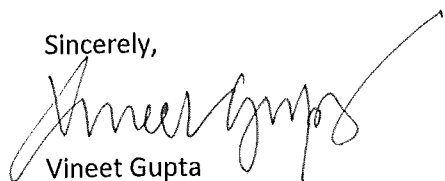
The proponents need to submit an engineered site plan within the context of the surrounding roadways at 1:20 scale depicting:

- |                                           |                                                                             |
|-------------------------------------------|-----------------------------------------------------------------------------|
| - Vehicular Access and Circulation        | - Service and Loading*                                                      |
| - Parking Layout and Circulation          | - Roadways and Sidewalks                                                    |
| - Pedestrian Access and Circulation       | - Building Layout                                                           |
| - Bicycle Access and Circulation          | - Bicycle Parking Locations and Types<br>(covered, indoor, bike share, etc) |
| - Shuttle/Van Pool Pickup and Dropoff     | - Transit Stops and Connections                                             |
| - Parking Spaces for Car Sharing services | - Electric Vehicle Charging Stations                                        |

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

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

Sincerely,



Vineet Gupta

Director of Policy and Planning

Boston Transportation Department

Cc: John DeBenedictis, Director of Engineering

## BRA Urban Design and Planning Scoping Comments:

To: Boston Properties

Date: August 19, 2016

Subject: Back Bay South End Gateway Project Scoping Comments

Boston Properties proposes the redevelopment of the John Hancock Garage and Back Bay Station air rights, which lies toward the north of the block bounded by Columbus Avenue and Dartmouth, Stuart, and Clarendon Streets. This Project aims to create new, defined, and activated passages from Dartmouth to Stuart to Clarendon Streets. Green roofs lie atop several tower and podium components. The mix of active uses would enhance the mix of uses (office, residential, hotel, retail) already extant in the area. The architect is Pelli Clarke Pelli.

BRA Planning and Urban Design have appreciated working thus far with Boston Properties on the refurbishment of Back Bay Station and redevelopment of associated air rights parcels on what is poised to be a transformative development impacting the Back Bay, South End, and Bay Village neighborhoods. This is a project that requires considerable capital, vision, and persistence, and we recognize the hard work already expended by the development team, architects, consultants, and our colleagues at MassDOT and the MBTA. The Proponent's intent to renovate and restore the Station is laudable and represents a significant public benefit resulting from this project. The scoping comments below reflect some of the most salient issues at this moment in the design and development timeline. Due to the protracted and phased nature of this project, the BRA will continue to provide feedback throughout what is sure to be an iterative and collaborative process.

Moreover, the Proposed Project should meet the 'performance standard' of generally having the same or a lesser degree of environmental impacts than either the full 'as-of-right' build-out or existing conditions, whichever are most impactful. That is to say, 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. Specific shadow and wind investigations will be requested - a separate category in this scoping - to determine what the impacts are regarding Copley Square and the Southwest Corridor Park, among others. We will expect that the Proposed Project as represented in the DPIR will have taken into account any necessary mitigating factors, for scenarios with densities and heights beyond those alternatives, discovered as a result of environmental and other studies by the Proponent.

DPIR design alternatives or development should bring a high degree of innovation and achieve LEED Gold at a minimum, preferably Platinum. This Project should set the bar very high for projects in the Stuart Street Study Area, and incorporate bold energy, recycling, daylight/quality of environment, green roofs and plantings, innovative connections to the water, and transportation initiatives.

## General Urban Design and Planning Comments

The Boston Civic Design Commission (BCDC) voted to review the Proposed Project on June 7, 2016 and saw a preliminary presentation. The Commissioners present were generally supportive of the Project, but mixed in their comments; 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 on the design pursuant to preliminary BCDC, CAC, and BRA staff comments, BCDC Design Committee meetings should be scheduled by contacting David Carlson, Executive Director of the BCDC. Minutes from the Back Bay Garage portion of the June

BCDC meeting are attached.

It should be noted that we will expect a design, rather than a conceptual diagram, however well conceived, which will allow more in-depth comment at the DPIR stage. We reserve the right to comment at that stage toward the submission of an FPIR. In general, we will ask for studies related to any and all requested alternatives, with certain modifications, as well as comparisons to both existing conditions and an 'as-of-right' alternative. We will expect that the Proposed Project as represented in the DPIR will have taken into account any necessary mitigating factors, for scenarios with densities and heights beyond those alternatives, discovered as a result of environmental and other studies by the Proponent.

Issues, some grouped by themes, are listed below, starting with the general:

- The project is exemplary in its strong adherence to the Stuart Street Design Guidelines, which includes "Creating a vibrant street level pedestrian experience" as a core objective. To that end, the BRA recommends that resources be focused on the design of at-grade crossings for pedestrians around the entire perimeter of the project and for enhancement to the existing underground tunnel connecting Back Bay Station to Copley Place.
- Similarly, a key urban design objective for the project as defined in the PNF is the following: "Design multiple ground level pedestrian through-block connections to create permeability through the Site, and connectivity to surrounding Back Bay and South End and Bay Village neighborhoods." This should be accomplished through exterior enhancements and through ground level interior building porosity, where possible.
- While Dartmouth Street is the recognized "front door," there should still be a celebrated civic entrance to the Station from Clarendon Street. A recessed "door" must still have a perceptual presence directly on Clarendon Street, using innovative design strategies, public art, landscaping, and/or other public realm improvements.
- Greater consideration to the Clarendon Street entrance must be made going forward, in combination with an improved streetscape design for Clarendon Street. Opportunities for additional open space and the relationship to the immediate context should inform design strategies on the Clarendon side.
- Added vitality to the Clarendon Street corridor will be enhanced by the placement of two new residential properties, and therefore should be reflected in the ground level design for those buildings. At the same time, the drop-off zone in front of the new Station entrance should only supply the amount of space needed for the residences. The proposed additional drop-off lane for the Station would be better repurposed as either landscaped space or a shared space, in line with the other goals of the project.
- While the Dartmouth Street Entrance is being respectfully refurbished, additional enhancements to the surrounding streetscape are warranted. As a terminus to the Southwest Corridor Park, the project is to carry the spirit of well-designed open space and pedestrian primacy across the street and into the Station.
- The Proposed Project repeatedly champions building porosity and neighborhood connectivity. This is already demonstrated with two crossings in place at street level and below grade to assist with station traffic across Dartmouth Street into Copley Place and the Southwest Corridor. For this reason, we are concerned that an additional connection that is elevated would take away from the street life on Dartmouth Street. We do not see this as

a necessary connection, as it would diminish the goal of activating the corridor. If an elevated pedestrian bridge across Dartmouth Street is to be pursued, further evidence needs to be presented showing how this would have a positive impact on the public realm.

- The safety and security of pedestrians are better served by improved crosswalk design, which may include tabled intersections and other enhanced crossings (see Boston's Complete Street Guidelines).
- The existing underground connection is a latent design opportunity that should be enhanced in tandem with the refurbishment of the Station. This tunnel is rightfully designed to privilege transit riders whose volumes far exceed users of the garage and whose numbers are projected to grow. As Boston's recent planning efforts (Go Boston 2030 and Imagine Boston 2030) plan for growth, it is increasingly important that the space of the street be multimodal to accommodate various users.
- To facilitate improved at-grade crossings and pedestrian mobility generally, BRA Urban Design supports the closure of the I-90 ramp should the Commonwealth deem it acceptable, as it will allow for vehicles to exit from Trinity Place rather than Dartmouth Street.
- Though an engineering challenge, structure must be threaded with minimal impacts to the already constrained rail platform below. We recommend that any impacts to the platform should be counterbalanced by improvements to the platform seating and design configuration, as well as improvements to the underground tunnel connecting the platform across Dartmouth Street to Copley Place.
- The corner of the Garage West parcel (at the intersection of Stuart and Dartmouth Streets) is the dominant and most visible corner of the project and will need further design refinement. The impacts of the garage plinth can and should be ameliorated through façade strategies, but the design of the retail and streetscape is most important. Large pedestrian volumes make the design of ample sidewalk widths and high quality public realm improvements paramount. Moreover, it is crucial that the design works with the proposed reconfigured intersection design.
- Tremendous work has been done to remove some major elements/interfaces of the existing garage. The amount of parking, in general, should be minimized. Submit information which justifies the scale and amount of parking proposed by analyzing both current levels of use and projected future levels with an expectation of expanded alternative modes of transit. The BRA expects that all revised transportation elements will be designed in harmony with the architectural treatments and integrated into the design. Since retention of the above-grade garage floors cannot be avoided, garage uses are ideally completely covered, with active program uses, if possible, on all sides fronting primary streets. Treatment of any remaining directly visible portions of the garage will be presumed to be transformative, and should be of a high architectural character with robustly convincing detail.
- The architectural expression of the tower elements should be clarified. They should be sufficiently differentiated, and shaped as part of the skyline, but not necessarily read as one 'complex'. Consider the view studies requested in the list of materials later to achieve a massing and orientation, which begins to break the scale of the towers and podium elements down to that of the appropriate scale-giving datum elements in the area. This

effect will be most noticeable from the intermediate range of direct views, including views from nearby neighborhoods, the Southwest Corridor, Columbus Avenue, and Clarendon and Dartmouth Streets. The grouping of towers will act as a signifier of Back Bay Station in the Boston cityscape.

- Special attention should be paid to public art, both indoor and outdoor. The Proposed Project presents an opportunity to connect interior and exterior space, and we encourage the Proponent to consult with local artists during the design period to allow for an integrated aesthetic effect.
- To reiterate comments from the Boston Transportation Department, the relocation and accordant redesign of the MBTA Bus No. 39 stop must be clarified. The design of this stop must include adequate space for passenger queuing and general pedestrian circulation.
- It is critical that wind impacts to public spaces be minimized using trees and other windbreak strategies, including the formal shaping of the building(s) and public spaces themselves. Regarding potential future studies, 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 or proximate to open space, analysis may extend to likely bounds of no impact. Depending upon results of the wind tunnel testing, the BRA reserves the right to request further study, including further tunnel work, or a delta analysis if results are unclear.
- Project shadows appear to be in compliance with the Stuart Street Design Guidelines, but will continue to be studied as part of standard design review processes. All shadow analysis should be provided in electronic rather than paper form, except as conclusion discussions, using continuous dawn-to-dusk shadow animations. Do not duplicate studies for months in which the information is identical (i.e., a single animation for November/January, or May/July). All net new shadows, in general, shall be defined as outlined elsewhere either by a contrasting tone or different color and shall be clearly shown to their full plan extent, whether on street, park, or rooftop. A specific shadow analysis should assess the time range of any new impacts on the Southwest Corridor Park, defining rough extent and duration in terms of hours and time of year. Particular attention should be given to the period from March 21<sup>st</sup> to October 21<sup>st</sup>. If overall duration is greater than one hour, provide an overlap study, which defines any area impacted by shadows for a period greater than one hour.

#### Respect and adherence to Stuart Street Guidelines:

- The project largely complies with the Guidelines established during the Stuart Street Planning Study and later codified as zoning in Article 48: Stuart Street District. Moreover, the spirit and intent behind the Guidelines is directly expressed in the project.
- Certain project elements deviate from the zoning, primarily at the Garage West parcel:
  - Service and parking areas must be set back a minimum of 20' from the building face; because of the garage dimensions, this will only be between 1 and 4'. Our recommendation to abate this will be to continue to explore creative options for screening the garage.
  - The maximum floor plate for commercial uses is 30,000-SF; the project proposes two floors above the garage that are approximately 36,000-SF and 38,000-SF, respectively. The remaining commercial floors are in compliance, with an average square footage ranging from approximately 22,000-SF to 26,000-SF.

- The project exceeds the recommended 25' setback on Dartmouth Street; the massing of the building varies from 15-27'. We urge the proponent to prioritize the pedestrian experience in the design of the streetscape, as noted elsewhere in this comment letter.
  - The LEED target of Gold is instead projected to be Silver for the Garage East, Station East, and Station West parcels. The commercial tower (Garage West) is projected to achieve LEED Gold equivalence.
- The BRA recognizes that the zoning for this project will be pursued through an amendment to the existing PDA for the garage, as envisioned during the Stuart Street Planning Study.

#### Back Bay Station Design:

Though Back Bay Station proper is not under the express purview of BRA Planning and Urban Design staff, we nevertheless include the following comments:

- Improved connectivity and porosity to/from the Station is desirable. In particular, the new station entrance on the Stuart Street side should be designed with visibility and accessibility in mind.
- The strong pedestrian connection and axial procession through the Station should be continued strongly through to the Clarendon Street side.
- Minimizing clutter (ticketing machines, signage, retail kiosks) in the Station should be a primary design driver, particularly in the central hall.
- Any proposed additional retail should not interrupt the sense of space from a connective standpoint. Additionally, the proposed retail should not reduce the effective daylighting produced by the upper hall and clerestory areas. Neither should the simplicity and purity of the restored station's space be compromised by upper encroachments or penetrations.
- Embracing new technology to facilitate expedited ticketing and gating is desirable insofar as the resultant space should allow for improved circulation and well-placed and numerous accommodations for seating.

We reserve the right to add additional concerns during the course of the process of combined BRA Staff, CAC, 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 of these viewpoints have already been suggested and used in presentations to the public. 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. 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
- f. Massing model (ultimately in basswood) at 1":40'0" for use in the Authority's Downtown Model.
  - g. Study model(s) at 1" = 16' or 1" = 20' showing preliminary concept of setbacks, cornice lines, fenestration, facade composition, etc. are recommended.
  - h. 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
    - c. Development in the context of the surrounding area
    - d. Sections showing organization of functions and spaces, and relationships to adjacent spaces and structures
    - e. Preliminary building plans showing ground floor and typical upper floor(s).
    - f. Phasing, if any, of the Proposed Project
  - i. A written and/or graphic description of the building materials and its texture, color, and general fenestration patterns is required for the proposed development.
  - j. Electronic files describing the site and Proposed Project.
  - k. Full responses, which may be in the formats listed above (and more), 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.

- l. Proposed schedule for submission of all design or development-related materials.
- m. 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.
- n. 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.

### Daylight Component

If not defined elsewhere, 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 recent Stuart Street zoning), and context examples. The areas of interest include Dartmouth, Stuart, and Clarendon Street, and Trinity Place. Daylight analyses should be taken for each major building facade fronting these public ways. The midpoint of each public accessway or roadway should be taken as the study point. The BRADA program must be used for this analysis.

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.

### 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 nearby Proposed Project (i.e. 40 Trinity, 380 Stuart, Copley Expansion, 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 MBTA tunnels and station structures, 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.

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. If necessary, storm drain and sewage systems should be separated or separations provided for in the design of connections.

This proposal calls for the radical modification of older air rights Projects that were basically the reconstruction and repair of railroad and highway infrastructure. The balance of the notion of 'embedded energy' as balanced with the long-term energy savings proposed by this Project should be discussed. The Proponent should investigate energy strategies that take advantage of this scale of construction, including those that incorporate green roof strategies as well as solar orientation and materials/systems that maximize efficiencies, daylighting strategies, wind, solar, and geothermal systems, and cogeneration.

Excerpted from the minutes of the BCDC of June 7, 2016:

The next item was a presentation of the **Back Bay / South End Gateway Project**. Mike Cantalupa (MC) of Boston Properties introduced the Project while the team struggled with setup, giving some of the history. They had considered this potential project, and approached MDOT regarding the Station, since they were already renegotiating the Hancock Garage lease. Boston Properties are not station management folks, but were willing to take that on...if the MBTA cleaned up the blue haze on the train platform. They agreed to match the cost of that up to \$5 million. MC then noted the development sites on an aerial overlay. Rafael Pelli (RP) of Pelli Clarke Pelli presented the design and project. He first introduced Jim Batchelor of Arrowstreet (working on the station design for the MBTA) and Cody Klein (CK) of The Office of James Burnett (landscape architects). RP showed a series of historic aerial views, noting earlier stations, then later views from the era of heroic highway building. As PCP precedent, he noted the transformation of the area in Bilbao they worked on, now most famous for the Gehry museum design.

RP showed a massing diagram, noting that they would be taking down about a third of the garage and the two drums. RP: The proposed buildings are where they are because of structure - where they can land program and structure. They are not touching the highway. (Shows structure, extrusions, and basic floorplates. A structural scheme as massing blocks.) The guidelines in the Stuart Street study, because of their shadow analysis, brought the tower heights down to 330', 365', 370'. They will exist at a medium scale; the Hancock will still be dominant. The office building could be massive, with large floors and rebuilt parking below. We use those datums to express levels, then we express the corners, with terraces and balconies going up. And we are carving vertically into the residential buildings. There will be intensely designed, occupiable

spaces - we see that as important. (Shows a Sasaki green roof design for Boston Properties in Washington. Shows the office tower elevation in context along Dartmouth.) We have a preliminary idea about screening the garage. Resolution at the base is important. We are cutting a portion of the existing platform to connect to the corner and Stuart. (As precedent, shows a building they did between Lexington and 3<sup>rd</sup> Avenue in NYC. Shows a before and after view. Notes the exaggeration of the twisting at the corner. Shows a view of the existing corner structural deck, and then the proposed condition, with retail all along the edge.) The entry to the station platform level is now from Stuart. (Shows views looking at the Clarendon side, before and after, at a distance - then closer. Goes through plans.) At the Stuart grade, we are taking down the concrete extended deck. The second level is at the level of the station off of Dartmouth, with a connection.

### BCDC Questions

Andrea Leers (AL): And parking? RP: The existing ramp is still off Clarendon. For an additional adit/exit to replace the drums - In our plan, if the turnpike ramp remains open, they will need to exit onto Dartmouth. If the ramp is removed, they will exit onto Trinity. Michael Davis (MD): And the bridge across Trinity? RP: That was requested by 40 Trinity. There is other potential. MD: You should read our position paper. MC: If it's done in any district, this is the place to do it; there are three already. AL asked about the nature of that and what could happen in that area; a discussion ensues. Kirk Sykes (KS): What was the idea of pulling the residential building back from Clarendon? RP noted where the structure lands. RP: Also, we don't have the capacity to build much on that deck. Deneen Crosby (DC) asked about the view of the Hancock from the Southwest Corridor (it's hidden).

JB talked about the Station air rights: Noted info is in your packets; station improvements are underway. For air rights over the station itself, a 1-2 stories addition is possible. (Shows an image with a setback from Dartmouth.) Dartmouth is greener, with 20' setback. An alternative adds another floor. William Rawn (WR) asked about its section/location. JB: That alternative spans over the station; the one-story version does not, but connects through. (JB shows a plan with terraces on the roof along Dartmouth, noting the elevators, and interior bridges across.) David Manfredi (DM): Entrances...are these restaurants? Or entries on the street, or in the station? JB: We think there's a connection to the street, but the nature of the retail does not necessarily include a restaurant. The upper floor, at 35,000 SF, has more terraces in the front.

CK: I'll focus on different areas. We will realign and signalize the pedestrian crossing across Dartmouth at the station entry. We will use Complete Street principles. We plan to add street trees, even with the structured deck. Accessibility is tricky; it's easier at the corner. We'll have pedestrian zones on Clarendon, too.

AL: Congratulations, about figuring out how to do this. The locations and base strategy are all intelligently thought out. The concourse, the corner down to the sidewalk...are all good. Go for it, in all the new places. But leave the station alone. Adding stuff to that, when you have all the space in the world, seems superfluous. And Trinity Place needs work to resolve. At the corner, just think - how much architecture can we stand here!? But overall, it's good. DM: I agree. There are a lot of good decisions. A lot of very smart things - on Stuart, on the residential pads. I have the same question Kirk asked about the Clarendon setback; it seems like a leftover space. I struggle with even the 1-story addition on the station, and what it does to the original concept. I think you've found space elsewhere - it's thoughtful, a positive impact on the public realm.

MD: We'll want to look closely at the streetscapes. The corner is a huge benefit. Retail in the station could work better; it's not good now. That would be a huge benefit. I'm not convinced of what else you add. KS: On the station, the question is the amount of benefit. Activating that...I could get my head around a different thought...like Champions Way. Clarendon is a messy place; your building can do a lot to resolve that. On the garage - is a screen? RP: Right, it's not enclosed. DM: But you have a new building behind it.... KS: I'm open to it being open, but don't want to lose inventive treatment. There are five levels of stuff...above that, could you set that back? MC: The building is up as much as we can to take advantage of the structure. KS: If it were

tiered up differently, you could do more over the station.

WR: I agree with what everyone said about *preserving* the station. I think we have to be careful about structured parking coming above grade. The genesis of the floating boxes, the datum line....

A part of me thinks that the boxes make it heavier. I would like to see other precedents of that.

RP: We have earlier studies where they weren't cranked. But it also allows terraces at each setback. And, we've done wind tunnel analysis; the cranks serve as a windbreak, and indicated improvements over existing conditions. On the north and south, it's not as dramatic. Just at the edges...the expression made it stronger. It's not intended to be tectonic. AL: One of the things

working against that is the wider base. I would like to think of it with less of that. It comes to a wide base quickly. There's not enough tall part for the wide part. You have some structural flexibility.... RP explained the strategy: We tried that; we didn't think it was as effective pulling it back. [It could go down, but then the pro forma...] We didn't think of this as a tower.

The Back Bay / South End Gateway Project was sent to Design Committee. Public comments were heard. Elliot Laffer noted that the bridge across Trinity Place makes it more of an alley. And Dartmouth would be disastrous. And the garage ramp exit there, across all the pedestrians, is also bad. Melissa Shrock of Boston Properties: The other exit is still functional, but it all heads toward the South End. We can't do that. But if the current Turnpike on-ramp closes, that allows a superior solution. KS: Bring a traffic engineer to subcommittee. An Unidentified Citizen: The garage is really ugly. Whatever you can do to screen it.... On Clarendon, it really overhangs. Look at how wide these streets are! We are a city of small streets...now canyons. The trains - it's difficult to get around. The streetscape here is critical.



Christopher Tracy &lt;christopher.tracy@boston.gov&gt;

## Re: Back Bay/South End Gateway Project - Project Notification Form (PNF)

1 message

Mon, Aug 22, 2016 at 5:15 PM

Carrie Marsh &lt;carrie.marsh@boston.gov&gt;

To: Christopher Tracy &lt;christopher.tracy@boston.gov&gt;

Cc: Liza Meyer &lt;liza.meyer@boston.gov&gt;, Christopher Cook &lt;christopher.cook@boston.gov&gt;, Jonathan Greeley &lt;jonathan.greeley@boston.gov&gt;, Lauren Shurtleff &lt;lauren.shurtleff@boston.gov&gt;

Hello - With regard to the Back Bay / South End Gateway project, this significant project will have impacts to open space in an area of the City already challenged by high density and limited open space resources. BPRD respectfully requests the consideration of a community contribution to mitigate impacts to open space in the neighborhood, such as capital improvements or maintenance for Copley Square. Thank you.



**Carrie Marsh**, Executive Secretary  
Parks and Recreation Commission  
1010 Massachusetts Avenue, 3rd floor  
Boston, Massachusetts 02118  
617-961-3074 / carrie.marsh@boston.gov

On Thu, Aug 18, 2016 at 4:21 PM, Christopher Tracy <christopher.tracy@boston.gov> wrote:  
Would Parks like to include a comment letter in the Scoping Determination for this major project? The document is expected to go to the proponent early next week, please advise? Thanks

On Wed, Jun 15, 2016 at 9:57 AM, Christopher Tracy <christopher.tracy@boston.gov> wrote:  
FYI just a reminder for Parks, thanks!

Sent from my iPhone

Begin forwarded message:

**From:** Christopher Tracy <christopher.tracy@boston.gov>  
**Date:** June 13, 2016 at 2:03:02 PM EDT  
**To:** Christopher Tracy <christopher.tracy@boston.gov>  
**Cc:** Lauren Shurtleff <lauren.shurtleff@boston.gov>, Jonathan Greeley <jonathan.greeley@boston.gov>, Michael Christopher <michael.christopher@boston.gov>, Melissa Schrock <mschrock@bostonproperties.com>, Mike Cantalupa <mcantalupa@bostonproperties.com>  
**Subject:** Fwd: Back Bay/South Gateway Project - Project Notification Form (PNF)

All,  
I am writing as a friendly reminder to all public agencies that the comment period for this proposal is set to close this Friday, June 17. Public agency comments will be critically important to crafting the Scoping Determination that the BRA plans on issuing to Boston Properties for this complex project in a very important location. **Therefore, I please ask your department to submit comments directly to me on or by this Friday, June 17.** The Project's PNF can be easily accessed via the link below. Thanks and please let me know if you have any questions at all.

<http://www.bostonredevelopmentauthority.org/projects/development-projects/back-bay-south-end-gateway-project>

**APPENDIX B**  
COMMENTS FROM THE PUBLIC

6/28/2016

City of Boston Mail - Project Comment Submission: Back Bay/South End Gateway Project



Christopher Tracy <christopher.tracy@boston.gov>

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## Project Comment Submission: Back Bay/South End Gateway Project

1 message

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no-reply@boston.gov <no-reply@boston.gov>

Fri, Apr 22, 2016 at 5:24 PM

To: BRAWebContent@cityofboston.gov, Christopher.Tracy@boston.gov

CommentsSubmissionFormID: 837

Form inserted: 4/22/2016 5:24:02 PM

Form updated: 4/22/2016 5:24:02 PM

Document Name: Back Bay/South End Gateway Project

Document Name Path: /Development/Development Projects/Back Bay-South End Gateway Project

Origin Page Url: /projects/development-projects/back-bay-south-end-gateway-project

First Name: Lisa

Last Name: Newell

Organization: N/A

Email: LisaNewell1666@yahoo.com

Street Address: 41 Summer Street Apt. #1R

Address Line 2:

City: Everett

State: MA

Phone: (857) 258-6241

Zip: 02149

Comments: Hello, my name is Lisa Newell. I am interested in knowing about upcoming Lotteries (residential) so that I may apply for any in the near future. I am handicapped with a Spinal Cord Injury and I am having difficulties finding an apartment that attends to a Disabled persons needs ex: Elevator and disability apparatuses that I require in order to be safe in my apartment. So, if you could I would appreciate all and any applications for an apartment Lottery to be mailed to my temporary address at: Lisa Newell, 41 Summer Street Apt. #1R, Everett, Mass. 02149. As of right now I am being discriminated against by my Landlord and his Daughter and would like to try to find a Handicapped accessible apartment right away. The stress and pressure that I am forgoing by the Landlord and his family is Physically and Mentally tormenting and I wish to find a serene and peaceful atmosphere. Thank you so much, Sincerely, Lisa (857)258-6241

PMContact: Christopher.Tracy@boston.gov

6/28/2016

City of Boston Mail - Fwd: Back Bay Station



Christopher Tracy <christopher.tracy@boston.gov>

## Fwd: Back Bay Station

1 message

Wed, May 11, 2016 at 5:01 PM

**Tuttle, William (DOT)** <William.Tuttle@dot.state.ma.us>  
To: Lauren Shurtleff <Lauren.Shurtleff@boston.gov>, "christopher.tracy@boston.gov" <christopher.tracy@boston.gov>, "Kersten, James A. (DOT)" <james.a.kersten@state.ma.us>, "Colon, Rick (DOT)" <rick.colon@state.ma.us>, "mschrock@bostonproperties.com" <mschrock@bostonproperties.com>

FYI.

Sent from my Verizon Wireless 4G LTE smartphone

----- Original message -----

From: William Clendaniel  
Date: 05/11/2016 3:58 PM (GMT-05:00)  
To: "Tuttle, William (DOT)"  
Subject: Back Bay Station

Mr. Tuttle,  
I attended the first CAC meeting as a member of the public. I am a near neighbor and both use and/or walk by the station virtually every day.  
Many of us were upset to learn that there appears to be no public process for commenting on the proposed changes to the station. I find many of them attractive, but clearly what happens there greatly impacts the Boston Properties (BP) gateway project next door to say nothing of the neighborhood. The two projects need to be reviewed by the public together.  
The composition of the retail in the expanded station directly impacts the neighborhood and also relates to what the gateway project may do along Stuart Street. The station's streetscape/landscaping needs to relate to the gateway project. The users of the BP buildings, either office or residential, are going to use the station and thus impact its design. The two projects really can't be separated from an urban design point of view.  
Another critical piece of both the station and gateway projects is their relationship to MBTA capacity. Three residential towers have already been approved along Stuart Street and across from the station. BP proposes two more in the gateway project as well as office space. No new parking is provided. Clearly all those who live and work in these six new buildings are going to use the MBTA, either daily or otherwise, and yet it is already over-capacity at rush hour and its antiquated equipment causes frequent problems. MassDOT should provide the BRA and the CAC with information about how the MBTA will handle this influx of customers.  
I look forward to your participation in the third CAC meeting on May 26.

Bill Clendaniel  
24 Dartmouth Street

--  
Bill Clendaniel



6/28/2016

City of Boston Mail - Public Comments: Back Bay South End Gateway Project



Christopher Tracy <christopher.tracy@boston.gov>

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## Public Comments: Back Bay South End Gateway Project

1 message

Wed, May 18, 2016 at 10:57 PM

Elliot Guerrero <elliotg.boston@gmail.com>  
To: Christopher.Tracy@boston.gov

This email is in response to public meeting on 5/18/16 for proposed project titled Back Bay South End Gateway Project, for which I attended. In my limited understanding of the project, the information I've read prior to meeting and the information I heard from project team seemed generally as a favorable project proposal and I offer my constructive criticism for seeking public benefits and for project team consideration.

1. Weak Design Concept for Office Tower Massing

Was expecting to hear more significant reasoning for tower massing but Rafael basically said it was shaped by wind study, is that how we should design buildings. Given the importance and prominence of the site and location, the public expects an architectural design that is equally important/prominent for the location. Personally, I do not find the massing and materiality of office tower very interesting but if the design 'concept' was significant I might have been more open but as I've mentioned the design concept did not seem to have much depth beyond just offset glass.

2. Too much glass on glass tower

2. Street panoramic view seems weak in comparison to existing garage massing.

3. Do not think it's a good idea to exit vehicles from garage onto Dartmouth Street.

4. Existing ramp to I-90 should remain although I would guess it is underutilized

5. Considering that the existing structure over train station can only carry 1 or 2 additional stories it does not seem feasible to sacrifice original design features of station for retail space that is not ground floor.

6. There was a good graphic plan that shows amount of existing site dedicated to vehicles and I thought it would be followed up with graphic plan of proposed site areas dedicated to public spaces. Would like to see before and after of site areas illustrating area available for public at various and all times.

7. Would have liked to hear more of the breakdown of market-rate housing, affordable housing, linkage payment and total budget.

Respectfully,  
Elliot Guerrero

6/28/2016

City of Boston Mail - Hello etc



Christopher Tracy <christopher.tracy@boston.gov>

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## Hello etc

1 message

Thu, May 19, 2016 at 11:27 AM

Carol Card <carolcard@comcast.net>  
To: Christopher.Tracy@boston.gov

Hi Christopher  
Just wondering about the back bay project proposed phase order .  
Which buildings will be first Etc.  
I'm Especially interested in the time line for the east side building that will be next to our building where the current cents  
are.  
Will there be any protection for the adjacent buildings from the dirt etc.  
And one last ? Re :  
Power washing at back bay station; I live at 285 Columbus and in our association meeting we were told that power  
washing in the bus turnaround is being done weekly.  
I've seen it twice in 6 weeks ?! Is there a schedule for the whole turn around area for cleaning?  
Thanks in advance for your help with this  
Carol

Sent from my iPhone

6/28/2016

City of Boston Mail - Back Bay South End Gateway Project - Public Meeting 5/11/16



Christopher Tracy <christopher.tracy@boston.gov>

## Back Bay South End Gateway Project - Public Meeting 5/11/16

1 message

Fri, May 20, 2016 at 2:32 PM

Hale, Christopher <CHale@statestreet.com>  
To: "christopher.tracy@boston.gov" <christopher.tracy@boston.gov>  
Cc: "Chris Hale at Home (cbucklandhale@gmail.com)" <cbucklandhale@gmail.com>

Christopher,

My wife and I are residents of Back Bay. We attended the presentation part of the Public Meeting on the Back Bay South End Gateway Project. Some comments:

- 1) Updates to Back Bay station look appropriate and are welcome.
- 2) The "stark useless forecourt" (as the proponents called it) of the Clarendon side of the site could be turned into a beautiful and inviting park, instead of a 350+ foot residential tower. [But that probably makes the whole project non-viable to the developers. ☹]
- 3) This project, coupled with what seemed like two others in the same area (tower going in front of Copley Place; and another on top of Trinity place?) gives one pause on the TOTAL impact on the neighborhood. Are we really expecting to gain that many residents? Copley Square is getting more and more shadowed and windier and windier – and the southern landscape view is being extinguished.
- 4) There were a bunch of numbers thrown out for benefits (not all of which I remember):
  - a. new tax revenue
    - i. What is the source of this? Private residence (condo) ownership?
    - ii. What tax incentives are being provided.
    - iii. When is that full amount (16 million sticks in my mind) kick in – relative to the completion dates of each sub-project,
  - b. new jobs
    - i. New – as in filling in actual new business – new retail, new restaurant, new cleaning services
      1. Or is that counting all the desk that will be in the office space, which could be a company relocating jobs, which may or may not be actual new positions.
  - c. , construction jobs.
    - i. How do these spread out over the lifespan of the projects.

Chris Hale

160 Commonwealth Ave

Boston

6/28/2016

City of Boston Mail - GATEWAY PROJECT



Christopher Tracy <christopher.tracy@boston.gov>

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## GATEWAY PROJECT

1 message

Mon, May 23, 2016 at 10:30 AM

john forbes-deWinter <forbesdewinter@yahoo.com>  
Reply-To: john forbes-deWinter <forbesdewinter@yahoo.com>  
To: "christopher.tracy@boston.gov" <christopher.tracy@boston.gov>

I read with interest the proposal for the Back Bay/South End Gateway Project. Great idea! Great Proposal! The project would certainly improve that area of town. I'm 100% for the project, except for one flaw, that overwhelming orange "T" logo. The buildings are crisp and clean; that T sign detracts from the façade and the entire project. When you look at the buildings, your attention is not drawn to the building, but your attention is immediately drawn to that T sign. That sign cheapens the project. Everyone knows where the entrance is located. In cities all over the world, much larger than Boston, New York, London, Paris, Rome, Hong Kong, Tokyo, and hundreds of other cities, there are small signs directing passengers to an unobtrusive staircase that leads to the platforms. A large sign is not needed, it's a gaping eyesore, and it's in your face. Please proceed with the project, but please, please remove that ugly sign. Thank you.



Christopher Tracy &lt;christopher.tracy@boston.gov&gt;

**MEPA EEA# 15502 comment letter**

1 message

Kressel Shirley &lt;shirleykressel@comcast.net&gt;

Tue, May 31, 2016 at 11:47 AM

To: alexander.stryisky@state.ma.us

Cc: "Livingstone, Jay - Rep. (HOU)" <Jay.Livingstone@mahouse.gov>, Will Brownsberger 413C <william.brownsberger@masenate.gov>, Chang-Diaz Sonia <sonia.chang-diaz@masenate.gov>, gloria fox <Gloria.Fox@mahouse.gov>, elizabeth malia <Liz.Malia@mahouse.gov>, Aaron Michlewitz <Aaron.M.Michlewitz@mahouse.gov>, linda dorcena forry <Linda.DorcenaForry@masenate.gov>, mayor@boston.gov, Ron Rakow <rakow@cityofboston.gov>, Tito Jackson <tito.jackson@boston.gov>, ayanna pressley <ayanna.pressley@boston.gov>, josh zakim <Josh.Zakim@boston.gov>, Michelle Wu <Michelle.Wu@boston.gov>, annissa essaibi-george <a.e.george@boston.gov>, matthewomalley <matthew.omalley@boston.gov>, Andrea Campbell <andrea.campbell@boston.gov>, Matt Cahill <matt.cahill@boston.gov>, Jackie <JYessian@gmail.com>, Elliott Laffer <ELaffer@aol.com>, ab@annbeha.com, Ted Pietras <tedp@gibbonsir.com>, christopher.tracy@boston.gov, lauren.shurtleff@boston.gov, "michael cantalupa" <mcantalupa@bostonproperties.com>

Matthew A. Beaton, Secretary  
Executive Office of Energy and Environmental Affairs (OEEA)  
100 Cambridge St., Suite 900 (9th Floor)  
Boston, MA

Attn: Alexander Styrsky, MEPA analyst, via email (alexander.stryisky@state.ma.us)

May 31, 2016

Subject: EEA # 15502

Back Bay / South End Gateway Project, 145 Dartmouth Street & 165 Dartmouth Street (aka 100 Clarendon Street), Boston  
Proponent BP Hancock LLC through its affiliate Boston Properties Limited Partnership

Dear Secretary Beaton and Mr. Styrsky:

I am writing to comment on the MEPA Environmental Notification Form (ENF) filed for the above project.

The proponent states that the project will seek tax and zoning relief under MGL Ch. 121A and 121B, as well as I-Cubed funding. These tax and regulatory waivers have very significant and long-lasting impacts on the city and the state. They are mentioned in the MEPA filing (screenshots attached) only by name, without any explanation of how the project would qualify for them, how they would be structured, and what would be the financial cost to the city and the state taxpayers. Without such full explanations of these waivers and their impacts, the BRA, state, City of Boston, CAC and public reviews of this project cannot be diligent and complete. I ask that MEPA mandate these disclosures at the outset, for public consideration as an integral part of the project review.

I request that the proponent be mandated to provide:

- detailed calculations demonstrating the need for, and amount of, each granted and contemplated city and state tax subsidy (including MassDOT lease and other financial terms)
- information detailing the specific regulatory changes to be sought via Chapter 121B Urban Renewal Plan modifications, and
- details of the contemplated Ch. 121B Section 46(f) Demonstration Project, which would evidently involve eminent domain takings for what the proponent calls "title clearance."

I also note that, although the MEPA ENF was filed on April 14, the CAC members did not receive it from the BRA until May 27, mid-day Friday of the long Memorial Day weekend, the day after their most recent BRA-scheduled meeting; and today's May 31 deadline comes long before the next CAC meeting, scheduled for June 15. Thus, the CAC has had virtually no time to review the ENF before today's comment deadline. This timing, no doubt inadvertently, precluded the opportunity for a public CAC discussion of the ENF.

The BRA has extended its comment period of this complex project until June 17, and typically, MEPA review periods have been extended to match extended BRA deadlines. I ask that the MEPA comment period be

6/28/2016

City of Boston Mail - MEPA EEA# 15502 comment letter

extended to June 17, to allow opportunity for a more comprehensive, integrated and coordinated review process by the CAC, reviewing agencies, and the public, covering all facets of the project.

Thank you for your consideration of my comments.

Shirley Kressel

Boston Redevelopment Authority

- Review under Article 80, including Large Project Review, as required pursuant to Article 80B of the Zoning Code and PDA<sup>3</sup> Review, as required pursuant to Article 80C of the Zoning Code
- Green Building Report(s) and Resiliency Checklist(s) as Part of Article 80 Review
- Development Impact Project Agreement(s) pursuant to Article 80B-7 of the Boston Zoning Code
- Cooperation Agreement(s)
- Affordable Housing Agreement(s)
- Boston Residents Construction Employment Plan Agreement(s)
- Certification(s) of Consistency and Compliance
- M.G.L. c. 121A approval and attendant documentation and agreements (as required)
- M.G.L. c. 121B approval (as required)

Which MEPA review threshold(s) does the project meet or exceed (see 301 CMR 11.03)?

**11.03(1)(b)6:** May require approval in accordance with M.G.L. c. 121A of a New urban redevelopment project consisting of 100 or more dwelling units or 50,000 or more sf of non-residential space.

F. Does the project require approval of a new urban redevelopment project or a fundamental change in an existing urban redevelopment project under M.G.L.c.121A? X Yes \_\_\_ No; if yes, describe:

The Project may require approval of a new urban redevelopment project under M.G.L. c. 121A.

G. Does the project require approval of a new urban renewal plan or a major modification of an existing urban renewal plan under M.G.L.c.121B? \_\_\_ Yes X No; if yes, describe:

\*Action in accordance with an existing Urban Renewal Plan or Approval of a Demonstration Project under M.G.L. c. 121B might be needed for title clearing purposes.

Identify any financial assistance or land transfer from an Agency of the Commonwealth, including the Agency name and the amount of funding or land area in acres:

- One of more Air Rights Development Agreements with MassDOT
- Potential approval of Project under MGL 121A
- Potential approval, in accordance with an Urban Renewal Plan or Demonstration Project in accordance with M.G.L. Chapter 121B
- Potential I-Cubed Funding (Infrastructure Investment Incentive Program)

6/28/2016

City of Boston Mail - MEPA EEA# 15502 comment letter

Shirley Kressel  
27 Hereford Street  
Boston, MA 02115

6/28/2016

City of Boston Mail - Back Bay/South End Gateway project - Community Benefits Inquiry



Christopher Tracy <christopher.tracy@boston.gov>

---

## Back Bay/South End Gateway project - Community Benefits inquiry

1 message

Tue, May 31, 2016 at 12:25 PM

Yan Medice <Yan@womenslunchplace.org>  
To: "Christopher.Tracy@boston.gov" <Christopher.Tracy@boston.gov>

Dear Chris,

I'm writing to ask about Community Benefits associated with the Back Bay/South End Gateway project and whether Women's Lunch Place may be considered for funding, and if there is an application process.

We're located in the basement of the Church of the Covenant and we serve over 1,300 women experiencing homelessness and poverty.

Thank you for your attention!

Best regards,

Yan

Yan Medice

Corporate and Foundation Relations Manager

Women's Lunch Place

67 Newbury Street

Boston, MA 02116

617-449-7191

[www.womenslunchplace.org](http://www.womenslunchplace.org)



6/28/2016

City of Boston Mail - Project Comment Submission: Back Bay/South End Gateway Project



Christopher Tracy <christopher.tracy@boston.gov>

## Project Comment Submission: Back Bay/South End Gateway Project

1 message

Tue, May 31, 2016 at 1:27 PM

no-reply@boston.gov <no-reply@boston.gov>

To: BRAWebContent@cityofboston.gov, Christopher.Tracy@boston.gov

CommentsSubmissionFormID: 1014

Form inserted: 5/31/2016 1:26:57 PM

Form updated: 5/31/2016 1:26:57 PM

Document Name: Back Bay/South End Gateway Project

Document Name Path: /Development/Development Projects/Back Bay-South End Gateway Project

Origin Page Url: /projects/development-projects/back-bay-south-end-gateway-project

First Name: Yuri

Last Name: Ostrovsky

Organization:

Email: yo@alum.mit.edu

Street Address: 285 columbus ave #301

Address Line 2:

City: Boston

State: MA

Phone: (617) 401-7780

Zip: 02116

Comments: As a resident of the building immediately adjacent and looking upon the planned tower construction in the current bus turn-around behind Back Bay station (285 Columbus Ave), I and my fellow residents have grave concerns about the impact of several aspects of the construction project: 1. The impact on natural lighting for units facing the construction. 2. The privacy implications, with windows facing our windows in very close proximity. 3. The impact of loud construction literally a few dozen feet or less from our units, potentially lasting for years. 4. The impact of construction pounding on the structural integrity of our building, a somewhat historical building with an old foundation, which already shakes from train movement. 5. The impact on our access to our rear loading dock, which currently has an easement with the MBTA property. Having attended the public comment meeting recently, these concerns did not seem to have been considered. Moreover, it was very unclear when this particular construction might be scheduled to start, so residents have no clear idea of when to register their concerns. The impact on our building will be dramatic. At the very least, there should be talk of mitigation alternatives. The lack of this acknowledgment brings up grave concerns, and I can speak for at least several of my co-residents. Thank you for your consideration.

PMContact: Christopher.Tracy@boston.gov

Comments by Robert Timmerman PE, CEM, LEED AP on proposed Back Bay Station

**To the BRA:**

1. Philosophical: how much continued development is desirable: development is driving out the middle class, leaving the rich, who can afford the rents; and the poor, who cannot afford to move. The middle class has to live in less expensive housing outside Boston, adding to passengers on the MBTA. Does Boston need the development over Back Bay Station?
2. Communication: The BRA's communication with the public is poor. This author was not able to get the time and place for the first public meeting on this project from the BRA office. All the person answering the phone could suggest was to go on the Web. Whatever happened to being able to call up an agency and get an answer?
3. Is this area really a blighted area, with a bank and a medical office building on the site, and Copley Place across Dartmouth Street?

**To the Developer—Boston Properties:**

1. When are they going to fix sidewalk in front of station? It is a hazard to walk on now.
2. Traffic and parking: The front of Back Bay Station is congested now. What will happen when more offices, residential and commercial development is added? The area is very hazardous for bicycles—what will be done to make it safer for bicycles?
3. What will happen to Harvard Vanguard offices? This office moved from New England Power Building to it's present location when the New England Power Building was redeveloped. Moving the office any distance from its present location will inconvenience a lot of patients and staff. Harvard Vanguard should not have to pick up the tab for the move. It should be scheduled so as not to inconvenience staff or patients.
4. Water and Sewer: are present water and sewer lines adequate for additional loading? This area is at the top of a rise, sewage might flow out of the building adequately, but additional loading may create flooding downstream at changes in grade. If sewers are not adequate, what will developer do about them? Are present water mains adequate, both for normal water supply, and for fire protection? If not, what will developer do about them?
5. Gas: is the present gas supply adequate to provide heat, or fuel for a potential cogeneration plant. If not, what will developer do about it?
6. Energy (Mr. Timmerman's qualifications on energy are listed in the attached brief resume):
  - a. Is the electric power supply adequate? If not, what will the developer do about it.
  - b. This project will be energy-intensive. What steps will the developer take, over and above what is shown on their website, to reduce energy use. The website describes little more than PV, vertical axis wind, and cogeneration. While valuable, these are not new technologies. There was enough activity in solar energy in spring of 1966 to permit this author to write a class paper on Solar Energy for a graduate course in Energy Conversion in Spring 1966. Solar thermal was prevalent in the 1970s and 1980s in New England, but has faded with the advent of PV. Vertical axis wind turbines are new, and should be explored, with the caveats that they produce noise that may be objectionable to humans, and may be hazardous to birds. Cogeneration has been around in industrial settings since

the late 1890s, and was the subject of the Author's design project for his Master's Degree at Cornell in 1966, but is still worthy of consideration if heat and power loads can be matched.

- c. What steps will the developer take to reduce electric power use, especially utility power used for electric heating? The attached graphs show the large percentage of primary energy used for heating in Massachusetts. Note that over 50% of the energy used by buildings is for heating, and well over 50% of the CO<sub>2</sub> production from buildings is due to heating. Electric heat, with a fuel to heat efficiency of under around 50% for New England is the least efficient heat source available. It is commonly used for electric reheat in VAV air conditioning systems, and would likely be used for radiant heat in Back Bay Station, due to less maintenance than gas radiant heat. Electric heat would make the buildings less efficient than they could be. While the 1,000,000 KWH renewable power generated in Boston Properties buildings is impressive, an electric heating load of 1000 kW throughout the development operating for 1000 hours per year (typical of radiant heat and reheat) would use up that 1,000,000 KWHR, resulting in no net renewable power.
- d. What additional innovations in energy technology does Boston Properties propose to employ in this development? This large development will use a lot of energy; the developer should be willing to take risks on new energy technology to reduce the amount of energy used. Examples of technology that could be used would include:
  - i. A microgrid using cogeneration to provide some of the energy for the development.
  - ii. Recycling the excess heat from the office building to provide winter heating for the Back Bay railroad station.
  - iii. Limited use of ground coupled heat pumps (with the ground coupling possibly integrated into the foundations).
  - iv. Refrigeration for cooling the buildings partially provided by CO<sub>2</sub>, which has 0 ozone depletion, has a global warming coefficient of 1 (in comparison with a GWC of 1300 for R-134a, a common refrigerant for conventional water chillers), and is non-toxic (except for displacement of oxygen) and non-flammable.
  - v. Use of evaporative condensers with alternate refrigerants, such as CO<sub>2</sub>. These devices condense the refrigerant directly from the compressor, without an intermediate heat exchanger, or cooling water loop, reducing the condensing temperature and eliminating the pumping power of the tower water loop. This equipment is widely used in industrial refrigeration systems.
- e. An investment of 5% of the combined mechanical and electrical construction budget in new technology would be advisable. Some of this investment could be in the form of additional engineering fees to investigate the new technology and provide high quality designs, and some in hardware. While this may seem to be risky, good engineering would reduce the risk, and probably make the investment pay off.

Attachments:

Energy work of Robert W. Timmerman PE  
Primary Energy use in New England

**Energy Work of Robert W. Timmerman PE, CEM, LEED AP**  
[RWTimmerman@gmail.com](mailto:RWTimmerman@gmail.com)

**Education:** B.S. Cornell University June 14, 1965  
M.E. Cornell University (Mech Eng) June 13, 1966

**Engineering Registration:** Pennsylvania, by examination  
March 26, 1971, number PE 017133E  
Massachusetts, 28400 EN-M

**LEED Accredited Professional:** U.S. Green Building Council May 2002  
**Certified Energy Manager:** Association of Energy Engineers current

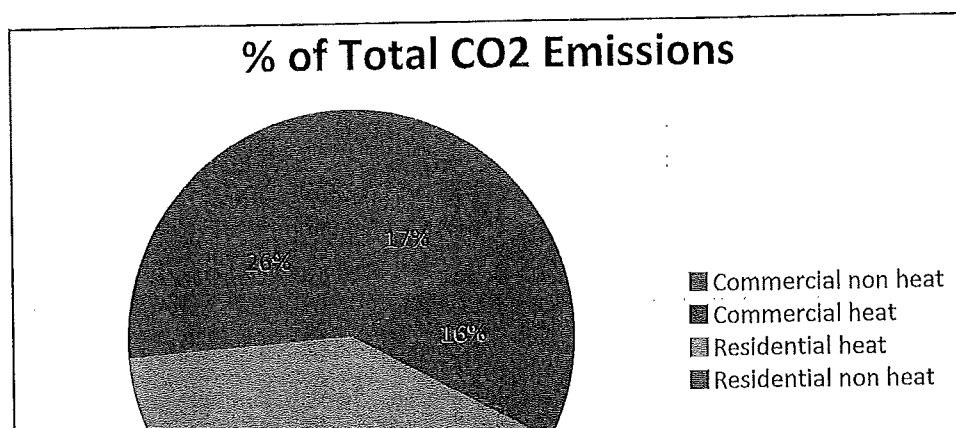
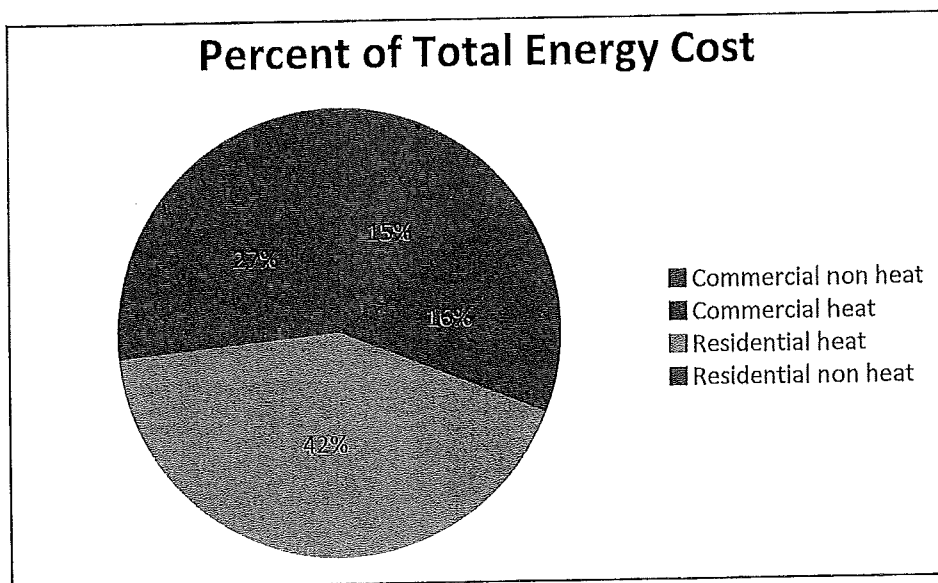
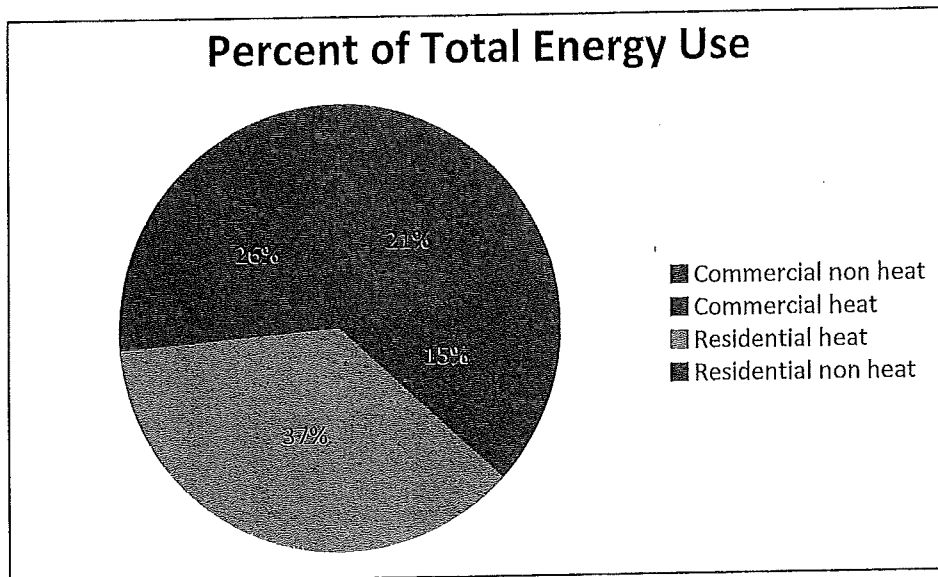
**Patents**  
4,124,177 On use of power plant waste heat for heating buildings 11/7/78  
4,168,030 On use of power plant waste heat for heating buildings 9/18/79  
4,253,517 On use of power plant waste heat for heating buildings 3/3/81

**Papers:**  
4 on innovative energy systems

**Selected Energy Experience:**

- Developed series of conservation measures to reduce the energy use of a 330,000 square foot office building recently completed by Brookfield Properties at 77 K Street NW in Washington, DC by 8%, in order to qualify for LEED, at a cost of about \$5 per square foot in order to qualify for LEED. A description of the system can be found on Brookfield's web site.
- Developed technology for using power plant waste heat for district heating, which allows existing power plants to supply heat to the system without major retrofits, and imposes no parasitic efficiency penalty on the power plants. Without subsidies, the system could save 0.75 million barrels per day oil equivalent approximately 4% of U.S. energy use) and 50 million tons of CO<sub>2</sub> per year in the US. A prototype of this system heats the office building of a utility with the waste heat from their power plant.
- Designed seasonal solar thermal storage system for the University of Massachusetts in Amherst. This system would collect and store solar heat all year round, to heat the Boyden Gym and the Mullins Arena on the U. Mass campus totaling 400,000 square feet. Modeled energy use of buildings, prepared plans and specifications for mechanical plant, underground hot water piping, and building retrofits.

**Relative Source Energy Data for Commercial and Residential Buildings in Massachusetts**  
Robert W. Timmerman PE RWTimmerman@gmail.com



Data Sources:

Commercial: EIA 2003 (latest available) Commercial Building Energy Consumption Survey, with results adjusted by the ratio of Massachusetts residential use to New England residential use.

Residential: Preliminary results of EIA 2009 Residential Building Energy Use Survey, with results specific to Massachusetts.

Fraction of energy used for heating estimated for both electricity and gas as EIA does not break it out.

Electric power is based on Source Energy, that is, energy input to the power plants.



Christopher Tracy &lt;christopher.tracy@boston.gov&gt;

**Fwd: Clarendon Street/Back Bay Station project**

1 message

Lauren Shurtleff &lt;lauren.shurtleff@boston.gov&gt;

Wed, Jun 8, 2016 at 9:10 AM

To: Christopher Tracy <christopher.tracy@boston.gov>, Jonathan Greeley <jonathan.greeley@boston.gov>, Lara Mérida <lara.merida@boston.gov>

fyi

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

From: **Pamela Humphrey** <pamela131humphrey@gmail.com>

Date: Tue, Jun 7, 2016 at 6:31 PM

Subject: Clarendon Street/Back Bay Station project

To: Lauren.shurtleff@boston.gov, William.tuttle@state.ma.us

Dear Lauren and William: It is extraordinary to me that the process over the Back Bay Station has failed to provide for community input, before the fact, as far as I know. I believe, correct me if I am wrong, that the deal was arranged between MassDOT and the developer. The mass of the project, the apparent lack of community benefit (the affordable housing is a given - what about outdoor space etc.). This, and the building approved at Nieman Marcus (touted as the highest residential building in the city as if that were an asset) are dividing two distinct and valued residential neighborhoods and, no matter what "mitigation" they come up with the traffic issues and congestion on Clarendon and Dartmouth will be horrific. These are narrow streets and heavily trafficked already and are central to connecting two important neighborhoods.

The set asides that the BRA and zoning allow to increase space and heights of buildings in Boston to get away from restrictions (the Seaport an great example) are beyond disturbing for a city such as ours. There is so little outdoor space, much of the "public benefit" space is indoors! At the Seaport they use the excuse of the waterfront walk- which can't be seen because of the building density- as fulfilling the public space requirement. There are no internal parks for people in the district for people to "breathe" and enjoy, relax, and most sidewalks are so narrow you can't put outdoor seating. When I look at the density and heights of these two buildings, dividing two important residential neighborhoods in our area I want to weep. Makes me sick at the lack of development and, in this case, neighborhood engagement in the planning. The BRA and Zoning deal with it on a parcel by parcel basis and before we know it we have these monsters being built all over the place. The lack of any kind of landscaped area as a buffer and benefit to the public for these buildings is another example of over reaching in my book. Indoor space, no matter how anyone wants to justify it at "benefit to the public" is hardly that....this is a city known for its outdoor spaces and the feeling of being walkable and livable. Indoor space does not answer to that and surrounds us further with concrete, steel and glass, squeezing our neighborhoods with walls and towers.

We have restrictions on the books which are simply maneuvered and bypassed. We are turning into NYC. There is currently a fight about this on the Greenway with Chifaro's building. They are trying to bypass Chapter 90a which restricts heights there and on it goes all over the city.

I get development. What I can't accept is the lack of planning. This city is growing like topsy and will look like it, with all its accompanying traffic and destruction of neighborhood character with no overarching plan. AND what restrictions that there are for height and mass are being set aside and maneuvered around, if not plain being ignored. It leaves reaction time of neighbors and citizens to a very narrow window to plans that have been in the works for months/years. We are most often left with a "done deal" and then scramble to mitigate impact.

What is going on here in the City? Does anyone have the where-with-all to have some kind of coherent process, between and among agencies, that leaves us protecting what we have while planning for the future? What am I missing? Or is this just government, tunnel vision (my turf) bureaucracies as usual?

Sincerely,  
Pamela Petri-Humphrey

June 13, 2016

Secretary of Energy and Environmental Affairs  
Executive Office of Energy and Environmental Affairs (EEA)  
ATTN: MEPA Office  
Alex Strysky, EEA No. 15502  
100 Cambridge Street Suite 900  
Boston MA 02114

### **Regarding the Back Bay/South End Gateway Project**

As a neighbor to this Gateway project and a constant user of Back Bay Station, I would like to share my concerns about the Gateway project's impact on the Back Bay Station. The project plans to eliminate the current entrances to the station as well as the waiting room and pathways to the subway, all of which create serious questions about the efficient functioning of the station from the riders' perspective and its accessibility from surrounding streets. The Gateway plan also indicates that piers will be driven along parts of the train platforms, squeezing passengers into less space. And finally, the bus turn-around is eliminated with no provision for the popular # 39 bus.

I urge you to carefully review the Back Bay/South End Gateway Project to guarantee that the Back Bay Station will continue to serve the needs of the public.

Lynn V. Foster  
103 Appleton Street  
Boston MA 02116



6/28/2016

City of Boston Mail - Back Bay/ South End Gateway Project- Opposition to Bridges



Christopher Tracy <christopher.tracy@boston.gov>

## Back Bay/ South End Gateway Project- Opposition to Bridges

1 message

Thu, Jun 16, 2016 at 7:15 AM

Barry Solar <barry.solar@nemoves.com>

To: christopher.tracy@boston.gov, Alexander.strycky@massmail.state.ma.us

Gentlemen,

I live at 180 Beacon Street. I am a board member of NABB and co-chair of its Development and Transportation Committee.

For myself, and on behalf of NABB, I want to express strong opposition to the inclusion of any pedestrian bridges in the above project.

Such bridges violate all tenets of good urban planning. They destroy view corridors which are becoming especially precious in the area because of the number of major projects planned and permitted for this so-called "high spine" area.

The BCDC guidelines set forth other reasons why such bridges are not acceptable.

Barry L. Solar

180 Beacon St.

617-823-8855

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Nothing in this email shall be deemed to create a binding contract to purchase/sell real estate. The sender of this email does not have the authority to bind a buyer or seller to a contract via written or verbal communications including, but not limited to, email communications.



Christopher Tracy &lt;christopher.tracy@boston.gov&gt;

## Questions Related to Back Bay/South End Gateway Project

1 message

Anne Swanson &lt;anneswanson@verizon.net&gt;

Thu, Jun 16, 2016 at 9:59 AM

To: christopher.tracy@boston.gov, Alexander.Strycky@massmail.state.ma.us

Cc: dtcnabb@nabbonline.com, Brian.Golden@boston.gov, Will Brownsberger &lt;william.brownsberger@masenate.gov&gt;,"Livingstone, Jay - Rep. (HOU)" &lt;jay.livingstone@mahouse.gov&gt;,"Rushing, Byron - Rep. (HOU)"

&lt;byron.rushing@mahouse.gov&gt;,"Aaron Michlewitz." &lt;aaron.m.michlewitz@mahouse.gov&gt;,"michelle.wu"

&lt;michelle.wu@boston.gov&gt;,"Josh Zakim" &lt;josh.zakim@boston.gov&gt;,"Annisssa Essaibi-George" &lt;annissa.essaibi-

george@boston.gov&gt;,"Ayanna.Pressley" &lt;ayanna.pressley@boston.gov&gt;,"Bill.Linehan" &lt;bill.linehan@boston.gov&gt;,"NABB

&lt;info@nabbonline.com&gt;

After hearing the project description from Boston Properties and the related discussion at the NABB Forum, I have the following questions:

1. Why is Mass/DOT not yet prepared to review the Boston Properties proposal for renovation of Back Bay Station in light of current and future MBTA needs, plans, and capacity?
2. Why is such a massive project even under consideration for this site?
3. What will be the combined effect of shadows of all the proposed High Spine high-rise structures on fragile little historic Copley Square, which has a crumbling infrastructure that can hardly support the current environmental conditions and level of use by the public?
4. Will the water and sewer infrastructure support the increased population density resulting from three more high-rise buildings for residential and office space?
5. Will the water table be affected by the construction, which in turn protects the wood-pile foundations of three National Historic Landmarks and a luxury hotel in Copley Square: Boston Public Library, Old South Church, Trinity Church, and the Copley Plaza Hotel?
6. Will the High Spine of tall buildings actually divide and threaten our historic neighborhoods rather than connect them?
7. Will any public open green space be incorporated into the design?
8. Why were two neon sculptures by a distinguished artist removed from the MBTA station without any public process?

Anne Swanson

Resident

157 Beacon Street, Boston, MA 02116



Christopher Tracy &lt;christopher.tracy@boston.gov&gt;

## Back Bay South End Gateway Proposal - Public Comments

1 message

Thu, Jun 16, 2016 at 10:38 AM

nina garfinkle &lt;ngarf@verizon.net&gt;

To: Christopher Tracy &lt;christopher.tracy@boston.gov&gt;

Cc: Lauren Shurtleff &lt;lauren.shurtleff@boston.gov&gt;, Melissa Schrock &lt;mschrock@bostonproperties.com&gt;, sloane bob &lt;bsloane@walkboston.org&gt;, Douglas Jackie &lt;jackie@livablestreets.info&gt;

Christopher,  
Thanks for the email reminder!

I'm happy management of the station will improve. Based on the current plans, I'm very concerned there is not enough room for circulation and waiting—for the current number of users and nor for the projected numbers. I understand the desire to make retail support it, but if there isn't enough room for people, the retail will fail as well.

There were some very smart things built into the original design [heated seats since you can't close off the cold weather, protective areas to guard against rain and wind for people, beautiful sculpture that was a beacon/landmark to help direct people to and delight others. I suggest you reach out to Ken Kruckemeyer who could share some of the thinking that many may not know of. It could make the difference between a great space and debacle.

Some of the specific issues I'm concerned about are below.

### Station signage and usage

- Bring back old light sculpture—great landmark and easy to direct people to. Helped create a “great public space”
- Use icons for “tickets” and “\$” so foreigners can understand
- Need a T sign perpendicular to station that sticks out so people can see it from stuart and dartmouth
- Clearly visible track numbers/signage
- Waiting area vs Circulation area [these can not be shared areas]
- Easier doors to open [properly balanced] not two to go through making it hard for people [cold and birds will come in though the tracks regardless]
- Intermodal connections/ease of transfers

### Crossings

- How does it align with SWCP
- Curb cuts and cuts in medians should be WAY wider [put a bollard if worried about u-turns]. Walkers are always having to line up to cross the street. need room for bikes to come through from SWCP, will help get peds across faster leaving more time for cars. Also a great place for people to perch if needed while waiting for the light [elderly, handicapped, etc.]
- Narrow Stuart street so traffic flows better[equal to block in from of John Hancock] the block below and crossing distance is shorter.
- Car exit on Stuart street —OK to inconvenience 550 drivers in a TOD/ ped environment
- When there is a driveway, not only should the sidewalk be level across it, but the paving should continue the sidewalk so the drivers realize they are crossing a pedestrian area. Great visual cue.

### Where will the following be:

- Newsstand guy
  - free news boxes
  - taxis
  - busses
  - hubway
  - trash cans
  - food trucks
- and how/where will people be able to interact and gather to use all these services without disturbing circulation

Thanks for taking all of this into consideration, I'm hoping you can address them directly before, or in the next round of drawings

-Nina Garfinkle  
South End Resident, board of WalkBoston and LivableStreets

6/28/2016

City of Boston Mail - Back Bay South End Gateway Proposal - Public Comments

Nina Garfinkle | Garfinkle Design | [www.ninagarfinkle.com](http://www.ninagarfinkle.com)  
7 Holyoke Street, Boston MA 02116  
T: 617.424.9115 | M: 617.733.4321 | [nina@ninagarfinkle.com](mailto:nina@ninagarfinkle.com)

On 15 Jun, 2016, at 4:26 PM, Christopher Tracy <[christopher.tracy@boston.gov](mailto:christopher.tracy@boston.gov)> wrote:

Hello All,

Thank you for attending a BRA sponsored meeting in regards to the Back Bay South Gateway Project that is currently under review for Article 80 Large Project.

I am writing now with a friendly reminder that the Open Public Comment period is set to close on Friday, June 17 at midnight. This does not mean the process is ending but for the purpose of our Scoping Determination, we need written comments received by this time. The Scoping Determination is the document that the BRA will give the Proponent that asks for more study and analysis on specific components of the project.

So once again, if you are inclined to write a public comment for this proposal please do so and email it directly to me by **Friday, June 17 at midnight**.

Thanks and please let me know if you have any questions at all.

-- Chris

**Christopher Tracy**

Senior Project Manager

Boston Redevelopment Authority

1 City Hall Sq

Boston MA 02201

617-918-4259



Christopher Tracy (christopher.tracy@boston.gov)  
Senior Project Manager  
Boston Redevelopment Authority  
One City Hall Square - Room 900  
Boston, MA

Re: Back Bay/South End Gateway Project Comment Letter

Dear Mr. Tracy:

Thank you for the opportunity to comment on the Project Notification Form ("PNF") for the Back Bay/South End Gateway Project. This letter is being submitted on behalf of the Ellis South End Neighborhood Association ("The Ellis"). It should be noted that the public involvement has only occurred over the past six weeks – a relatively short time for the public to consider all of the ramifications for a project of such size and location. It is also important to note that the next meeting of the Citizens Advisory Committee ("CAC") scheduled to discuss the critical issues of parking, traffic and streetscape is June 15<sup>th</sup> – only two days before the comments are due – which provides little time for the public to offer any substantive comments. We appreciate, however, that Boston Properties and the BRA will continue to respond to comments as the project review process continues.

As has been voiced at the previous public meetings, concerns have been raised about the separate Back Bay Station renovation associated ventilation project and the impact on the commuters using the station. The inconvenience to the commuting public will not be insignificant. You have also heard comments from the public about the need to immediately address the poor ventilation system before the development project should even continue. Recent pronouncements from the government about the air quality for those living within short distances from highways recently need to be considered. We appreciate the commitment made by Secretary of Transportation Pollack to conduct public meetings beginning this summer to allow public involvement and, most importantly, for the questions and concerns raised by the public to be addressed. There have been concerns raised, however, by several residents that the two initiatives need to be made one. Can a realistic argument be made that the impact on the interior of the station to accommodate the construction project and the needs of the developer are separate? It would appear to be a difficult argument.

We will provide preliminary comments below based on what we understand have been raised by the public. First, however, some general observations on the impact to the Ellis neighborhood.

There are already three approved projects within what is only a two block area. Copley Place is underway but the timing of the projects at 40 Trinity Place and 380 Stuart Street remains unclear. More information about the timing of these projects must be provided to the public to allow for a better understanding of the implications for those currently using the station and garage.

This is a project that, we believe, will have the most significant impact on the South End with the Ellis neighborhood feeling the brunt of the initial impact from all the phases associated with the project. With the

proposed closure of the Clarendon Street ramp to I-90 and the demolition of the exit drum from the garage, more and more of the vehicles exiting the garage will find themselves on Columbus Avenue heading for a MASSPIKE entrance or points north and west while others will be crossing Columbus Avenue to head towards I-93.

During construction, pedestrian traffic will be pushed into narrow lanes dangerously close to vehicles on Dartmouth and Stuart Streets and, perhaps causing more to walk along Clarendon Street and Columbus Avenue to either avoid the construction or to access the station. This will be especially true once the Copley Place traffic plan eliminates one lane of traffic coming onto Dartmouth Street from Huntington Avenue. While the development of a traffic plan remains to be discussed, it is critical for the Boston Transportation Department ("BTD") to be a participant at every meeting of the CAC and those with the public. BTD is the governmental agency that is responsible for enforcing agreements with developers regarding traffic during the construction. Some have suggested that the area around the proposed project already suffers gridlock throughout the day. Would it not only be worsened without a clear and thoughtful traffic control plan discussed from the start of the review? BTD's expertise is needed throughout the project review phase.

Boston Properties has indicated it will work with the MBTA to find a new #39 bus staging area "nearby" once the bus turnaround is closed off for construction. With all of the other development projects expected to be underway, is there any other location other than some part of Columbus Avenue that would be available "nearby"?

We also understand that Boston Properties is exploring the construction of elevators accessible to AMTRAK passengers at the existing head-houses on the in-bound side of Columbus Avenue. Increasing the number of passengers with luggage crossing Columbus Avenue to access the station or hotels in the area as vehicles leave the garage is of concern.

The preliminary internal wind study may suggest minimal changes to the surrounding streets. Many, especially those who have avoided Clarendon Street near the former "new" John Hancock Building for years, have expressed doubts about the preliminary findings. Standing at the corner on Boylston and Clarendon Streets one will often begin to suddenly feel wind gusts that continue along Clarendon Street walking towards Columbus Avenue. The same can be said of those crossing Columbus Avenue at Clarendon heading towards Boylston Street. It may be true that the only accurate measurement of the impact of wind can be determined after all of the approved projects plus this one have been completed.

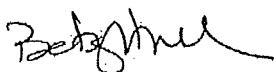
Specific questions/comments raised by members of the Ellis:

- How will access and egress work for the Orange Line, Commuter Rail and Amtrak? Will there be input from the riding public?
- As each piece of the project proceeds with more and more people coming to the station and buildings, where will the drop-offs be located? Will there be a need for more surface buses and not just Bus #39? It is unclear where a new turnaround for Bus #39 could be located anywhere in the vicinity of the station. The answer to the location of the new turnaround needs to be provided now – not after the project is underway.
- What assurances are there that station facilities can grow to meet state and city's goals to increase transit mode-share, reduce air pollution and lower energy consumption?
- How will the station be able to accommodate future security or ticketing procedures (especially for commuter rail and AMTRAK)?
- How will retail-related activities in the station impact transportation related circulation and operations?

- In what way would the reduction of public circulation space impact the ability of the station to handle emergencies and special event surges?
- What are provisions for improved sidewalk access to the station along Dartmouth Street, Clarendon Street? If the developer moves the shop facades out to the street line, what will be the impact on pedestrians?
- How does the increased use of curb and sidewalk space to serve the new development detract from existing or increased public transportation use?
- Boston Properties needs to address their commitment to affordable housing. The commitment should clearly state the inclusion of the units on-site rather than at some other location.
- The neighborhoods and the City have a right to a more functional, more accessible, more flexible, more beautiful station, sidewalks and streets than we have today. We need a station that preserves the legacy of the citizens in the 1970's and 1980's who stopped the South End Bypass and the Southwest Expressway and who put countless hours into the creation of the Southwest Corridor Park and, especially, Back Bay Station.
- It may be that a private developer can help make this happen, but the sales pitch so far is high on words and pictures and lacking in clarity and substance. Just look at the plans. The narrower sidewalks, the new curb cuts, the lack of provision for buses, elimination of the railroad waiting room and a darkened concourse crowded with retail stores, seem more like a Penn Station demolition than the creation of, in their words, a first-class, "airport quality" transit hub.
- The Stuart Street Zoning rules would emphasize retail along Stuart Street – Boston Properties has not done so. The lobby of an office building is not retail and is not a location that is welcoming outside of normal business hours.
- Will there be 24-hour public access to the station?
- Will the proposed station layout result in a reduction in available public space that would be sufficient to serve the needs of the projected increase in passengers, especially in high-volume periods?
- Has Boston Properties considered the use of overhead walkways to the station to minimize the impact on pedestrians?
- The idea of creating a new garage exit onto Dartmouth Street should be abandoned – it is much too dangerous.
- Can a project of this magnitude really proceed without the addition of any new parking spaces? With 3000 to 4000 persons coming to the site won't there be a need for more parking spaces?
- The PNF appears to narrow the width of the Dartmouth Street sidewalk as the office building is being brought out further than the existing structure. This will cause more pedestrian congestion, especially if there is a new garage exit onto Dartmouth Street. Are the additions to the sidewalk and within the station of retail-oriented activities really benefits to the public or will they simply result in less space for pedestrians and commuters?
- If the developer adds a second (and perhaps a third) story with retail activities to the station, can the developer really improve natural light and air?
- Isn't the elimination of the exit drum simply a benefit to the developer to allow for more retail space?

Thank you for your kind attention to our concerns. We fully expect there will be additional comments raised as the project progresses. We look forward to working with the Citizens Advisory Committee and others interested in the project to minimize the impact on the Ellis community.

Sincerely yours,



Betsy Hall  
President  
Ellis South End Neighborhood Association

## **BACK BAY/SOUTH END GATEWAY PROJECT - A LOST OPPORTUNITY**

Have we a failure of leadership at the BRA, City Hall, the Department of Transportation, even the Governor's Office?

We have now seen presentations of the vaunted Back Bay/South End Gateway Project. What is missing? What is wrong? Is this anti pedestrian, anti transit, anti bus, anti bike, or just plain uninspired urban design? The problem as always seems to be an inability to think outside of the parcel..... outside of the box. The public and civic streetscape is either ignored, or there is even a private taking of public space and benefits. We need a planning team which can focus on civic values and public space is this and every project in Boston.

Let's look at this project from three aspects:

- A. Problems in urban design. Lost opportunities.
- B. Assets of the existing context.
- C. Real solutions for a prosperous future... for the public, for the developers, and for our city.

### **A. PROBLEMS IN URBAN DESIGN**

#### **BAD PRECEDENTS**

- There has already been a taking away of a public sidewalk and a public arcade in front of the Back Bay Station... this was replaced with a "burger joint". Sadly this seems to have set the impoverished tone for this project.
- The BRA's Copley Place tower project (now underway) will take away the horse sculptures and the open space. It will also cast a long shadow over the surrounding area and even Copley Square (as seen in the recent presentations for the Gateway Project).

#### **PROPOSED**

- Taking sidewalk width from the east side of Dartmouth Street.
- Taking arcade cover from commuters, shoppers, visitors to the city along the same side of Dartmouth Street... this starts at Back Bay Station and continues all the way to Saint James St. Proposed is a narrow sidewalk with no cover and a blank Garage wall overhead.
- The intersection of Stewart and Dartmouth is the intersection from hell. Pedestrian injuries are just waiting to happen.... cars barrel out of the turnpike ramp and roar past this pedestrian crossing. The Mayor's Vision Zero has become Zero Vision. There is no plan to ameliorate this condition, no leadership.
- Dartmouth Street renderings show a sea of asphalt from curb to curb between the now narrower sidewalks.
- The ultimate irony... the plan proposes to tear down the West Hancock garage to build the new tower, and then rebuild a new West Hancock Garage for cars again... this is outdated zoning. Even DOT should now by now: more parking = more cars on the street, more air pollution, a degraded pedestrian environment. All this with transit within 100 feet! And this rebuilt four story garage dominates Dartmouth Street in this non-design. We can hardly blame developer for the lack of BRA leadership. Without guidelines from the BRA (or with failed guidelines from the BRA) the developer has created an internal hidden mall...draining life from Dartmouth Street (and placing the pedestrian entrance to this mall facing the Stewart Street "automobile alley").
- Even now when we know better, the plan contemplates a ramp dumping automobile traffic onto Dartmouth Street. Anti pedestrian, anti civic, anti environment.



- And what is with the crazy angles of the West Hancock Garage Tower? Across Stewart Street is the Copley Plaza block... a traditional four square dignified and tradition urban form. Again no guidelines from city/BRA..... no leadership.
- A wind tunnel test was done at a scale of 1 to 400. This is like placing a comb in front of a hair dryer. Guess what? The tests show no wind problems for a 40 story tower! Sensors everywhere on the model divert attention from the critical intersection of Dartmouth and Stewart.

All of this is destructive of civic and public values. This is **GRAY** development...there is no added value for the public. It becomes a dead environment. This un-plan drains value from both the public and the private spheres. We need **GREEN** and prosperous design in our city.

And we have not even touched on the plans for the Back Bay Station... architecture by amputation. (Please see Ken Kruckemeyer's excellent analysis of the station project... he says it better than anyone.)

In this project we can see the failure in leadership from the BRA, the Mayor's office, DOT, the Governor..... and even the City Council for approving six more years of this mindless BRA machine, with no public benefit and with toothless City Council oversight.

Where is the beautiful reformed BRA birthday cake the Mayor promised the city?

Instead of the cake...we are left with burnt muffins.

## **B. ASSETS OF THE DARTMOUTH STREET SPACE AND CORRIDOR.**

- The Southwest Corridor is a gem... built over the tracks, it is Boston's High Line.. or perhaps our LOW LINE. It terminates in a public open space with cafe tables, city bikes, and pedestrian safety.
- The Back Bay Station. This is a true gateway... with the commuter rail to Rhode Island and Connecticut, and with the proposed North-South Rail Link to points north even to New Hampshire and Maine. Of course there is AMTRAK with access to the East Coast. And the Orange Line. The 39 bus. An underpass to Copley Place. And a head house to Clarendon Street from the tracks. (Again please see Kruckemeyer.)
- Back Bay Station - the Architectural Design: this station was designed as a Roman basilica with center and side aisles and clerestory daylighting ... Like the unloved City Hall, and the Hines, it is a true civic landmark reflecting the post war rebirth of the city. (There is now a book about this so-called Brutalist architecture.) It is monumental..... it is classic.
- THE LANDMARK BENCH..... here sit all walks of life... indigents, homeless, (they rarely but occasionally scream at each other), suits, panhandlers, our friend and artist Leon who greets all with smiles and therapeutic conversation, while selling newspapers. This is Boston's THREE PENNY OPERA. Is there a place for this opera in the new plans?
- Dartmouth street is fortunately wide... there is room for pedestrians, bikes, uber/taxi drop offs, even landscaping and green plants.
- The Copley Plaza block is a dignified neighbor whose context should not be ignored.
- Copley Square with its Farmers' Market, concerts, etc. And of course the historic surrounding architecture.
- Dartmouth Street even has connections north to Commonwealth Avenue Mall, bikeway, and Esplanade Concerts, the Charles River, fireworks.

- Transit is everywhere in the three block area from Columbus to Boylston - AMTRAK, commuter rail, Orange Line, the bus kiosk in Copley Square, the Logan Airport Shuttle, Hubway Bikes, (some) wide pedestrian sidewalks, and not one but four Green Line routes converge in this area. Eight transit modes.

### C. OPPORTUNITIES, SOLUTIONS.

How best to create value for a prosperous future for this development and our city? We need a new template for development and planning that can plan to:

- Preserve the SOUTHWEST CORRIDOR LOWLINE... and extend it across to the Back Bay Station.
- Preserve the station porch and the THREE PENNY OPERA representing all walks of life in Boston.
- Preserve sidewalks...make these wider. Preserve cover and expand cover... two story arcades provide cover with adequate daylight.
- Bring life back to Dartmouth Street...place the developers mall (now buried inside the parcel) on the street edge in a restored arcade and above the arcade. Recess the West Hancock Garage inside the parcel to allow for retail and/or office space on the edge opening to the sidewalk arcade. Even better don't restore this outdated garage function. We now know: build parking and you attract more cars - a no-brainer. (With eight modes of transit in the area this is madness.)
- Transform Dartmouth Street into the Dartmouth Mall or Greenway. Think Depressed Central Artery... think Rose Fitzgerald Greenway. We can do better. No southbound lane (Clarendon) or delivery/fire lanes only... provide landscaping, benches, canopies, green plants, flowers. Add value, create a prosperous environment...attract visitors, tourists, shoppers, lunch time office workers, residents, and yes pan-handlers. Add real value to adjacent developments.
- Extend the Dartmouth Mall/Greenway to Copley Square and even to the Esplanade (at least long term). Instead of zero vision, apply Vision Zero to the intersection from hell at Dartmouth and Stewart Streets. Slow traffic. Divert traffic. Study depressing Stewart Street below the new Dartmouth Mall/Greenway to allow for a pedestrian mall overpass. The ramps are already depressed until they emerge with their mindless 18 inch "sidewalks" (which everyone uses - dangerously).
- Imagine the unfolding view as you walk north on the Dartmouth Mall. This would preserve and enhance those civic values inherent in Boston's development history.
- Use this Dartmouth Mall to more elegantly integrate the eight modes of transit present.
- Save the Copley Place horses..... bring them out to the Dartmouth Mall open space.
- And of course do not mindlessly dump vehicle's onto dart with a new ramp from a (needlessly) restored West Hancock Garage.!
- Do a valid wind tunnel test... especially of the pedestrian zone at Dartmouth and Stewart Streets..... and scale up the model to say 1 to 40 for a meaningful result. Test for northwest winds which are the most brutal in the winter. In the Tower Design: one elevation rendering shows belt courses at about every 10 stories... this is a good start..... it can lead wind around the tower instead of down into the street..... add canopies to the arcades to further deflect northwest winds away from sidewalk arcades.
- Build a turnpike deck to the east of Clarendon onto which some of the proposed retail can be relocated. Perhaps use this deck for the 39 bus turn around. Note: there is already a head house for the MBTA east of Clarendon. Use this deck for some of the residential to reduce over all building heights. Development here would define the edge of Clarendon and protect pedestrians from the turnpike noise (think NYC Park Avenue built over the tracks) .
- Keep the Back Bay Station "basilica" form with its side aisles - at least at the entrance area. Preserve the clerestory daylighting at the second and third floors. Find more retail area east of the old station

core. Renegotiate with the developers to encourage retail further east and perhaps over a new deck east of Clarendon Street (it is wasted now).

- And keep a curved arch over the Clarendon Street station entrance to reflect the West end of the station (at a smaller scale). This will help people recognize the Back Bay Station for what it is.
- Ventilation of the station is welcome. Of course the ultimate answer is Electrification. Note how everything is interconnected. But we cannot take advantage of mutual benefits, until we learn to think outside of the box and outside of the parcel. We need multidisciplinary problem solving.

Where is the city spirit that built the Public Garden, the Esplanade, City Hall, the Depressed Central Artery? I know it is there down deep.

#### HOW DO WE DO ALL OF THIS?

We need a team that designs the public realm for this project. This team can address urban design, pedestrian planning, transit connections, and the civic environment. It can include liaison from the developers and critical stakeholders such as Walk Boston, Mass Bike, and consultants Arup Engineering, urban lighting designers, landscapers, etc. And of course BRA urban planners, some of whom can be assigned to this team, while some BRA staff should remain focused on the development parcels themselves.

You can do this Mister Mayor... you already have your "Greenovation" staff which focus on the broader environment. Assign some of this staff to address all of the many issues and opportunities outside the parcel boundaries and OUTSIDE THE BOX, within which the BRA administration is hopelessly trapped.

And finance? The difference between **GRAY** design and **GREEN** design is a huge gap in property assessments. Take out a bond and pay for it with the increased property values inherent in good urban design. And don't forget the developers, who will immediately see the value in a Dartmouth Mall, in integrated design, in better streetscapes, that attract more pedestrians and shoppers. They are not to blame for the present proposal... they need better leadership from the city.

And we need Governor Baker's leadership as well - find a way Governor to steer clear of this **Tea Party Transit** where public transit is all privatized. You inherited this mess. Find a way out. Work with the City and Boston Properties for a win-win solution. Your DOT can help move some of the retail east to a new deck over the turnpike - this would help preserve the public space in the landmark station lobby. Your architect, Arrow Street, is clearly pained at your instructions that debase our precious station. They would work hard to avoid the damage proposed presently. And please find a place for the "burger joint" that has stolen our public sidewalk and arcade.

Find a way!

Respectfully submitted in fondness for our city.

Gerry Ives

Working for Sierra Club, Gerry Ives made drawings in 1973 for alternate waterfront renewal, which included plans to depress the central artery (<http://www.ivesarch.com/depressed-central-artery.html>)

Susan D. Prindle  
140 Marlborough St.  
Boston, MA 02116

June 16, 2016

Matthew A. Beaton, Secretary  
Executive Office of Environmental and Energy Affairs  
Attn: MEPA office  
Alex Strysky, EOEPA #15502  
100 Cambridge St., Suite 1900  
Boston, MA 02114

**Re: Back Bay South End Gateway**

Dear Secretary Beaton,

I appreciate the opportunity to comment on the proposed Gateway project. If completed, it will be a significant addition to the area, but one which could have unanticipated negative impacts on the surrounding historic structures and on adjacent neighborhoods. I would like to outline a few of my concerns:

Shadows on Copley Square. While I appreciate the fact that Boston Properties is respecting the Stuart Street Guidelines regarding Copley shadow, I hope that they will be asked to consider whether the loss of sunshine could be ameliorated by changes in the massing of the proposed structures. Once the sunshine is gone, the loss cannot be mitigated. Reduction in shadows on the Public Library Courtyard should also be carefully considered.

Wind is clearly the most significant environmental problem in building in the Stuart street area. Mr. Pelli has made a valiant attempt to mitigate wind shear around the office building, but the residential buildings, from what I have seen, are unrelieved vertical towers that may well exacerbate conditions on Clarendon Street, which are already dangerous. Any wind study should include intersections on Clarendon at Boylston and Newbury Streets, as well as intersections into the South End.

It is unclear how the wind studies will be managed if the project is built piecemeal. Will additional wind studies be required if the residential buildings are built before the office building or vice versa?

Copley Square is especially sensitive to high winds. Multiple points should be studied in the park. Areas that are comfortable for sitting should be maximized. Existing conditions should be verified here and in the Stuart Street area by real-world testing.

Urban Design. I believe that overhead pedestrian walkways are not the answer to moving people and cars simultaneously. Rather, the proponent could help Simon Properties improve the lighting and signage in the existing tunnel under Dartmouth. Widening the Dartmouth Street sidewalk and improving pedestrian safety and access should also be considered. The 25' setback required along Dartmouth St. is important to preserving the area's skyline, already impacted by the proposed Simon Tower; this issue should be looked at carefully. On the plus side, I applaud the proponent's efforts to create permeability at the site.

The Stuart Street Zoning requires the creation of 2.5% more affordable units than is required by the applicable Mayor's Executive Order on Inclusionary Development. Given the crying need for low and moderate income housing in the city, Will Boston Properties be asked to comply with this requirement?

It has been the city's policy to rely on utility providers to attest that there is sufficient capacity in their systems to accommodate proposed new construction. Given the amount of new construction in the Stuart Street area, it would seem prudent to require more detailed proposals from the gas, electric, and water and sewer providers as to how they plan to upgrade their systems to accommodate the new demand. I believe this should be done before approving the project.

The issue of the impact of increased traffic in the surrounding neighborhoods is significant. Already we have noticed a perceptible increase in traffic on the cross streets in the Back Bay. The Stuart Street Guidelines ask that traffic be studied along Clarendon and Berkeley Streets all the way to the Storrow Drive intersection. Since 1/3 of the automobiles coming to the Gateway site are projected to come from this direction, it is important that this commitment be fulfilled.

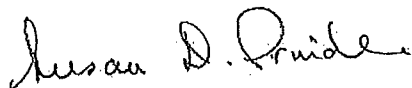
The impact of the proposed closure of the Clarendon Street entrance on surface streets should be carefully studied before the city takes a position on the closure. The Turnpike is right to be concerned about merging and tie-ups, but moving cars to neighborhood streets is not an acceptable answer to their problem. Use changes in the proposed buildings (from residential to office, for example) would impact traffic counts; should such a change be proposed, amended traffic studies will be critical.

It is important to have real data on the existing garage use and its capacity, as well as those of surrounding garages. If adjacent garages are already full, how will existing parkers be accommodated?

Finally, there is a real question of whether the T can accommodate the number of passengers the new development will generate. Will the T be required to develop a plan to cope with the increased ridership? It is critical that the proposed station renovations be designed so that they do not impede vital improvements to mass transit.

Thank you again for the opportunity to comment.

Sincerely,

A handwritten signature in cursive script that reads "Susan D. Prindle".

Susan D. Prindle

Cc:

State Senator Will Brownsberger  
State Representative Byron Rushing  
State Representative Jay Livingstone  
City Councilor Josh Zakim

6/28/2016

City of Boston Mail - Back Bay Station Redevelopment



Christopher Tracy <christopher.tracy@boston.gov>

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## Back Bay Station Redevelopment

1 message

Thu, Jun 16, 2016 at 4:35 PM

Tracy Pesanelli <pesanelli@gurobi.com>

To: "christopher.tracy@boston.gov" <christopher.tracy@boston.gov>, "Alexander.Stryisky@massmail.state.ma.us"

<Alexander.Stryisky@massmail.state.ma.us>

Cc: "jyessian@gmail.com" <jyessian@gmail.com>

Dear Sirs,

Last night, I attended a very informative presentation on the Back Bay / South End Gateway Project given by Boston City Properties. I do have a couple of questions/concerns?

1) I understand they are looking at creating a new office building as well as two residential towers. I understand the present garage will be redeveloped but I did not hear anything about adding any additional spots? This does not seem practical, where are all the additional cars that will be created by these new buildings going to park?

2) Also, along these lines, today both Clarendon and Dartmouth are saturated with traffic, is it reasonable to assume that either of these streets will be able to handle the additional volume of traffic that will surely be generated by these new towers.....never mind the already approved projects at Copley Place and Trinity Place?

Thank you, I look forward to your response,

Tracy

Tracy Pesanelli  
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June 17, 2016

Matthew Beaton, Secretary  
Executive Office of Energy and Environmental Affairs (EEA)  
ATTN: MEPA Office  
100 Cambridge Street, Suite 900  
Boston MA 02114

Brian Golden, Director  
Boston Redevelopment Authority  
One City Hall Square  
Boston, MA 02201-1007

RE: Comments on the ENF and the PNF for the Back Bay/South End Gateway Project  
MEPA: #15502

Dear Sirs:

WalkBoston reviewed the ENF and PNF for Back Bay/South End Gateway Project.

We are very interested in this project, which is superbly located to be served by public transportation, walking and biking. However, we have concerns about pedestrian access into, through and around the site which we would like to see addressed in the next project submissions. These are:

1. Relocation of the layover site for the Route 39 bus  
The proposal states that the layover site for the Route 39 bus will be located "off-site." Back Bay Station is one end of this bus route, which is one of the busiest in the MBTA system, serving Back Bay, the Fenway and Jamaica Plain. Buses congregate here and wait until schedules require them to return to the main route.

This bus route is too important to the MBTA system and its many riders to shift the layover site to another location which could lead to a major change in the frequency of bus service. A layover location must be found nearby.

2. Sidewalks that surround the site  
Sidewalks along Stuart and Clarendon Streets have been designed at minimum widths for their functions. The MassDOT Design Guide calls for sidewalks in busy downtown areas of cities to be between 12 and 20 feet in width. These guidelines should be generously incorporated into the planning for this project. The City's Complete Streets Guideline Manual suggests that 8 feet is a minimum but prefers a width of ten feet.

This is particularly important for the Dartmouth Street side of the project. Foot traffic on Dartmouth Street is already heavy and likely to increase, due to the new development and to moving the principal entrance to the station to the center of this frontage. The plan calls for a portion of the Dartmouth Street frontage to be as narrow as 8 feet at one point, and 13 feet otherwise. The 8' foot width, which appears along a planned ADA ramp into the first-floor retail area, is not adequate for this location.

Perhaps this width could be expanded by moving the ADA ramp into the retail area of the building or by selectively eliminating portions of the drop-off/taxi lane which extends from the station entrance to Stuart Street. Alternatively, perhaps a thoughtful reduction of the number of trees and their placement might be appropriate to widen the clear width of the walkway.

3. Garage exit on Dartmouth Street

One of the unfortunate consequences of the design for re-use of the Garage East and West portions of this project is the potential use of Dartmouth Street as one of the exits from the on-site garage. This appears to result from redesign of the existing garage which currently has two entrance and exit ramps.

The proposed new parking facility removes two the existing garage access ways – those leading in and out of the garage in drums connecting with Trinity Place . It retains the existing entrance and exit ramps on Clarendon Street. The design calls for no new entrance ramps. However, it calls for a new exit ramp that requires removal of the Turnpike on-ramp. If the Turnpike ramp is retained, the proponent maintains that there is a need for a replacement exit onto Dartmouth Street.

The proposed exit ramp onto Dartmouth Street is deeply consequential for pedestrian traffic. It is difficult to imagine a more inappropriate design than the insertion of a major vehicular exit from the garage onto the Dartmouth Street sidewalk, the primary pedestrian access route to and from Back Bay Station. Certainly there must be a better place to provide a garage exit than this, possibly by retaining one of the drums could be retained for exiting traffic directly onto Trinity Place.

4. The station area concourse

Back Bay Station was designed as a large arched hall, flanked on both sides by hallways leading to ticket and waiting areas. Each platform has its own stairways, escalators and /or elevators connecting the platform to the station concourse. Train platforms are split, with the Worcester/Amtrak Chicago line platforms near the north edge of the station concourse, and the New York/Amtrak Washington platforms near the south edge. Access to the Orange Line platform is directly in the center of the station, under the arched portion of the station structure. On either side, outside the arched hall, two wide concourses connect through the block between Dartmouth and Clarendon Streets.

Within the large arched hall, pedestrian movement is presently blocked for concourse movement by a fence that surrounds the major access stairways and escalators to and from the Orange Line. The proposal calls for a removal of some of this blockage and relocation of the two principal concourse pathways between Dartmouth and Clarendon Streets into the arched hall. The present concourses, outside the arched hall, are then repurposed for retail and other facilities.

The relocation or shrinking of the passenger concourses and repurposing the space occupied by the old ones raises a concern as to whether the new routes are sufficiently wide to handle projected growth in passenger volumes. Although it is uncertain what projections of passenger volumes might show, according to the project proponent, the



station already handles 30,000 passengers per day. The MBTA currently maintains there are 36,000 Orange Line passengers here, plus 17,000 commuter rail passengers. Amtrak may constitute an additional 2000 passengers. New projections of traffic should be undertaken to determine likely future volumes of people using the station.

With the knowledge of the likely future traffic of patrons of the Orange Line, the commuter rail lines and Amtrak, the plan must provide good access to and egress from the following locations:

- The Dartmouth Street entrance
- The Orange Line station (two stairways, escalators, one elevator)
- The underpass beneath Dartmouth Street to the Copley Place mall (one stairway)
- The commuter and Amtrak rail lines west toward Worcester and ultimately Chicago (two stairways, one elevator) serving 15 stations and communities
- The commuter and Amtrak rail lines that generally go south and follow the east coast to Providence, New York and Washington D.C. (two stairways, two escalators, one elevator) serving 47 stations and communities
- The proposed new passageway to Stuart Street and into the Garage West office structure
- Ticket machines for passes and Charlie cards for the subway lines.
- Amtrak ticket offices
- Commuter rail ticket offices
- Restrooms for the entire station concourse area
- Food and retail outlets proposed for the concourse level
- Food and retail proposed for the second level
- Food and retail outlets proposed for the third level
- Waiting areas including seating for passengers traveling by rail
- The existing and new parking garages in the Garage West/East areas
- The new residential building in the Station East area at the Clarendon Street end of the project

All but the last two of these movements take place primarily in a compressed space that extends about 100' from the main entrance on Dartmouth Street into the station. The proposal significantly diminishes this portion of the existing concourse, serving the movements listed above and lowering the space of the waiting area from 9,225 square feet (41 bays each roughly 15 feet square) to 6,075 square feet (27 bays, each roughly 15 feet square). It calls for eliminating the principal existing waiting area and replacing it with a large food service facility. All waiting passengers will be moved to backless benches located in busy pedestrian passageways, including the major entrance to the building. The proposal also calls for diminishing the size of the concourse by narrowing the existing passageways between Dartmouth and Clarendon Street and replacing them with retail space. It calls for new entrances to the proposed second and third levels in the midst of the existing waiting area. The proposal moves the ticketing area away from the waiting area and into new space along the proposed new passageway, where queuing to purchase tickets (now possible in the waiting area) will compete with pedestrian movement. It is hard to imagine that all these activities can be accommodated in the space planned.

A new design should be undertaken to accommodate the growing number of

pedestrians and waiting passengers as well as patrons of food and retail outlets who may choose to sit in this busy space. The existing waiting area should not be removed but instead enlarged to accommodate anticipated future use. Ticketing space should be provided close to passenger access areas. Access to and from the second and third levels should be moved away from the waiting area and into the space that is gained by closing the existing concourse passageways. Retail areas adjacent to the passenger waiting area should be scaled back to remove potential blockage of clear and very visible access to and from the stairways leading to transportation facilities below the concourse. Benches for rail passengers should not be relegated to busy portions of the concourse, especially where they might interfere with pedestrian traffic through the concourse.

#### 5. Construction on the rail station platforms

The proposal calls for use of the station platforms for supports for the new high-rise building being built in the Station East portion of the project. These new obstructions narrow the platforms for waiting or alighting passengers and add complexity in an environment where moving to or from access points is already complicated. This true of both the Orange line platform, serving both directions for subway passengers and the southernmost railway platform serving commuter rail passengers to and from the south and southwest, including Providence, New York, Washington and the entire eastern seaboard.

Using the existing rail platforms for construction of these supports will obstruct passenger traffic during construction as well as after completion. Designs should be carefully integrated with existing obstructions such as columns to minimize interference with passenger traffic flow.

We are very concerned about the changes proposed for the station, the bus layover and the sidewalks and interior passageways. We would appreciate your consideration of our comments and look forward to your responses to them. Please feel free to contact WalkBoston with questions you may have.

Sincerely,

Wendy Landman  
Executive Director

6-16-16

Proposed repurposing of Back Bay/South End Station

Shifting responsibility for maintaining the Back Bay/South End (BB/SE) Station from the MBTA to Boston Properties could be a very positive development. However, the plans for changes to the station, apparently under the aegis of MassDOT, MBTA and BRA, should not be allowed to proceed without public involvement, as was apparently stated by MassDOT's Director of Development at an early meeting

We should remember that some 15 years ago the MBTA made plans for South Station that would have built towers above it and massive support posts coming down in the middle of, and destroying, the commuter rail and Amtrak waiting area. Citizen opposition prevented that plan and preserved a welcoming, comfortable waiting area. North Station also, the third major rail hub in Boston, was redesigned without significant citizen input and became vast, featureless and confusing, and almost impossible to find the trains, ticket windows or waiting area. A similar mistake must be avoided for the Back Bay/South End Station.

Below are a few of my concerns about the current plans. I also support the matters raised in letters from Ken Kruckemeyer and WalkBoston.

Issues raised by changes proposed inside the station:

- the decrease of waiting space (and comfort) inside the BB/SE Station due to elimination of the commuter rail waiting area,
- a careful analysis as to whether the proposed public waiting areas will be adequate and comfortable enough to pleasantly accommodate rail users, transit riders, retail and food outlet shoppers, and through traffic,
- circulation through the station,
- data about the number of current rail and transit users inside and outside,
- projected increases in transit and rail users resulting from new construction,
- increased parking demand and facilities to accommodate the growth,
- access through the station between Dartmouth and Clarendon Streets,
- location of and impacts of building support posts on station platforms,
- plans to replace the neon artwork formerly at the entrances to the station.

Issues raised by changes outside the station:

- data about current traffic and pedestrian numbers on the sidewalks and roads,
- projections for traffic and pedestrian growth from the increased transit and rail passengers, and the many new buildings in the area,
- the Dartmouth Street sidewalk narrowed to 8 feet from its current generous width cannot possibly handle the pedestrian traffic,
- trees in planters at the sidewalk edge will only worsen the problem,
- removal of the protective overhang on Dartmouth St.,
- impacts of eliminating the Clarendon Street ramp into the MassPike,

- cars exiting from the garage across the Dartmouth St. sidewalk in conflict with pedestrians,
- capacity of Clarendon, Dartmouth and Stuart Streets to serve future traffic,
- ability of existing roads and intersections around and near the station to accommodate the growth, as well as in Copley Square in general,
- vehicle circulation patterns from changes in garage entrances and exits and elimination of the Clarendon Street Turnpike on-ramp,
- impacts on Columbus Avenue and adjacent residential districts,
- location of the layover for the #39 bus, with its high ridership and long route,
- assurance that the fix of the ventilation problem will not spew the smoke out of the vent stacks at West Newton Streets onto Titus Sparrow Park and the Southwest Corridor Park.

Changes to this station should not be made without serious conversations with its users and the residents of adjacent communities. It was the effort of those residents from 1969-1989 that defeated proposed interstates and saved commuter and Amtrak rail service into Back Bay/South End Station from being eliminated as planned by the State and City. The citizens then worked to redesign the rail ROW, design the BB/SE Station and create the Southwest Corridor Park. These efforts helped give the Copley Square area the vibrancy that is now bringing development plans for at least five new high-rises. Excluding the public from having input into the proposed changes is inappropriate and short-sighted. The BB/SE Station must remain a facility designed with and for the public.

That being said, after about 30 years, the station certainly needs perking up and better use of its space. The prospect of having it well maintained by Boston Properties is hopeful, ending its neglect by the MBTA. In general, from the presentations I have attended, Boston Properties seems to be doing a thoughtful job of development, with top-notch consultants. Here's hoping State and City agencies will follow their example.

Sincerely,

Ann Hershfang



Christopher Tracy &lt;christopher.tracy@boston.gov&gt;

## Back Bay Station Parcel and other developments - observations and questions. corrected copy I hope

1 message

Pamela Humphrey &lt;pamela131humphrey@gmail.com&gt;

Fri, Jun 17, 2016 at 3:39 AM

To: Alexander.Strycky@massmail.state.ma.us, christopher.tracy@boston.gov  
 Cc: dtcnabb@nabbonline.com, Brian.Golden@boston.gov, william.brownsberger@masenate.gov,  
 jay.livingstone@mahouse.gov, byron.rushing@mahouse.gov, aaron.m.michlewitz@mahouse.gov, michelle.wu@boston.gov,  
 josh.zakim@boston.gov, annissa.essaibi-george@boston.gov, ayanna.pressley@boston.gov, bill.linehan@boston.gov,  
 info@nabbonline.com

Dear Members of Agencies tied to this project and others:

It is with deep regret that somehow I completely missed the significance of the Stuart Street zoning agreement. When seeing the development slides on what is being "imposed" (I use that word deliberately) on the Copley Street area (one of the few open spaces in the City - surrounded by iconic buildings and institutions) I was quite "blown away". It is astounding to me that the City has permitted such a vast amount of volume and mass in this area - within a block, and across the road from each other. I hear those referring it to a "gateway" to iconic and important neighborhoods. An attempt to gloss over the actual fact that it is a wall, separating the neighborhoods of Back Bay and the South End. Certainly the horse is out of the barn but it begs the question on how this could have happened without wild opposition. Indifference? Not paying sufficient attention? Opaque, confusing and uncoordinated process? Perhaps some of each.

These massive development projects, squeezed into every available open space and patch of land in the City is becoming a regular occurrence. The patch in front of Neiman Marcus is so small the answer was to go up to "the tallest residential building in the City" - as if that was worthy of praise.

I realize that we are a small City. That we will continue to have needs for development. However, because we are a small, iconic City the responsibility of Agencies who approve and govern these developments should, all the more, have the courage to have a bigger vision other than just "bigger" and "more". I realize the pressures, economics.... however we once plowed ahead in earlier generations - City Hall Plaza being one, where a whole neighborhood disappeared in the name of "progress". We are facing such circumstances now and I see NO lessons learned from that disaster in the current direction that is being taken.

The Seaport district is another great example. The area is filled with walls of buildings, grown like topsy.

- + sidewalks are often narrow
- + shadows are unlimited

+ the **City has made endless exceptions and set asides to developers to sidestep zoning, height and mass restrictions that are on the books**

+ Many of these set asides were done in the guise of "public benefit" spaces - in order to circumvent height/mass restrictions. Most are interior spaces. The Harbor Walk - which is praised as a wonderful public benefit - can't even be seen any more for all the buildings lining it.

If there are open spaces and parks in the interior of the District I would love to know where they are - certainly not easily accessible as far as I can tell. So is the Harbor Walk "it"?

+ The traffic in and out of the area is a major problem. Public transportation is insufficient. Bottlenecks (we are a small city!) are impossible. Who did the traffic study on this one? Who did the public transportation study?

+ the Chifaro project at the New England Aquarium - one of the few blocks remaining along the Greenway which conforms to Chapter 90A restricting height - is being challenged.

So on it goes.

Copley Square area:

In that I completely missed the boat on the building on the Neiman Marcus site and the one over the

6/28/2016

City of Boston Mail - Back Bay Station Parcel and other developments - observations and questions. corrected copy I hope

those concerned might have some impact on the scope and issues surrounding it.

The following assume a considerable uptick in pedestrian and car traffic with the addition of these, close to each other, very large projects.

It also acknowledges that Dartmouth and Clarendon are the **primary two exits and entrances** into the immediate area-including exiting and off ramping to and from the Mass Pike.

+ **Pedestrian traffic:** critical times of the day the foot traffic in the area (and with the added traffic of the other new buildings in the block) is, and will be more so and significant.

Dartmouth Street and Clarendon Streets are narrow. Particularly on Clarendon Street, individuals walk in the street to get around the crowds on the way to the BB station during rush hours. The residential buildings are being built in a way that, given this issue (Dartmouth has wider sidewalks-will they stay that way?) will become an even bigger problem. How do you plan to handle that?

+ **Drop off capability at both the Back Bay Station and the residential buildings:** The way that the drawings are currently drawn for this project - there is no, or extremely limited, drop off space for both the station and residential building locations. Current plans suggest limited curb indent to accommodate some. It is extremely tight on that street and what little might be provided currently won't be nearly enough given the increased traffic and gridlock on Clarendon and Dartmouth-particularly during rush hour. What is being done? Will you consider internal drop off/turn around at the residential buildings rather than street curb drop off? Same at the Station along with bus entry/turnaround?

+ **Bus 39 entry and drop off at Back Bay Station:** as currently designed there is no drop off/waiting space for this double length bus. Currently there is NO turn off or turn around space the way it is currently designed. Will there never be the need for additional busses using the Back Bay station for pick up/drop off in the future? Should we plan for that given limited bus stop capability in the area (current bus stops add to gridlock) and need to increase/encourage public transportation use?

+ **Entry and Exit into/out of garage: Current exit onto Clarendon stays? or does that become an entrance only?** - We now have heavily increased foot traffic. Exit onto Dartmouth would be - I don't want to even think about it. The least objectionable would be to exit onto Stuart Street, which provides several directional egresses to Mass Pike and Storrow Drive and is a wider street. What is the thinking about this and does anything work effectively that is currently not considered?

+ **There was public art in the Back Bay station.** It was, apparently in poor repair and is now stored. The city paid for this art for the Station. Whether one likes it or not it is by a well known artist whose work is in Moma and many other museums. What are we going to do about it? We are a city of the arts.

+ **Those "pesky" Green spaces and public benefits: Where are they in this - or in fact the other two developments?**

As mentioned in my preamble - the City has tended to accept interior spaces, or spaces above ground, as "public good benefits" and therefore, they are of limited benefit in fact. The project developers are committed to taking on the renovation of the Back Bay station - saving the City a lot of money in the process. HOWEVER, it is nice to be grateful but another to sell our soul for it by giving up important "humanizing" assets to counter this colossal density of development in a VERY small area in Copley Square. What are the plans?

+ **Shadows** - Copley Place is a wonderful place of sunshine and open air. Already, although, apparently within allowable limits, the Neiman Building is already creating shadows. Now what with these other two immense projects adding to it?

+ **Flexibility in the renovation of the Back Bay Station:** what is being planned for future improvements and expansion of public transportation needs in the future? Will it be designed in a way that accommodates future expansion/upgrade so desperately needed and for sure will be needed in the future with the massive increase of population in this compact space.

+ **Density created by these large buildings:** Clarity on the impact of the addition of huge numbers of people in this small area and future increased traffic that they will bring. It seems naive to believe that this won't be a huge problem.

+ **Public transportation infrastructure:** It is short sighted to believe that any attempt to limit parking without proper public transportation infrastructure and increased capability will mitigate the impact of these dense building will have. Boston has a desperate need for upgrading of its infrastructure and has limited or no current funds to expand it to accommodate this influx of traffic and people. Do taxes from these projects cover what is needed in addition to other services?

What is the thinking to mitigate - which at the moment seems quite impossible. (The Orange Line, during rush hour has a hard time handling what currently exists).

+ **Traffic:** The current off ramp from the Mass Pike as it approaches Dartmouth, under the current conditions is a gridlock during rush hours.

..The same is true on St. James as it enters the intersection at Dartmouth to the Pike.

..The two lane (one lane for outbound to St. James from Stuart), between the hotel and John Hancock has loading dock entry and exit at the Hancock on it. The hotel also has much used

and partially onto this side street to get to the Mass Pike, that will increase traffic on this side street and Stuart multiple fold. How, during rush hour, and moving onto St. James is this possibly going to be handled? Can't imagine Marathon Monday let alone this.

..The one lane going from Stuart to St. James is also a MBTA bus turn in from Stuart to reach the bus stops on St. James. It frequently requires backing up going up to Stuart in order for busses to make the turn. The turn onto St. James for busses is also very tight. (ask the bus drivers). With this additional density how do you see handling the gridlock with this increased traffic caused by the density created by this and other buildings?

.. Dartmouth is **one lane** heading to Copley and the turnpike as well as going toward the South End.

This is a **VERY compact area** that the developers and city are requiring to handle all of this. What are your plans?**+Process:** The current process for approvals, community input, coordination of departments appears to be extremely disorganized and cumbersome. To what extent does the BRA, DOT, MBTA, Zoning and other agencies which review/approve/negotiate/decide set asides, uphold and create zoning laws on these projects coordinate? From a citizen perspective the communication systems and process seems poorly designed and managed. It appears to be a series of silos. Would very much like to be informed about your processes as a collective when dealing with development. I seem to hear a lot of "that is not our department".

**+Vision:** Boston is going through a huge development phase and there appears to be no indication of it slowing down any time soon.

Although there is talk/promise of the necessity to develop a **overarching, and well thought out Vision for the Boston of the future** - there is none. As a result buildings go up like topsy and on every available parcel, no matter how small. **AND we have NO money** for improving, increasing, extending and creating the infrastructure for public transportation. We only have to look at the Seaport District for the insufficient and poor public transportation planning for that area. How can the City expect, as a viable solution, that not providing sufficient parking, will limit or discourage cars when there isn't sufficient public transportation to get people here.

I get that additional taxes that these projects bring and they are certainly welcome. However, at the rate we are going we are going to face a rate of congestion and other issues, that will far outpace our ability to mitigate any time soon.

It also brings jobs - but don't workers have to live in Boston if they are union? Who can afford it? And we certainly don't have enough living here who qualify. Can affordable housing catch up? Imbedding the paltry amount in these buildings won't solve that problem.

**So, given all this, where are we on the vision for development and growth for the City which does not create large future issues and problems? On the issues related to this particular development? AND, just for consideration, does anyone have the courage to reboot the thinking on development before the very fabric of this special City -known for its size, livability, and character -is turned upside down?**

**P.S.** I give you full permission to tell me I don't know what I am talking about. Would be very happy to be wrong!

June 17, 2016

Christopher Tracy  
Senior Project Manager  
Boston Redevelopment Authority  
Boston City Hall  
Boston, MA 02201

Sent by email to [Christopher.Tracy@boston.gov](mailto:Christopher.Tracy@boston.gov)

Thank you for your continued support of the neighborhood process for the Back Bay Gateway Project.

What are the benefits for the use of this public land for the general public? The land could be used for mixed, middle or low income housing similar to Tent City across the street or Meth Union a few blocks away on Columbus Avenue. The lease of this public land has been granted with no public process. The use of it should include public benefit.

Building on space East of Back Bay Station, now used as a bus turn around, will limit increased access to the train tracks below. The presentations have not given how the next 99 years of increased train and T traffic are to be handled.

If there is private residential building on public land, it should include affordable housing within the structure. Linkage funds, as I understand the BRA summary, are for Commercial buildings. Residential space on public land should include at least 25% affordable housing throughout the structure. This should be agreed upon prior to any BRA approvals.

Thank you for presenting to the public answers to the many concerns. You mentioned at a meeting that the project would meet the Mayor's housing guidelines. Before approvals the public should know how those guidelines are going to be met.

Thanks,

Ed Tiffany  
19 Braddock Park  
Boston, MA 02116





Christopher Tracy &lt;christopher.tracy@boston.gov&gt;

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**Re: Back Bay South End Gateway Proposal - Public Comments**

1 message

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Carla Nelson <carla.nelson30@gmail.com>  
To: Christopher Tracy <christopher.tracy@boston.gov>

Fri, Jun 17, 2016 at 11:37 AM

Hi Chris,  
I have been attending some CAC meetings. I am the contact person for the Cosmopolitan Neighborhood. My concerns are about keeping Boston a livable city so I am concerned about the effects of wind and shadow which impact walking and having sunny areas. I am under the impression that the studies done on the Dartmouth Project do not take into account the Simon Project over Neiman-marcus. It is not build yet but appears will be a negative effect on the wind and shadow issues. I attended CAC meetings for that project and the studies they presented were questionable. The wind around Trinity Church can be dangerous and sunlight is limited on the North Side of the church. I hope the Dartmouth Project will not add to the wind and shadow problems

Carla Nelson

On Wed, Jun 15, 2016 at 4:26 PM, Christopher Tracy <christopher.tracy@boston.gov> wrote:

Hello All,

Thank you for attending a BRA sponsored meeting in regards to the Back Bay South Gateway Project that is currently under review for Article 80 Large Project.

I am writing now with a friendly reminder that the Open Public Comment period is set to close on Friday, June 17 at midnight. This does not mean the process is ending but for the purpose of our Scoping Determination, we need written comments received by this time. The Scoping Determination is the document that the BRA will give the Proponent that asks for more study and analysis on specific components of the project.

So once again, if your are inclined to write a public comment for this proposal please do so and email it directly to me by **Friday, June 17 at midnight.**

Thanks and please let me know if you have any questions at all.

-- Chris

**Christopher Tracy**

Senior Project Manager

Boston Redevelopment Authority

1 City Hall Sq

Boston MA 02201

617-918-4259

16 June 2016

Christopher Tracy, Senior Project Manager  
Boston Redevelopment Authority  
One City Hall Square  
Boston, MA 02201  
PDF to Christopher.Tracy@boston.gov

Secretary of Energy and Environmental Affairs  
Executive Office of Energy and Environmental Affairs (EEA)  
Attn: MEPA Office  
Alex Strysky, EEA No. 15502  
100 Cambridge Street, Suite 900  
Boston MA 02114  
PDF to Alexander.Strysky@state.ma.us

**Re: Back Bay/South End Gateway Project**

The Boston Redevelopment Authority has asked for comments on Boston Properties' Project Notification Form for their proposed Back Bay/South End Gateway Project. Responses from the public and city agencies are due on June 17<sup>th</sup>. This is well ahead of the completion of project presentations to the Civic Advisory Committee. It is also prior to the promised, but not yet scheduled, public review of changes to Back Bay Station proposed by the same developer.

The success of this project, additional development in the Stuart Street Corridor, and ultimately the prosperity of the City of Boston will rely heavily upon the ability of Back Bay Station to serve the growing transportation needs of the district. But, the modifications to the station currently proposed by Boston Properties appear to reduce its functionality and to inhibit its ability to serve anticipated demand.

Neither the BRA, nor the Commonwealth should grant approval of the Back Bay/South End Gateway project until the public is assured that Back Bay Station will serve the growth of public transportation to this district. Segmentation of these two interlinked projects should not be allowed. If the Gateway project were to be built first, the public function of the station could be severely limited. Similarly, if the station modifications were to proceed as currently drawn, development of the Gateway and the district will be highly constrained.

**The ability of Back Bay Station to accommodate growth**

Back Bay Station was designed and constructed in 1987 to accommodate the growing public transportation needs of the Back Bay. Its clear side aisles provide pedestrian access from the adjacent urban district and local buses to the Orange

Line in the central space, and on either side to regional commuter rail and Amtrak intercity service. The Waiting Room for railroad service includes seating, ticketing, toilets, food retail and a statue commemorating A. Philip Randolph and the Pullman Car Porters.

Boston Properties plans to insert approximately 15,000 square feet of retail into the station. All circulation and waiting will move into the central space. The side aisles and waiting room will be replaced with stores. Some additional floor area is gained in the central space by filling in the openings around the stairs and escalators which, in turn, diminishes security, wayfinding, light and air to the platform. The net result would be a highly constrained station with reduced flexibility and redundancy, and less ability to adapt to increased ridership, new ticketing, or improved security.

The Boston Properties lease with MassDOT for control and maintenance of the station and for air rights above and adjacent is for 99 years. The modifications to the station and the Gateway buildings must not only be privately successful, but must serve the public's transportation needs as they grow and change for all of those 99 years.

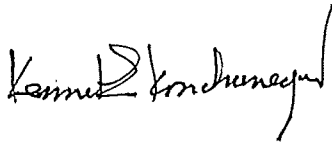
There are seven tracks that bring passengers into and out of Back Bay Station. The Commonwealth and the City are both committed to a dramatic mode-shift toward public transportation and transit-oriented development. The MBTA will put new Orange Line cars in service in 2019, which will improve headways from 6 to 4 minutes. Rapid transit on 2-minute headways, typical of many systems, would more than triple current ridership. With new signals and vehicles, the robust commuter rail network to the south and west can be expected to multiply patronage by six. More frequent and reliable Amtrak service will substitute for air travel along the northeast Corridor. Certainly Back Bay does not want to miss out on direct train service to New York because the station is unable to handle the demand.

Based on numbers from the MBTA, the station currently handles approximately 55,000 transit, commuter rail and Amtrak patrons per weekday. Based on numbers from other systems in the United States and around the world, it is easy to predict the station will need to accommodate a patronage of at least 200,000 per weekday using existing technology.

#### **Next Steps for the proposed Gateway project**

The developer has already provided two schemes for the entire site, dependent upon whether the Clarendon Street entrance to the MassPike is eliminated. The BRA and MEPA Scopes should also require the developer to provide additional schemes, developed via a public process, to achieve the developer's air-rights objectives while fully preserving and improving the functionality of Back Bay Station. (An example of the possible interconnection: one alternative might be to locate new station-oriented retail with access directly from the Stuart/Dartmouth intersection through to the station. Retail in the Garage-West portion of the site now occupied by Harvard Vanguard would obviate the need to insert retail in the station itself.)

Back Bay Station must have the ability to grow and adapt to the public transportation needs of the region. It is essential, therefore, that no approval be given to this project by the City of Boston and the Commonwealth of Massachusetts until the success of the station is assured.

A handwritten signature in black ink, appearing to read "Kenneth E. Kruckemeyer". The signature is fluid and cursive, with the first name "Kenneth" being more legible than the last name "Kruckemeyer".

Kenneth E. Kruckemeyer  
12 Holyoke Street  
Boston, MA 02116

June 16, 2016

Christopher Tracy, Senior Project Manager  
Boston Redevelopment Authority  
One City Hall Square

Re: Back Bay South End Gateway

Dear Mr. Tracy,

The Neighborhood Association of the Back Bay thanks you for the opportunity to address some of our major questions about the Back Bay/South End Gateway project. We are appreciative that our two CAC members, Jackie Yessian and Elliott Lauffer, have so much experience and expertise. They will, over the course of the project discussions continue to offer our perspective and reflect on what impact ongoing development and construction have on all of the Back Bay.

Taken individually, any single project on Stuart Street may not have significant adverse impact. However, we are deeply concerned about the likely cumulative effects of 380 Stuart Street, 40 Trinity Place, Neiman Marcus Tower, and the three towers and one additional structure of the Back Bay /South End Gateway Project on three major areas: traffic, infrastructure and the environment as outlined below.

#### Traffic

##### Vehicular Traffic

Recent studies project an additional 80,000 cars and trucks in Boston within the next 14 years. When these six new towers are completed, traffic will certainly increase in the Back Bay.

We would request that the Boston Traffic Department estimate how additional vehicular traffic would affect, in particular the cross streets in the Back Bay.

What would further gridlock mean for emergency vehicles including fire equipment and ambulances seeking to access areas of the Back Bay during rush hours or trying to take Storrow Drive to Massachusetts General Hospital?

Many cross streets are currently at full capacity even with parking lanes cleared; afternoon gridlock occurs most of the year.

Given the current gridlock, what other alternatives are being explored?

Is a congestion tax a possibility?

Can we limit driving into the city on weekdays to alternating days of even/odd license plates? Will taxis or ride sharing vehicles be more regulated and limited?

##### Public Transportation – The MBTA

During the morning and evening commute, both the Green Line and the Orange Line already run at nearly full capacity.

Is the city and/or developers willing to contribute major funds to the MBTA to increase its carrying capacity? Are there other alternatives?

Are there plans to expand the Commuter Rail trains into Back Bay? Are there plans being discussed for commuters arriving at North Station to access the Back Bay when the Orange and Green lines are packed?

Without designated bus lanes would buses be able to move through gridlock?

##### Bicycles

Given the increase in cycling in the City and the fact that it may be the fastest way to get around, are there designated safe cycling lanes into and around the Stuart Street development area?

Besides, Back Bay Station is there bike storage?

#### Pedestrian Traffic

Are there plans to make sidewalks wide enough to allow for an increased number of commuters as well as travelers with luggage going to and from Back Bay Station?

#### Infrastructure

What are the plans to provide the additional electricity, natural gas, sewer lines, internet, telecommunications and trash collection that the new residents and businesses will require?

Who will pay for those improvements?

#### Environmental Concerns

##### Wind

Wind is already creating a dangerous situation around much of Stuart Street and Copley Square. Can we have additional measurements of the wind as it is now in all four seasons and as construction proceeds?

Given the Farmers Market as well as numerous holiday activities in Copley Square can we measure the center of the Square as well as all four corners?

##### Shadow

We would request studies to show the combined effect of all towers on year-round light in Trinity Church, the Commonwealth Avenue Mall, Copley Square and the interior courtyard of the Boston Public Library

Again, thank you for your consideration. The historical neighborhood of the Back Bay contains beautiful parks, iconic Boston buildings including Trinity Church, Old South Church, the Boston Public Library and many other historical buildings.

This neighborhood is appreciated daily not just by residents and commuters, but also by thousands of visitors from all over the world. It's important we keep it accessible, safe, and workable for everyone.

Planning, anticipating problems and seeking solutions prior to being overwhelmed is something we look forward to working with you to address.

Sincerely,

Vicki C. Smith  
Chairman, NABB

6/28/2016

City of Boston Mail - Questions related to Project Notification for the Back Bay Station Project Site



Christopher Tracy <christopher.tracy@boston.gov>

## Questions related to Project Notification for the Back Bay Station Project Site

1 message

Paula Griswold <PGriswold@macoalition.org>  
To: "christopher.tracy@boston.gov" <christopher.tracy@boston.gov>, "Alexander.Strysky@massmail.state.ma.us" <Alexander.Strysky@massmail.state.ma.us>  
Cc: "dtcnabb@nabbonline.com" <dtcnabb@nabbonline.com>

Fri, Jun 17, 2016 at 5:55 PM

Dear Mr. Tracy and Mr. Strysky,

I appreciate the opportunity to submit questions related to this substantial proposed project.

Could you please provide information addressing the following:

- How will the planned design and uses enhance the use of public transit for the residents, and employees and customers of businesses/offices that are part of the proposed project, as well as residents of the surrounding neighborhoods, and employees and customers of other businesses/offices that are in the area?
- How will the project coordinate with MassDOT and the MBTA regarding the Back Bay Station design, especially given the schedules of the planning, design, and approvals of each
- How will the project affect traffic through the Bay Bay neighborhood ( Newbury to Beacon, Arlington to Charlesgate) – both in the short term with construction and long term with ongoing use - as residents, employees, visitors/customers try to reach other major routes in and out of the city?
- What will be the total amount and flow of traffic, including the currently approved projects along Stuart Street?
- How can traffic be managed/modified to avoid impact on the residential streets of the Back Bay if the actual volume and flow does not match the assumptions during the planning process?
- How can public transit use be enhanced if the actual use does not match the assumptions during the planning process?
- What zoning relief has been requested or is being considered, including amendments to the PDA, and variances from the Stuart Street Zoning Requirements ?

Thank you for including the community in the planning process for this project, given the significant and potentially

6/28/2016

City of Boston Mail - Questions related to Project Notification for the Back Bay Station Project Site

**Paula Griswold**

329 Beacon Street Boston



6/28/2016

City of Boston Mail - Comments on Back Bay/South End Gateway Project



Christopher Tracy <christopher.tracy@boston.gov>

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## Comments on Back Bay/South End Gateway Project

1 message

Fri, Jun 17, 2016 at 7:28 PM

H. Parker James <hpjames423@gmail.com>  
Reply-To: hpjames423@gmail.com  
To: christopher.tracy@boston.gov

Dear Christopher Tracy:

I serve on both the NABB Development and Transportation Committee and the LivableStreets Advocacy Committee, but I am writing to you now as a Bostonian and a 35-year resident of the Back Bay.

With regard to the Back Bay/South End Gateway Project, generally speaking, I support this development, but I have the following concerns:

- A. The Back Bay Station should be designed to function as a transit hub, not converted to a retail concourse.
  - The Station needs to be redesigned in a manner that can accommodate much larger numbers of future.
  - The public service area of the Back Bay Station should be expanded and improved both in terms of functionality and appearance.
    - Boston Properties plans to privatize some 10,000 square feet of public service area should not be allowed to happen.
- B. Much attention should be paid to improve the station's breathing environment. The diesel particulates in the air there are both unpleasant unhealthful. Improved ventilation is essential.
- C. No garage entrance or exit ramps should be allowed on Dartmouth St.
- D. The Clarendon St. side of the development should be redesigned in a more thoughtful manner.
  - The Clarendon St. entrance to the Mass. Turnpike should be eliminated.
  - The Clarendon St. façade of the parking garage should have some sort of architectural screening.

Thank you for your attention.

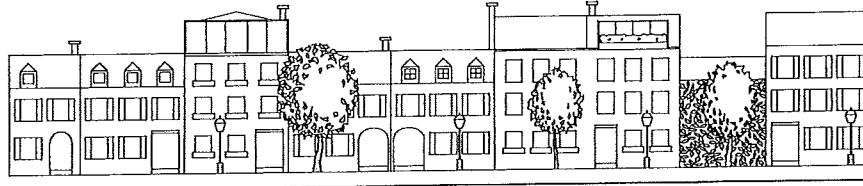
Sincerely,

6/28/2016

City of Boston Mail - Comments on Back Bay/South End Gateway Project

423 Marlborough St., #3

Boston, MA 02115



BAY VILLAGE NEIGHBORHOOD ASSOCIATION, INC.

June 17, 2016

**Via Electronic Mail ([christopher.tracy@boston.gov](mailto:christopher.tracy@boston.gov))**

Christopher Tracy  
Senior Project Manager  
Boston Redevelopment Authority  
One City Hall Plaza, Room 900  
Boston, MA 02109

Dear Mr. Tracy,

I am writing on behalf of the Bay Village Neighborhood Association ("BVNA") to provide comments regarding the proposed project outlined in the initial Project Notification Form ("PNF") submitted on March 29, 2016 for the Back Bay/South End Gateway Project ("Gateway Project"). We understand that there will be further opportunity for public comment on this project before the BRA process is complete.

At this point in the process, the BVNA is providing comment on four areas: (1) BRA process; (2) traffic & public transit; (3) public space; and (4) affordable housing.

**1. BRA Process**

The Gateway Project falls into the Stuart Street Study area. On October 15, 2015, following what it characterized as a "multi-year planning process":

... the BRA Board adopted the Guidelines [recommended by the Stuart Street Study], which now serves as the document for all development projects in the study area to refer to for recommended dimensional requirements, performance standards, and community benefits. (source: BRA website)

The Gateway Project will require significant variance from the Guidelines recently adopted following the Stuart Street Study. The BVNA is concerned with the fact that the recently-adopted Guidelines are apparently being largely ignored with respect to the Gateway Project. These Guidelines resulted from what the BRA has represented was an extensive community process and involved the dedication of extensive volunteer time from Bay Village residents. While the BVNA understands that quality projects can occasionally require zoning relief, it

is concerned that the recently adopted Guidelines are apparently being cast aside with respect to this project. The BVNA urges the BRA to hold the Gateway Project to the recently adopted Stuart Street Study Guidelines in every respect possible.

## 2. Traffic & Transit

### a. *On-Ramp Closure & Traffic*

The BVNA understands that various iterations of the Gateway Project anticipate limiting the number of on-ramps to the Massachusetts Turnpike in the vicinity of the project. Before this issue is resolved, the project proponent should be required to present a thorough assessment of the impact on area traffic of a ramp closing.

Bay Village does not want to lose the Arlington Street on-ramp to the Massachusetts Turnpike, but it is clear to residents that this on-ramp has no capacity for additional traffic. The portion of Arlington Street (between Park Square and Cortes Street) that provides access to the Arlington Street on-ramp is already dangerous, congested and noisy.

Bay Village would request not only that an extensive traffic study be required of the proponent, but that several specific issues relevant to Bay Village be addressed in that study, including:

- i) Traffic coming down Arlington Street to the on-ramp. Cars coming down Arlington Street to the on-ramp frequently speed and there is currently no effective traffic calming mechanisms on Arlington Street. Traffic has increased significantly in the past few years with the addition of several large residential developments in the area. Clearly, if the Clarendon on-ramp were closed, traffic would divert to Arlington Street. The likely impact of that diversion and necessary mitigation should be studied.
- ii) Impact on Isabella Street. Isabella Street is a primarily residential street not designed to handle large traffic volumes or speeding vehicles. The impact that a ramp closing would have on Isabella Street should be included in a required traffic study.

If the Clarendon Street ramp closes, many drivers will access the Arlington on-ramp by traveling down Clarendon Street to Columbus Avenue and then down Isabella Street to Arlington Street. The neighborhood already has serious concerns about the unsafe crosswalk at the corner of Isabella and Arlington Streets and congestion and unnecessary speed on Isabella Street by drivers "cutting through" to the on-ramp. Additional through-traffic

would have a significant negative impact on Isabella Street and would need to be addressed.

- iii) Mitigation on Cortes Street. The residents on Cortes Street, many of whom reside in affordable housing, suffered the devastating loss of a “natural barrier” to the Massachusetts Turnpike when trees were removed in preparation for the ill-fated Columbus Center Project. The relevant agencies have paid only lip service to efforts at replacing this barrier, as evidenced by the dead and half-dead replacement trees planted as “mitigation.”

If these residents are asked to bear the impact of additional traffic to the Arlington Street on-ramp, they should receive some actual mitigation in the form of real improvements to the “barrier” between Cortes Street and the Massachusetts Turnpike. A well-designed park here would mitigate the impact and provide a tangible benefit to all Boston residents.

*b. Bus 39*

The Route 39 bus currently relies on the area outside of the Dartmouth Street entrance to Back Bay station for pick-up and drop-off. The proposed development would eliminate this location for use as a bus for pick-up and drop-off. The proponent should be required to submit a concrete plan for an appropriate replacement site for this critical bus line before the project advances further.

In the BVNA’s experience, services that are important for residents, such as the location for the Route 39 bus, are often deliberately left for negotiation at a later date and then conveniently be given short shrift at that later date. That should not happen with the site for this critical transportation line for downtown residents.

### 3. Public Space/Ventilation

While the BVNA understands that the presence of shops and restaurants in public spaces can provide the resources necessary to maintain clean, safe and modern public spaces, we are concerned that the current design does not dedicate enough resources, space or attention to providing quality public space for residents and visitors who use the station for bus, subway, commuter rail and Amtrak service. Commercial space should enhance, not limit, the quality of the public space. In particular, the BVNA is concerned that the current design sacrifices light and air in the station area in favor of commercial space.

A significant improvement in the air quality of Back Bay Station must be a required outcome of this project, irrespective of the ultimate cost or complexity of the solution. Simply put, failing to make this a requirement would ignore the

basic need of the commuting public for quality air. This project is likely the only opportunity to fix this critical issue health issue and should be a non-negotiable requirement.

#### 4. Affordable Housing

The project proponent should satisfy the entirety of any affordable housing obligation with on-site affordable housing in the two proposed residential towers. We believe that keeping affordable housing on-site creates the type of mixed-income environment that makes Boston a great place to live and provides a breadth of opportunities to a diverse mix of residents. This project, in particular, provides a unique opportunity to provide affordable housing directly above a major public transit hub in Boston's urban center.

We have not addressed in this letter every concern raised by the Gateway Project. The BVNA's representative to the CAC, MacKenzie Bok, has submitted a more detailed letter addressing other concerns, including the Clarendon Street plans (which face Bay Village). We share the concerns raised in Dr. Bok's letter.

We appreciate your consideration of the BVNA's comments as you make your scoping determination. We look forward to being an active participant in the process as it continues, and invite proponents to come present at a BVNA meeting once the DPIR has been submitted.

Sincerely,

*/s/ Sarah B. Herlihy*

Sarah Herlihy, President  
Bay Village Neighborhood  
Association  
617-755-3869 (m)  
sbherlihy@yahoo.com

cc: The Honorable Martin J. Walsh (mayor@boston.gov and  
samuel.chambers@boston.gov)  
Councillor Michelle Wu (Michelle.Wu@boston.gov)  
Councillor Bill Linehan (Bill.Linehan@boston.gov)  
Councillor Ayanna Pressley (Ayanna.Pressley@boston.gov)  
Councillor Anissa Essaibi-George (A.E.George@boston.gov)  
Rep. Aaron Michlewitz (aaron.m.michlewitz@mahouse.gov)  
Sen. Joseph Boncore (Joseph.Boncore@masenate.gov)

6/28/2016

City of Boston Mail - Comment on Back Bay South End Gateway Project



Christopher Tracy <christopher.tracy@boston.gov>

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## Comment on Back Bay South End Gateway Project

1 message

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**JOSEPH GERTNER** <josephgertner@icloud.com>  
To: christopher.tracy@boston.gov  
Cc: Jackie Yessian <jyessian@gmail.com>

Fri, Jun 17, 2016 at 10:33 PM

During the public meeting at the French Library on Tuesday June 14th, 2016 representatives of Boston Properties made clear:

1) that their management of the MBTA/Amtrak station is not intended to be a profit center, but is undertaken as a public service in exchange for the development rights.

2) that decisions on whether and when to proceed with the new buildings will depend on market conditions prevailing at the time.

My question is: for how long does Boston Properties intend to keep running the station if no residential or commercial development work is started by the target date.

Joseph Gertner

Sent from my iPhone  
Joseph Gertner  
+1 (617) 834-3946

June 17, 2016

Christopher Tracy, Senior Project Manager  
Boston Redevelopment Authority  
One City Hall Square, Boston, MA 02201

Matthew Beaton, Secretary  
Executive Office of Energy and Environmental Affairs (EEA)  
Attn: MEPA Office  
100 Cambridge Street, Suite 900 Boston MA 02114

Delivered via PDF to [Christopher.Tracy@boston.gov](mailto:Christopher.Tracy@boston.gov) and  
[Matthew.Beaton@state.ma.us](mailto:Matthew.Beaton@state.ma.us)

**Re: ENF/PNF for Back Bay/South End Gateway Project  
MEPA EEA No. 15502**

Mr. Tracy and Mr. Beaton,

LivableStreets Alliance would like to take this opportunity to provide feedback and suggestions on the ENF and PNF for the Back Bay/South End Gateway Project.

Overall, we could be supportive of the project if a number of important items are addressed. This project could be an excellent example of true transit oriented development, providing Back Bay with new residential, office, and retail space while minimizing the addition of cars along with it. We appreciate that the developer is looking to create a people-oriented place both inside and outside. Although some benefits of the project are already clear, such as much needed maintenance and upgrades to Back Bay Station, upgrades to the station itself as well as to the surrounding streetscape still require much work in order to fulfill the goal of a station which will serve riders better now and into the future and of streets that truly fulfill the complete streets policies that the developer aims to achieve.

Here are a number of items that we feel must be addressed:

### ***Back Bay Station Design***

**Back Bay Station renovations must properly serve current and future volumes of riders and visitors.** T ridership has been going up and will continue to do so, especially as the T and Amtrak add additional service. The proposed station design gives up a lot of public space to retail, and also lacks



clear open lanes of travel for people heading to and from the various points within the station. We are very concerned that people using the station will be squeezed into spaces that are too small or too obstructed, creating bottlenecks and commuter frustration. In particular, we are concerned that riders entering and exiting the station through the main entrance will be in conflict with those patrons waiting in the new waiting area in the main hall. We are also concerned that the proposed configuration of the fare gates to the Orange Line will not function well, particularly the ones adjacent to elevator access. Please ensure that there is no reduction in space for passengers waiting in the main level of the station and that as little impact as possible is made to the train platforms themselves.

**All public entry doors into the station should be converted to motion sensing hinge or slider doors.** These types of doors will best serve people in wheelchairs, with strollers, with luggage, etc.

**The developer should install one additional elevator to each platform (Orange Line, Commuter Rail #2, Commuter Rail #1 & #3, Commuter Rail #5 & #7) prior to or during the initial tower development** as requested by the community and the MBTA. These are very important for providing redundant access for when one of the existing elevators breaks down.

**Add wayfinding signage inside and outside the station to help guide passengers to the various transportation connections and other major destinations in the area.** For example, signage to the following would be very helpful: short and long-term bike parking, Hubway Station, local bus connections (adjacent to station and nearby -- in particular the Logan Airport Back Bay Shuttle), Copley Green Line Station, Copley Square, Southwest Corridor Park, etc.

**Please consider providing a subsidized space for a bicycle repair shop connected to the larger planned bicycle parking area.** This would be a very useful service for bicycle commuters and local residents.

**Given Boston's renewed efforts to promote public artwork, the developer should provide a comprehensive public artwork plan that protects existing historical panels, plaques, and sculptures within Back Bay Station and commissions either the replacement of the lost neon artwork or other visual sculptural artwork to adorn the station arches and entries.** We are significantly discouraged by the developers' removal and disposal of all of the neon artwork inside and outside of Back Bay Station instead of restoring the artwork.

### ***Streetscape Design***

**Sidewalk widths around the station must be generous enough to properly serve the large and increasing numbers of people who access the station, retail, or future development.** 8' clear width is not nearly enough in many places to serve the heavy commuter flows. In addition, planters should be very carefully located as to not block access for people getting into and out of vehicles at the curbside.

**There should be no garage exit on Dartmouth St.** Dartmouth St is the main pedestrian gateway to the station. The other parking garages on Dartmouth St today already create a lot of conflict between cars and pedestrians, and adding an access point for this garage would only make the situation on Dartmouth St even worse for pedestrians.

**Make the crosswalk across Dartmouth St between the station entrance and Southwest Corridor Park as wide as possible.** This is a very heavy desire line and a very heavily used crossing, and currently pedestrians and bicyclists must often squeeze between the break in the median or step over it. If necessary, install a bollard or two in the median break to prevent illegal vehicular U-turns. Also please ensure that the walk signal is automatic and that the wait for the walk signal is short (no more than 30 seconds.)

**A replacement pedestrian overhang should be added to the project.** Currently, the overhang along Dartmouth St between Stuart St and the main station entrance as well as along part of Stuart St serves as a way for pedestrians to escape rain and snow. That overhang will be eliminated in the current plans. Please add some kind of overhang or architectural element that would serve the same function as the current one.

**Look for ways to minimize the impact of the pull-out for cars on Clarendon St.** For example, please design it to be flush with the sidewalk using the same material as the sidewalk. Use bollards instead of curbs to keep cars out of areas they should be not in. This is another heavily used entrance to the station, and pedestrians must have priority here. Please be very respectful of pedestrian desire lines, and do not put obstacles or cars in the way of these lines.

**MBTA bus stops must be carefully located as to be convenient for riders and should not hinder bus operations.** In particular, the Route 39 bus currently uses the bus turnaround to store extra buses during much of the day to help keep on schedule. Space for bus layovers must be found since this turnaround is going away. (Note that since the Copley T Station is now ADA accessible, it may no longer be necessary for the Route 39 bus to directly serve Back Bay Station. This was the original reason why it did.) To keep sidewalk widths wide, to create room for bus shelters, and to make it easier for buses to maneuver, it may be desirable to have some bus stops not include bus pull-outs, and instead have buses stop in the travel lane.

**All streets affected by this project should have bike facilities added, as specified in the 30 Year Boston Bike Network Plan,** including protected lanes on Dartmouth St and a striped bike lane on Stuart St. Clarendon St should also receive at minimum a striped bike lane. This project could also set the stage for two-way bike traffic on Dartmouth St between the Charles River Esplanade and the Southwest Corridor, a highly desirable route which the City has expressed interest in making two-way for bikes.

**Coordinate with the City of Boston to find a good location for the food trucks that currently locate at Trinity Pl and Stuart St**, whether it is the same location or one nearby. Perhaps it would be possible to find a space where adjacent outdoor seating can be provided as well.

**Carefully plan and sign curbside regulations for taxi/Uber/Lyft, private car drop-offs, and bus stops on all affected streets.** Currently, many people double park on Dartmouth St in the northbound direction, and illegally park along the curb in the southbound direction. Also, please ensure that any new planting boxes and street furniture do not inhibit loading and unloading activities.

### ***Other Issues***

**The BRA should work with both Boston Properties and Copley Simon to provide elevator access from the Dartmouth Street underpass up to the main Copley Mall level.** Previous BRA permitting and project review failed to address this considerable stair only barrier for tourists with luggage, parents with strollers, and people unable to use stairs. Once elevators are installed, anyone would be able to walk indoors from Back Bay Station to Hynes Convention Center/Sheraton Hotel.

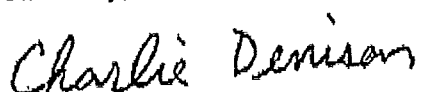
**Please require the developer to provide affordable housing on-site**, so that people of many income levels will be able to afford to live there.

Finally, we thank you for the elements of the design which appear to be well on the right track, including:

- Using low parking ratios when determining how much parking is needed, so that new car trips generated by the project are minimized
- Preserving and expanding indoor bike parking in the station
- Creating an additional entrance to the station from Stuart St/Trinity Pl
- Introducing new trees and plantings along the streets where there are very little today

Thank you for considering our comments as this project moves forward. Feel free to contact me any time with any questions you may have about our comments at [charlie@livablestreets.info](mailto:charlie@livablestreets.info) or 617-852-6125.

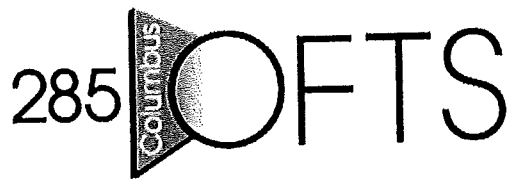
Sincerely,



Charlie Denison, Advocacy Committee Chair

CC: Stephanie Pollack, MassDOT Secretary <[Stephanie.Pollack@state.ma.us](mailto:Stephanie.Pollack@state.ma.us)>

285 Columbus Lofts  
285 Columbus Avenue  
Boston, MA 02116



C/O John Corey, Unit 803  
(617) 266-0407  
john@johncorey.me

June 17, 2016

Boston Redevelopment Authority  
Re: Back Bay / South End Gateway Project

285 Columbus Avenue, known as the "285 Columbus Lofts," is located in the Landmark District at the corner of Columbus Avenue and Clarendon Street. 285 was formerly the Red Cross Building, and was converted to condos in 2008. As one of the only residential abutting neighbors to the extensive Gateway project, we want to voice our concerns as a community.

285 was constructed in 1924, and has had a rich history. Although the building has been renovated and modernized over the years, we are extremely concerned that our building, and its 92-year-old foundation, may be irreparably damaged by the close proximity to the specific challenges of the Station East site. We feel the BRA should require Boston Properties to undertake further study that would alleviate our concern for the structural integrity of our beautiful and historic building.

Furthermore, if approved, we are concerned that the substantial construction will have great impact on our quality of life. We would like to know what procedures Boston Properties will put in place to mitigate noise, dirt, dust, and debris that this project will create for our residential community. In addition, we want to be assured that Boston Properties minimizes disruptions to our community and does its' utmost to insure our safety.

Back Bay Station is a busy and thriving station in the heart of Boston. As abutters, and neighbors, we are enthusiastic about potential updates and modernization, but we have concerns that the scope and scale may be excessive when considered in context of the other approved projects in our immediate neighborhood. This area is a developmental hotspot, with not only this proposal, but also the Copley Residential Tower, and 40 Trinity Place projects. We are concerned that the population density will increase to levels that will become unbalanced in relation to the amount of public, and green space available to the area. With the increased density, it would be beneficial to increase green space, and public space within the project site. As a major transportation hub we strongly urge the BRA to heavily weigh both green space, and public space into the Back Bay Station Proposal. Although the proposal of Back Bay Station increases the efficiency of accessing train platforms, that does not discount the fact that public space is reduced. With the addition of more retail shops, proposed office area, and multiple residential towers already approved in the area, the demand on Back Bay Station is only going to increase in every respect; therefore, the lack of green space and public space is only going to be magnified. We think the remaining space in the rear of Back Bay station should be dedicated to green space for the public to use in various capacities. This would also help reduce noise and pollution. An additional added benefit would be the arched roof architecture being visible from the street, which is a hallmark of the station.

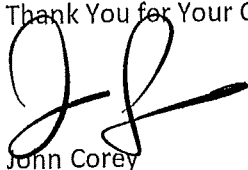
Property liens need to be closely examined regarding the shared alley/driveway enabling loading dock access to 285, and the rules and regulations that would govern this alley/driveway. The current proposal eliminates a safe pedestrian path to and from one side of our building.

Building a residential tower directly behind 285 in such close proximity will also cause significant loss of light. We have tremendous privacy concerns with the windows of the new tower directly facing our residential windows. Views from the upper floors will also be negatively impacted, if not lost all together. Light trespass from the Station East Tower into the residential windows of our building is also a concern.

We understand that Boston Properties is seeking Blight Status for the Back Bay South End Gateway Project. While we agree that the station is experiencing normal issues associated with aging and evolving user needs, it is not structurally unsound; therefore, it does not qualify the project for blight status.

Again, we are excited about many aspects of this proposed project; however, we want to ensure that the proposed project gets the necessary feedback back from the community so the potential end result will be the best for the city and the community.

Thank You for Your Consideration,

A handwritten signature in black ink, appearing to read 'John Corey', with a stylized flourish extending to the right.

John Corey  
The 285 Columbus Lofts



Christopher Tracy &lt;christopher.tracy@boston.gov&gt;

---

**Fatal Gap in Your Proposal For Back Bay Station**

1 message

Fri, Jun 17, 2016 at 11:58 PM

Ned Flaherty &lt;Ned\_Flaherty@msn.com&gt;

To: "Mayor@Boston.gov" <Mayor@boston.gov>, "Heather.Campisano@boston.gov" <Heather.Campisano@boston.gov>, "Jonathan.Greeley@boston.gov" <Jonathan.Greeley@boston.gov>, "David.Carlson@boston.gov" <David.Carlson@boston.gov>, "Lauren.Shurtleff@boston.gov" <Lauren.Shurtleff@boston.gov>, "Christopher.Tracy@boston.gov" <Christopher.Tracy@boston.gov>, "Teresa.Polhemus@boston.gov" <Teresa.Polhemus@boston.gov>

Governor Charlie Baker

Mayor Marty Walsh

BRA Chief of Staff Heather Campisano (617-918-4404)

BRA Development Review Director Jonathan Greeley (617-918-4486)

BRA Urban Design Deputy Director David Carlson, AIA (617-981-4284)

BRA Senior Planner Lauren Shurtleff (617-918-4353)

BRA Senior Project Manager Christopher Tracy (617-918-4259)

BRA Secretary's Office Executive Director Teresa Polhemus (617-918-4475)

***RE: Fatal Gap in Your Proposal for Back Bay Station (145 - 165  
Dartmouth Street & 100 Clarendon Street)***

Dear Governor Baker, Mayor Walsh, and Boston Redevelopment  
Authority Staff:

***The most critical component in any government-sponsored project  
scope is total financial disclosure: expenses, revenues, profits, and  
TPC (Total Public Cost).***

Since this proposal's inception, citizens have repeatedly asked Governor Baker and Mayor Walsh to add finances to the scope so that taxpayers see what it is they are being asked to fund. Despite staffer promises that TPC had been added to the scope, all of the enormous public costs — tax breaks, tax waivers, grants, loans, bail-outs, etc. — are still totally missing. This proposal from Governor Baker and Mayor Walsh brags endlessly about benefits, but is utterly silent about costs, which makes it a meaningless, lopsided half-truth.

Their approach is incomplete, insincere, and dishonest.

No one can conduct an accurate public review without full disclosure of the costs, revenues, profit, and Total Public Cost. It is like asking a traveler to buy a vacation without knowing the cost, or asking for a judge's ruling based on one side of a case but not the other, or asking for a medical cure without any diagnosis. Pretending to conduct a review without that data is deceptive, is dishonest, and is impossible.

Evaluation by government agencies, review committees, and taxpaying citizens requires full itemization of Total Public Cost, because benefits and drawbacks become irrelevant when evaluated alone in a vacuum. The conclusions about a proposal are a function of its finances, and only Total Public Cost reveals whether a proposal's overall worthiness is positive, negative, or mediocre.

Boston Properties is a public company on the New York Stock Exchange. It is highly profitable. BP and its affiliates collect about \$2.5 billion in annual revenue from about 200 subsidiaries, with a \$1 billion unsecured line of credit. It is exempt from federal income tax.

***Just a few months ago, Governor Baker and Mayor Walsh gave this proponent another set of enormous public subsidies that last a taxpayer's lifetime, but they were so ashamed of the amounts that they kept the Total Public Cost a secret. As a result, at 80 Causeway Street, taxpayers are already secretly funding 3 of BP's skyscrapers, and in a repeat robbery of the public treasury, BP now wants taxpayers to secretly fund 3 more skyscrapers on Dartmouth & Clarendon Streets.***

This proposal would be built upon **public** property, and built in **public** air space, and paid for with **public** dollars, so for taxpayers, enormous — and secret — public costs are inexcusable — and intolerable.

I urge Governor Baker and Mayor Walsh to:

1. Immediately add financial disclosure (expenses, revenue, profit, Total Public Cost) to the scope, as promised.
2. Immediately explain how much these 6 skyscrapers will cost taxpayers

6/28/2016

City of Boston Mail - Fatal Gap in Your Proposal For Back Bay Station

after the 99 year lease ends.

Ned Flaherty

75 Clarendon Street, #508  
Boston, MA 02116-6051  
617-574-8808





Christopher Tracy &lt;christopher.tracy@boston.gov&gt;

## Back Bay South End Gateway Project

1 message

Sat, Jun 18, 2016 at 12:26 AM

Martyn Roetter &lt;mroetter@gmail.com&gt;

To: christopher.tracy@boston.gov

Cc: tcnabb@nabbonline.com, Will Brownsberger <william.brownsberger@masenate.gov>, "Livingstone, Jay - Rep. (HOU)" <jay.livingstone@mahouse.gov>, "Rushing, Byron - Rep. (HOU)" <byron.rushing@mahouse.gov>, Aaron Michlewitz <aaron.m.michlewitz@mahouse.gov>, "michelle.wu" <michelle.wu@boston.gov>, Josh Zakim <josh.zakim@boston.gov>, Annissa Essaibi-George <annissa.essaibi-george@boston.gov>, "Ayanna.Pressley" <ayanna.pressley@boston.gov>, "Bill.Linehan" <bill.linehan@boston.gov>, David Carlson <david.carlson@boston.gov>, NABB <info@nabbonline.com>, Brian.golden@boston.gov

To: Christopher Tracy, Senior Project Manager

Dear Christopher,

The comments I make below are not meant to be conclusive or exhaustive. This project is very complex with many moving and still undecided parts. It will be many years before it is completed. Major choices have yet to be made, and hence major uncertainties remain about the final configuration and the path the project will eventually take and the intermediate stages it may occupy along the way. It is also apparent that this project will inevitably overlap in impact and timing with other major construction projects in the area, further complicating attempts to grasp all its possible consequences, positive and negative, short- and long-term.

I hope it will be possible to develop and implement some useful and practical ideas in appreciation of the potential for improvements that can be implemented in the short term to enhance the external and internal environment of the Back Bay Station and visitors', regular travelers' and others' experiences within and while entering and leaving it. Improvements might be directed at waiting, such as places to sit and even work or find amusement (Internet access), as well as the availability and clarity of the information travelers need, the ease of their passage to and from the trains, ticketing, "ambiance" etc. I note in particular that the future of the 39 bus, i.e. where it will stop to deliver passengers to and pick them up from the station is an important, and still to my knowledge open question.

Below are a number of thoughts and observations that have come to mind (the order in which they are presented has nothing to do with their relative priorities, but is simply the order in which they have occurred to me). I realize that at least some of them may already be the subjects of active investigation or ongoing or planned initiatives.

1. MassDOT (MBTA and MTA) as well as BTD should participate actively throughout the process.

2. A public process for the Improvements to the station, including the ventilation, should be undertaken by the State. Successful examples of train stations with housing, retail, and office uses, such as St. Pancras in London, should be explored for lessons learned. For example, the importance of cultural experiences to enhance the travel experience should not be under-appreciated. While the train station is not formally part of the project it would be reprehensible for the impact of this project on passengers and the transport experience not to be given serious consideration.

### *For Boston Properties*

3. Since this Gateway project is very complex and anticipated to be of long duration, while Boston Properties has indicated that the two projects (Gateway and Station) are separable, it would be desirable to document all potential interim states, particularly regarding public benefits. One specific concern is the residential housing about which there is little visibility at the moment regarding its configuration (e.g. types and numbers of units, affordable housing etc.).

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4. Parking is always an issue in Boston, which raises the question of the advisability of planning no additional parking, given the great increase in residents and workers on this site. Granting neighborhood parking permits to residents would be undesirable since it would exacerbate an already heavily oversubscribed situation. Also a new exit from the parking garage onto Dartmouth Street could exacerbate already difficult interactions between vehicles and pedestrians.
5. The multiple potential bridges envisaged in the project should be vetted early in the process, since urban bridges harm street life. In particular there should be no new bridge cross Stuart Street. The existing bridge is one too many.
6. There should be further detailed study of the shadow impacts, not only on Copley Square Park and the Commonwealth Avenue Mall, but also on the facades of our historic buildings, such as the Boston Public Library on Dartmouth Street and the Courtyard, Trinity Church, etc.
7. The eventual mix of retail and office is market-dependent, and market conditions change. Nevertheless it is important to shed as much light as possible on this issue at the outset to avoid changes to the PDA in the near future. One point in particular is that the Harvard Vanguard facility on this site should be retained given its very convenient location.
8. The criteria for affordable housing for this site, the goal for which is greater for a Stuart Street site than the Mayor's initiative, should be a subject for early discussion. Since this is public land there is precedence for increasing the number of affordable units. One question is whether the offsite affordable housing units from 40 Trinity could be located within one of the two new residential buildings proposed for this site.
9. A question I have heard raised by others is whether a school could be included on this site, in order to establish an elementary school in the Back Bay. Constructing purpose-built space for the Snowden School on the site might allow the existing Snowden High School to be repurposed for an elementary school.
10. The consequences of the potential loss of the Stuart Street access to the Mass Pike should be carefully considered. Traffic along Berkeley Street going to Storrow Drive and eventually Route 93 and the Mass Pike is already problematic for long periods during the day, e.g. especially at the intersections with Beacon Street and Back Street. These problems might be exacerbated further if vehicles that now use the Stuart Street access to the Mass Pike westbound are directed towards Storrow Drive (see also 4 above in which a path to the Mass Pike via Dartmouth Street is envisaged).
11. Wind impacts are a perennial concern in this area. Wind monitoring throughout the district should be implemented to inform assessment of the realism or level of accuracy of the findings of the wind study modelling that has been undertaken and to design mitigation solutions, if relevant. Clarendon Street is already impassible for some people under certain conditions. This project should be designed to improve the situation. Wind studies need to show how project phasing would affect the wind impacts, taking account of the other large projects that will be undertaken in the area.
12. It would also be helpful if information regarding all financial considerations, including requests for tax abatements and public expenditures, were made public in a timely way so that it is possible to understand the cost benefit tradeoffs of this ambitious and complicated project.

Thank you for your attention.

Sincerely,

--  
Martyn Roetter  
144 Beacon Street  
Boston, MA 02116-1449 USA  
tel: +1 617 820-5205  
fax: +1 617 820-5223  
Cell: +1 617 216 1988  
Twitter@mroetter  
Skype ID: martynroetter

Sent from my iPhone

6/28/2016

City of Boston Mail - Re: Back Bay South End Gateway Proposal - Public Comments



Christopher Tracy <christopher.tracy@boston.gov>

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## Re: Back Bay South End Gateway Proposal - Public Comments

1 message

Sat, Jun 18, 2016 at 12:30 PM

jdevx@aol.com <jdevx@aol.com>  
To: christopher.tracy@boston.gov

Dear Chris, ...

I know this is late and won't formally count, but I did attend one of the Boston Properties presentations on the Back bay South Gateway Project. As you might expect, I found it way over scale, size and density. Is there really a place for all the added tall, high density residential buildings, traffic and places for cars(?) in this already congested neighborhood? And especially considering all the other nearby projects which are planned? I think not.

I might add that their priorities for improvements at Back Bay Station are not what they should be. The very first problem that should have been addressed is the ventilation at track level, certainly before power washing, etc.

Hope the BRA treads very thoughtfully on this project.

Sincerely,

Anne F. Devereaux  
780 Boylston St 15 G  
Boston 02199

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

From: Christopher Tracy <christopher.tracy@boston.gov>  
To: Christopher Tracy <christopher.tracy@boston.gov>  
Cc: Lauren Shurtleff <lauren.shurtleff@boston.gov>; Melissa Schrock <mschrock@bostonproperties.com>  
Sent: Wed, Jun 15, 2016 4:26 pm  
Subject: Back Bay South End Gateway Proposal - Public Comments

Hello All,

Thank you for attending a BRA sponsored meeting in regards to the Back Bay South Gateway Project that is currently under review for Article 80 Large Project.

I am writing now with a friendly reminder that the Open Public Comment period is set to close on Friday, June 17 at midnight. This does not mean the process is ending but for the purpose of our Scoping Determination, we need written comments received by this time. The Scoping Determination is the document that the BRA will give the Proponent that asks for more study and analysis on specific components of the project.

So once again, if you are inclined to write a public comment for this proposal please do DearDear Chris, I know this is late, but I attended the so and email it directly to me by **Friday, June 17 at midnight**.

Thanks and please let me know if you have any questions at all.

-- Chris

**Christopher Tracy**  
Senior Project Manager  
Boston Redevelopment Authority  
1 City Hall Sq  
Boston MA 02201  
617-918-4259

6/28/2016

City of Boston Mail - Re: Proposed Redevelopment - Back Bay Station



Christopher Tracy <christopher.tracy@boston.gov>

## Re: Proposed Redevelopment - Back Bay Station

1 message

Sat, Jun 18, 2016 at 4:36 PM

Paul Johnson <team@futureurbansolutions.org>  
To: "mcantalupa@bostonproperties.com" <mcantalupa@bostonproperties.com>  
Cc: "christopher.tracy@boston.gov" <christopher.tracy@boston.gov>

Gentlemen,

The enclosed letter was drafted hastily under the B R A imposed time and date submission criteria, as such, the resulting original document sent late Friday night contains several errors. I have corrected the errors, without altering the spirit of the content. I ask your understanding and encourage your use of the corrected document, directly below, for official purposes :

**BP Back Bay Redevelopment Proposal letter; Sumbmiitted 6/17/16 at 11:57 pm-**

### **CORRECTED VERSION**

Attention:

**Mike Cantalupa- Boston Properties**

c.c. **B P Hancock, LLC and affiliates**  
c.c. **Boston Properties Limited Partnership and affiliates**  
800 Boylston Street  
Suite number: 1900  
Boston, Massachusetts 02199

c.c. **Christopher Tracy**  
**Boston Redevelopment Authority**  
One City Hall Square  
Ninth Floor  
Boston, Massachusetts 02199

Dear Mike,

I am writing to document some of the real data required for the People of Boston to make an informed decision whether to support your firm's proposed large scale redevelopment of the land and air space adjacent to the Back Bay MBTA Station.

I work closely with well known, area professionals in the fields of Urban Development, Environmental Protection and Law, from area institutions such as Massachusetts Institute of Technology, Harvard

University and Tufts University, as well as, current and former elected officials of the City of Boston and the Commonwealth of Massachusetts.

We are requesting and expecting your firm to produce, within the near future, the following:

**A ) ONE, full scope, comprehensive Transportation Impact Study:**

This study should include an analysis of the transportation impact from ALL proposed and approved new structures to potentially be built proximate to Back Bay Station. In other words, the study should include your proposal, of ( 3 ) new structures *and* any approved additional new structures yet to be built by other firms.

This study should include a realistic; empirical data driven analysis regarding the increased influx of people and vehicles, into and out of the Back Bay Station Transit Hub.  
( We consider the relative information provided thus far by your firm to be greatly uninformed and or disingenuous ).

This study should include meaningful, applicable data which will outline the following impacts:

**Vehicles :**

- Pedestrian safety
- Cyclist safety
- Carbon emissions
- Passenger vehicle traffic congestion
- Passenger vehicle parking
- Construction worker vehicle traffic congestion
- Construction worker vehicle parking
- Heavy equipment vehicle traffic congestion
- Heavy equipment vehicle parking
- Delivery Vehicle traffic congestion
- Delivery vehicle parking
- Livery vehicle traffic congestion
- Livery vehicle parking
- Overall increased vehicle traffic impact, over the potential decade of disruptive construction, on the people who currently live and work in the surrounding neighborhoods from an environmental, congestion and quality of life perspective.
- Permanent increased vehicle traffic and environmental implications.

It is generally accepted by most knowledgeable urban planning and environmental professionals, as well as most rational people that, by and large, the reduction of fossil fuel based vehicles is urgently required for the good of humankind and planet earth. We are curious to know if your firm agrees with this near universal conclusion ?

**Subway Usage:**

- Realistic, competently informed metrics relative to additional subway passengers during the hours of 7 am - 9:30 am and 4:30 pm - 6:00 pm, Monday through Friday, 52 weeks per year.
- Usage impacts on MBTA capital equipment based on large scale, ongoing increases in passenger trips, growing exponentially during the construction and completion of each new structure.
- Increase in usage of power to operate MBTA equipment.
- Increase in costs to MBTA, absorbed by fare paying passengers and tax payers who do not live or work in the area proximate to Back Bay Station.

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- Efficacy of all above subway impacts, absent a material increase in operational capacity.

**Amtrak and MBTA Commuter Rail Impact studies :**

( see " Subway Usage " )

**Environmental Impact :**

- Massive potential increase in Carbon Emissions to the Back Bay and South End...
- Increased refuse due to increase in transit users and customers for fast food and drink, such as, but not limited to Styrofoam cups which take over 500 years to decompose.

The above listed items and possibly many others should be thoroughly studied and clearly understood since your proposed project alone would add nearly 4000 new weekday residents, who will commute to and consume goods and services within the one square block surrounding Back Bay Station.

---

**B) Detailed Affordable Housing Disclosure:**

To date, some might say arrogantly so, your firm has disclosed little to no meaningful information as to a specific number of affordable housing units to be built as a result of your proposed project:

Of interest would be the following:

A clear accounting of the number of housing units affordable to Boston Citizens, based on their income levels, the location of said units and proximity to a subway stop for the following House Hold Sizes:

- Individual :  
That earns 0 - 30% of the Boston AMI, 30 - 60% of Boston AMI, 60 - 100% of Boston AMI.
- Household of four:  
That earns 0 - 30% of the Boston AMI, 30 - 60% of Boston AMI, 60 - 100% of Boston AMI.
- Household of six:  
That earns 0 - 30% of the Boston AMI, 30 - 60% of Boston AMI, 60 - 100% of Boston AMI.

We look forward to the timely receipt of authentic information relative to these questions and concerns about your proposed redevelopment project that will potentially monopolize all of the public land and airspace surrounding Back Bay Station for the next century.

Sincerely,

Paul Johnson,  
Future Urban Solutions Group  
Boston, Massachusetts

---

From: Paul Johnson  
Sent: Friday, June 17, 2016 11:57:31 PM  
To: mcantalupa@bostonproperties.com  
Cc: christopher.tracy@boston.gov

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City of Boston Mail - Re: Proposed Redevelopment - Back Bay Station

**Subject:** Proposed Redevelopment - Back Bay Station

Attention:

**Mike Cantalupa- Boston Properties**

c.c. **B P Hancock, LLC and any affiliates**

c.c. **Boston Properties Limited Partnership and any affiliates**

800 Boylston Street

Suite number: 1900

Boston, Massachusetts 02199

c.c. **Christopher Tracy**

**Boston Redevelopment Authority**

One City Hall Square

Ninth Floor

Boston, Massachusetts 02199

Dear Sirs,

I am writing to document some of the factual data required for the citizens of Boston to make an informed decision whether to support or oppose your proposed large scale redevelopment of the land and air space adjacent to the Back Bay MBTA Station.

I work closely with well known, area professionals in the fields of Urban Development, Environmental Protection and Law from area institutions such as Massachusetts Institute of Technology, Harvard University and Tufts University as well as current and former elected officials of the City of Boston and the Commonwealth of Massachusetts.

We are requesting and expecting you to produce, within the near future, the following:

**A ) ONE, full scope, comprehensive Transportation Impact Study:**

This study should include an analysis of the impact from ALL proposed and approved new structures to be potentially built proximate to Back Bay Station. In other words, the study should include your proposal, ( 3 ) structures and any approved additional structures yet to be built by other firms.

This study should include a realistic, empirical data driven analysis regarding the influx of people into and out of the Back Bay Station Transit Hub.

( We consider the relative information provided thus far by your firm to be greatly uninformed and or disingenuous ).

This study should include meaningful, realistic data which will impact :

**Vehicles :**

- Pedestrian safety
- Cyclist safety
- Carbon emissions
- Passenger vehicle traffic congestion
- Passenger vehicle parking
- Construction vehicle traffic congestion
- Construction vehicle parking
- Delivery Vehicle traffic congestion
- Delivery vehicle parking
- Livery vehicle traffic congestion
- Livery vehicle parking
- Overall increased vehicle traffic impact on the people who live and work in the area from an environmental, congestion and quality of life perspective.

**Subway Usage:**

To include:

- Realistic, informed estimation of additional subway passengers during 6 am - 9:30 am and 4:30 pm - 6:00 pm, Monday through Friday 52 weeks per year.
- Usage taxation on MBTA capital equipment based on large scale, ongoing increases in passenger



trips growing exponentially during the construction and completion of each of each new structure.

- Increase in usage of power to operate equipment.
- Increase in costs absorbed by the MBTA to fare paying passengers and tax payers who do not live or work in the area proximate to Back Bay Station.

### **Amtrak and MBTA Commuter Rail Impact studies :**

To include ( see " Subway Usage " )

### **Environmental Impact :**

- Increased refuse due to massive increase in transit users and customers for fast food and drink, such as, but not limited to **Styrofoam cups which take over 500 years to decompose.**

**The above listed items and possibly many others should be thoroughly studied and clearly understood since your proposed project alone would add nearly 5000 new weekday residents, who will commute to and consume goods and services on, the one square block surrounding Back Bay Station.**

---

### **B) Detailed Affordable Housing Disclosure:**

To date, some might say arrogantly so, your firm has disclosed little to know meaningful information as to a specific amount of affordable housing to be built as a result of your proposed project:

Of interest would be the following:

A clear accounting of the number of housing units, their location and proximity to a subway stop for Boston Residents of the following house Hold Sizes:

- Individual that earns 0 - 30% of the Boston AMI, 30 - 60% of Boston AMI, 60-100% of Boston AMI.
- Household of four that earns 0 - 30% of the Boston AMI, 30- 60% of Boston AMI, 60-100% Boston

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AMI

- Household of six that earns 0 - 30% of Boston AMI, 30 - 60% of Boston AMI, 60 - 100 % of Boston AMI.

We look forward to the receipt of authentic information related to these question/concerns relative to you proposed project which will potentially monopolize all of the buildable land and airspace surrounding Back Bay Station for the next century.

Sincerely,

Paul Johnson

Future Urban Solutions Group

Boston, Massachusetts



Christopher Tracy &lt;christopher.tracy@boston.gov&gt;

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**FW: Back Bay South End Gateway Proposal - Public Comments**

1 message

Lauren Schmieg &lt;lschmieg@hillhouseboston.org&gt;

Wed, Jun 22, 2016 at 2:22 PM

To: christopher.tracy@boston.gov

Cc: Lisa.A.Mullan@gmail.com

Hi Christopher,

Hill House recognizes that we may be late to the table in terms of submitting during the Open Public Comment period; however, we would like to be considered as part of the process, in that we are still actively looking for long-term indoor recreational space. As such, here is our official statement for consideration:

One of the major obstacles for families remaining in the city is access to recreational space—particularly in the colder winter months.

According to a recent census report, Boston is home to more than 100,000 school-aged children between the ages of 0-17. Back Bay and Beacon Hill, alone, have more than 1,600 households with children of that age group that are within the downtown Boston area—not to mention the additional families of the West End, South End, North End, and other adjacent neighborhoods who would truly benefit from protected recreational space in the colder months. That population grew more than 18% between 2005 and 2010 and is projected to grow more substantially in the coming years. However, with a strain on resources available to make urban living possible for families, without recreational space, families will buck that trend and move back to the suburbs—leaving Boston and diluting its family-friendly atmosphere.

Basketball City, one of the few unaffiliated indoor recreational spaces in the city, closed its doors in 2015. In a map circulated by the mayor's office in 2007, Basketball City was designated a critical recreational green space. As that space is removed as an option, downtown Boston families and schools have little-to-no options for indoor athletics. As a result, Hill House and many downtown schools will be forced to contract its programming, as they will no longer be able to offer indoor leagues and athletic clinics for its members and students.

Hill House proposes that part of the Back Bay South End Gateway is transformed into 30,000 square feet of indoor athletic space that can be used throughout the year—similar to the Chelsea Piers model in NYC. Hill House not only would run its current indoor athletic leagues and programs, but also expand its offerings to include programs such as volleyball, track & field, and others. Additionally, space could be utilized during the school hours for many of the downtown public and private schools that do not have access to large athletic space. Groups and business also could permit the space during low usage hours—providing additional revenue streams to the facility.

Currently, there are no large-scale public recreational facilities in the city, unlike most other major cities in the United States. In thinking in terms of how part of the space could be used for recreational purposes, Hill House envisions a year-round athletic facility that could provide space for many different types of private and public groups. The interior field house would be designed in that a variety of different types of athletics could be enjoyed, including soccer, basketball, volleyball, baseball, track & field, and football—just to name a few.

ABOUT HILL HOUSE: Founded in 1966, Hill House is an independent, non-profit community center that strives to be a

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*backyard in the city* for families in Boston's downtown neighborhoods. We provide year-round programs, special events and outreach activities for children, teens, adults and seniors. Hill House administrators, Directors, Instructors and volunteers work to foster a sense of community and improve the quality of life for Bostonians of all ages.  
[www.hillhouseboston.org](http://www.hillhouseboston.org)

Thank you and let me know if there is anything further we can provide in terms of our own thoughts on this project.

Best wishes,

Lauren

Lauren Hoops-Schmieg

Executive Director | Hill House, Inc.

t: 617 227 5838 ext. 18

f: 617 227 9251

e: [lschmieg@hillhouseboston.org](mailto:lschmieg@hillhouseboston.org)

*your backyard in the city*

**From:** Lisa Mullan [<mailto:lisa.a.mullan@gmail.com>]  
**Sent:** Wednesday, June 15, 2016 4:43 PM  
**To:** Lauren Schmieg  
**Subject:** Fwd: Back Bay South End Gateway Proposal - Public Comments

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

From: **Christopher Tracy** <[christopher.tracy@boston.gov](mailto:christopher.tracy@boston.gov)>  
Date: Wed, Jun 15, 2016 at 4:26 PM  
Subject: Back Bay South End Gateway Proposal - Public Comments  
To: Christopher Tracy <[christopher.tracy@boston.gov](mailto:christopher.tracy@boston.gov)>  
Cc: Lauren Shurtleff <[lauren.shurtleff@boston.gov](mailto:lauren.shurtleff@boston.gov)>, Melissa Schrock <[mschrock@bostonproperties.com](mailto:mschrock@bostonproperties.com)>

Hello All,

Thank you for attending a BRA sponsored meeting in regards to the Back Bay South Gateway Project that is currently under review for Article 80 Large Project.

I am writing now with a friendly reminder that the Open Public Comment period is set to close on Friday, June 17 at midnight. This does not mean the process is ending but for the purpose of our Scoping Determination, we need written comments received by this time. The Scoping Determination is the document that the BRA will give the Proponent that asks for more study and analysis on specific components of the project.

## **Parkland Management Advisory Council - Southwest Corridor Park**

**July 13, 2016**

Boston Redevelopment Authority  
Boston City Hall  
One City Hall, Ninth Floor  
Boston, MA 02201

**Re:** Back Bay/South End Gateway Project

**Dear Boston Redevelopment Authority,**

This letter is to advise the Boston Redevelopment Authority (BRA) that the Leadership Team of the Parkland Management Advisory Council (PMAC) and advocates of the Southwest Corridor Park have reviewed the proposed design for the Back Bay/South End Gateway Project. PMAC provides oversight and guidance for the Southwest Corridor Park which starts at the Back Bay Station and continues for 4.7 miles to Forest Hills. This project has a significant impact to Dartmouth Street and is across the street from our Back Bay entrance to the Southwest Corridor.

Overall, PMAC has concerns with some elements of the design and how it could impact the Southwest Corridor Park. Concerns and areas the developer and BRA should consider addressing include the following:

**Ventilation** – The design work for the repair work of the ventilation system has not begun.

This work will have an impact on the Southwest Corridor Park, as well as residents and neighborhood associations, since one of ventilation towers is located at West Newton Street on the Southwest Corridor Park. PMAC needs to understand the impact of this ventilation work to prevent fumes from overtaking the Southwest Corridor Park West Newton and neighboring Titus Sparrow Park.

**Garage Exit onto Dartmouth Street** – A new garage exit onto Dartmouth Street will increase vehicle traffic across from the entrance to the Southwest Corridor Park. This can cause more difficulty and increase safety issues for pedestrians and bicyclists trying to access the Southwest Corridor as they cross Dartmouth Street from Back Bay Station.

**Dartmouth Street Sidewalk** – We understand that the sidewalk on the Back Bay side of Dartmouth Street will be reduced to eight feet. This seems rather drastic and may overburden the Dartmouth Street impacting the park's entrance.

**Southwest Corridor Entrance** – The crosswalk across Dartmouth Street in front of the station is used by thousands of people daily, including pedestrians and bicyclists traveling from the Southwest Corridor Park (and from the mall, bus stops, neighborhoods, etc.) to Back Bay Station, Dartmouth Street and Copley Square. PMAC advocated for general improvement for this crossing area since it is a narrow crosswalk that cuts through a raised median strip, with limited room for the current and future flow of bicyclists and pedestrians.

**Shadow & Glare Impacts on Southwest Corridor** – We would like to review the shadow and glare impact specifically to the South West Corridor between Dartmouth Street and West Newton Street. The initial plan appears to have little impact but we would like to see the impact studies at different times of the day during different seasons of the year to ensure that there is not a negative impact to our gardens, trees, shrubs, and lawns.

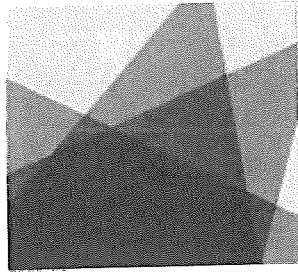
**General Points, Project Coordination & Funding** - How is the project coordinating with Simon Properties/Neiman Marcus expansion project across the street to make sure the work enhances the entrance to the Southwest Corridor Park? How can MBTA commuters and park users stay informed about the impact of construction on the park? Finally, how can we as the park advisory group stay informed about the design impact on the park?

PMAC's objective is to work with neighbors and businesses along the 4.7 mile route of the park to see how each new development project and infrastructure change can enhance and not detract from our vibrant park. We look forward to your responses.

Please reach out to us for clarification of any of the points covered in the correspondence.

**Sincerely,**

**Bob Barney, PMAC Park Stewardship Sub-Committee Chair**  
**Jennifer Leonard, PMAC Leadership Co-chair**



**ARTSBOSTON**  
TAKE YOURSELF TO A NEW PLACE

August 19, 2016

Mr. Brian Golden  
Director  
Boston Redevelopment Authority  
One City Hall Square, 9<sup>th</sup> Floor  
Boston, MA 02201

Dear Mr. Golden:

On behalf of ArtsBoston's 175 arts member groups, tens of thousands of audience members, and community partners who realize that a vibrant cultural life is essential to Boston's position as a world-class city, we are honored to ask for an investment of \$75,000 from the BRA's community benefit funds relating to the Back Bay/South End Gateway Project.

This support will enable ArtsBoston to complete and launch a facilities improvement and programming plan for ArtsBoston's iconic Copley Square cultural information and ticketing booth. It would leverage a planning investment from the Massachusetts Cultural Facilities Fund, as well as \$50,000 in community benefit funds from the BRA's John Hancock building project at 380 Stuart Street. As a longstanding neighbor of Back Bay Station, ArtsBoston and its Copley Square booth represent an important resource for residents, workers, and visitors, and a high profile partner in efforts to transform this critical welcoming point for two of Boston's most dynamic areas.

ArtsBoston is the Greater Boston region's largest and most high-impact arts service organization, a 501(c)(3) corporation that is celebrated its 40<sup>th</sup> Anniversary in 2015. For four decades, ArtsBoston has played a critical role in making Boston's arts scene affordable and accessible. Our Copley Square booth has been instrumental to that work since it first opened in 1994. Originally conceived as a second downtown home for BosTix, ArtsBoston's discount ticketing program (the other being our Faneuil Hall Marketplace booth, which opened in 1978), the Copley Square booth is a bricks and mortar gateway to Boston arts community, and a highly visible profile location for people to learn about what's happening across the city. The Copley booth features an award-winning design by renowned Boston architect Graham Gund, and evokes the classical elegance of its setting, complementing the great buildings that are its neighbors and creating another reason for people to visit Copley Square.

The Copley booth helps member groups like Lyric Stage Company, Boston Ballet, and Handel and Haydn Society, who welcome its presence as a means to engage tourists, residents, and workers in the Back Bay, the Fenway, and the South End. As Spiro Veloudos, Producing Artistic Director of Lyric Stage Company observes: "Since our theatre is tucked away just a block away from the Copley booth, we really rely on the booth and its staff to get the word out about our shows. People might not know us, but having a presence at the booth puts our theatre and our shows in a highly visible place. Plus it provides easy and affordable access for people who want to give Lyric Stage a try."

Over 20+ years, ArtsBoston has sold more than 825,000 half-price tickets to performances and other events from our Copley Square booth, generating \$22.5 million in revenues for groups ranging from Lyric Stage and the resident companies of the Boston Center for the Arts, to the internationally known

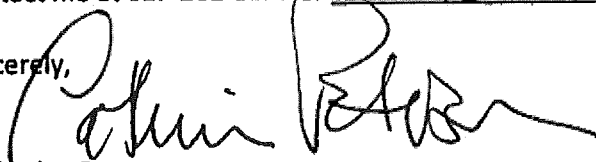
Boston Symphony Orchestra, to local fan favorite Wheelock Family Theatre. The booth is both a beacon drawing people into Boston's arts scene and an economic engine that drives revenues that arts groups of all sizes and in all disciplines can reinvest in their work onstage and in the community.

It is imperative, however, that ArtsBoston make some capital improvements at our Copley Square booth, which has not undergone any extensive renovations since it was built. ArtsBoston completed a successful \$500,000 renovation of our Faneuil Hall booth in 2011, including the addition of eye-catching digital poster displays. The "bones" of the Copley Square booth are good: its design is still current, and its core structural integrity remains sound. As such, we are not anticipating nearly as extensive—or expensive—a facilities investment as was needed at Faneuil Hall. In our preliminary assessment, however, we have identified several deferred maintenance issues that need to be addressed, ranging from wiring to HVAC systems; aesthetic and practical issues relating to the poster displays; and exterior and site damage. The planning and renovation process will go beyond bricks and mortar to address opportunities for the booth to activate its beautiful corner of Copley Square with more interactive displays that draw in passers-by and give more people a taste of everything Boston's arts scene has to offer.

We would be grateful for an infusion of BRA's community benefit funds to leverage that time and support, as well as the planning grant from the Massachusetts Cultural Facilities Fund and BRA investment from 380 Stuart Street. Our vision is for a refurbished, invigorated booth presence that celebrates the combined efforts of all of these partners to weave arts and culture more strongly into the fabric of our urban landscape. We want to build on the past impact of the Copley booth and position it as strongly as possible for its ongoing importance to the future of Boston's arts organizations, the Back Bay and South End neighborhoods, and the residents and visitors who value our cultural scene as an essential element of our city's life.

If you have questions about this request or require additional information, please do not hesitate to contact me at 617-262-8637 or [catherinep@artsboston.org](mailto:catherinep@artsboston.org).

Sincerely,



Catherine Peterson  
Executive Director

Cc: Christopher Tracey, Boston Redevelopment Authority  
Michael Cantalupa, Boston Properties  
Susan Tracy, Strategy Group



**APPENDIX C**  
COMMENTS FROM THE CITIZENS ADVISORY COMMITTEE

90 Commonwealth Ave

Boston, MA 02116

May 30, 2016

Christopher Tracy, Senior Project Manager

Boston Redevelopment Authority

One City Hall Square

Boston, MA 02201

Subject: Back Bay South End Gateway Project

Dear Mr. Tracy:

Thank you for the opportunity to comment on the Project Notification Form for the Back Bay South End Gateway. This is a project that, I believe, has the potential to have an important positive impact on a key site at the junction of the Back Bay and the South End. However, the planned site has many physical drawbacks that can make it difficult to construct without causing unacceptable negative impacts. Below I list a series of issues that I hope can be answered in the Article 80 and concurrent MEPA processes in ways that can mitigate these impacts.

1. Parking – While restricting new parking is often a way to reduce environmental impacts, in this case the proponent plans to add no additional spaces to accommodate demand from one office and two residential towers. At the same time, new towers at the adjacent 40 Trinity Place and Copley Place projects have been approved with no additional parking. While it is likely that the users of the new towers will be accommodated, what happens to vehicles that are now parking at the 100 Clarendon St and Copley Place garages? There is no space for additional parking on the streets.
2. Garage Exit – Under the base scheme, the proponent plans a garage exit onto Dartmouth Street. This is a very heavily used pedestrian pathway from the Back Bay to the Orange Line and commuter rail facilities at Back Bay Station. How are conflicts between the exiting traffic and pedestrians to be handled? In this transit oriented development, will the edge go to those on foot?
3. Shadows - The proponents have conducted preliminary shadow studies to show that they meet the standards for Copley Square in the newly adopted Stuart Street zoning. What is the shadow impact, if any, on the courtyard of the nearby Boston Public Library?
4. Wind – The proponent is in the process of conducting wind studies. Because there is a high likelihood that not all phases will be built simultaneously, and there may in fact be extended period when only part of the project is completed, what is the impact of the project at each

interim phase? This is also important to study since the proponent is unsure of the order in which the phases will be constructed.

5. Transit Capacity – As the proponent has noted, the project is located at a transit hub that includes Orange Line, commuter rail, bus, and AMTRAK facilities, as well as the nearby Green Line. However, many MBTA lines have been operating close to capacity. Will there be transit capacity to handle this project along with the other approved projects in the area?
6. Bus 39 – This is the busiest bus route in the entire MBTA system, and it relies on the bus turnaround at Back Bay Station to hold multiple articulated buses to keep the route on schedule. The project includes a planned residential tower where the turnaround is now located. How will the Bus 39 operations be handled both during and after construction? It is unlikely that holding the buses on Clarendon Street will be an acceptable solution.

There will no doubt be other important questions to resolve so that the project will ultimately have a significant net positive impact. As a member of the Civic Advisory Committee, I look forward to working with the proponents and public agencies as they are answered. I hope that, through the Article 80 process, you will be able to assure that these key questions are answered thoroughly.

Very truly yours,



Elliott Laffer

[elaffer@aol.com](mailto:elaffer@aol.com)

617-686-8469

July 17, 2016

Back Bay / South End Project  
Boston Redevelopment Authority  
Christopher Tracy, Senior Project Manager  
Christopher.Tracy@boston.gov

Project Number 15502  
MEPA  
Alexander Strysky, MEPA Analyst  
Alexander.Strysky@massmail.state.ma.us

Dear Christopher Tracy and Alexander Strysky,

As a member of the Civic Advisory Committee (CAC) representing the Back Bay, I have participated in many meetings and heard many questions and comments about this project. I look forward to the responses to all our questions from the development team. I also look for responses from the BRA and the State, as the proponents are not in control of all of the relevant issues. MassDOT is the owner of the Back Bay Station and the Mass Pike, while Boston Properties is under contract to manage the concourse level of the station.

### **Coordination**

Coordination among the multiple agencies controlling aspects of the site and operations on the site is imperative. To date, we have had little or no contact with the MBTA, MassDOT, BTM, Mass Pike, Amtrak, Federal Highways, for example. Such coordination is important for the station design, as well as the analysis of the traffic around and through the site. The station design establishes the context for the towers and possible second level over the station, therefore, it should be part of the early CAC discussion. The stated objective that the station be "airport level" quality is fine as far as it goes, but the CAC could provide positive input in this phase of the design, before the design is set. Many of the members regularly use the No. 39 bus, the Orange Line, the Commuter Rail, and Amtrak, therefore they are very familiar with the existing conditions.

### **Environmental Impacts**

Environmental Impacts are of particular concern to Back Bay residents who have seen increasing wind, traffic, and shadow in and around Copley Square with the construction of the Clarendon, the Liberty Mutual Building, Exeter Towers, 888 Boylston, etc. Detailed environmental studies should be required and thoroughly examined with the CAC.

Wind impacts should be studied along Dartmouth and Clarendon Streets to the river, and to the north side of Boylston Street. How does the wind data relate to our perception of the conditions around the site?

Traffic impacts should be studied to the river to the north, east to Arlington and west to Mass Ave, and into the South End as appropriate.

Illustrate any shadow on nationally recognized historic buildings and public spaces, including shadows on the building facades, including the BPL Courtyard facade.

Quantification and qualitative analysis of Pedestrian circulation to and from, in and around the project is essential. And this information correlated with the various types of vehicular traffic is essential to the successful operation of the station. Currently the sidewalks are often overly crowded. Alternative studies to relieve the crowding should be discussed with the CAC. A garage outlet or inlet onto Dartmouth Street should be abandoned at this point and a base scheme proposed without it.

Air quality, particularly at intersections and between streetlights should be studied and reviewed with the Board of Health.

During Article 80 reviews, we consistently ask for data on the capacity of public transportation and have been disappointed in the responses. Since so much constriction has been approved in this small area of the Back Bay, the State should provide this information to the developer and the public. Likewise, the capacity of public utilities, water, sewer, and power, as well as cable for TV and wifi, should be made public and analyzed in the next submission with respect to the proposed building uses. If additional capacity will be required, this should be identified in the next phase of the project and planned.

### **Urban Design**

This project is situated on public air rights, which offers a unique opportunity/obligation to offer significant site-specific public benefits. Improvements to the public realm, such as comfortable sidewalks and adequate outdoor spaces, will be essential to the success of this block.

An idling bus is not everyone's idea of something belonging to their front yard, but since the No. 39 bus already has a home on Clarendon, it is appropriate to study design alternatives to use the space between the residential towers and Clarendon Street.

The suggested bridges above the adjacent streets were discussed at BCDC, whose guidelines discourage them. High quality, safe on-grade crossings should be developed instead to engage life on the street, which is most appropriate for this urban center.

The architecture of the proposed residential buildings is very sketchy. Suggest proposing elevation designs that are clearly residential, providing operable windows and individual outdoor balconies.

Recommend providing additional drawings to show the whole buildings from the Back Bay, Dartmouth, and Clarendon Streets. The drawing for the corner of Stuart and Dartmouth misses the top half of the building.

A proposal to include all of the affordable housing on site, and including the required funds from 40 Trinity's payment to the Housing Trust, should be developed and presented.

### **Public Benefits**

Excellent publically accessible open space would a welcome public benefit, as would desirable improvements to Back Bay Station. To determine what would be desirable, please engage the CAC and the public very early in the decision-making, as soon as possible. This has been discussed although not scheduled.

### **Zoning**

Please prepare a detailed list comparing the project with the Stuart Street Zoning and Guidelines and detailed explanation of all requested zoning relief, i.e. amend the PDA. A PDA amendment should not be used for relief from Stuart Street Zoning requirements.

### **Public Financing**

Please provide a list of any potential tax relief for the project.

## Summary of Key Questions

To facilitate communication on the prior discussion, I am summarizing it by listing a series of questions for your consideration.

### Coordination

. How can we be assured that adequate coordination will take place between the different agencies involved with the project? In particular, when will the public get an opportunity to review MassDOT plans for the MBTA station and the Mass Pike plans for the Clarendon Street exit?

### Environmental Impacts

. Will detailed, state-of-the art studies be conducted on wind, traffic, and shadow impacts in and around Copley Square that include all of the requested points?

. In particular,

. Will wind impacts be studied along Dartmouth and Clarendon Streets to the river and on the north side of Boylston Street? Will wind impacts on Copley Square Park be studied, particularly where the Farmer's Markets place tents and around the fountain?

. Will traffic impacts be studied to the river to the north, east to Arlington and west to Mass Ave, and into the South End as appropriate?

. Will any shadow impacts on nationally recognized historic buildings and public spaces be presented, including shadows on building facades, including the BPL Courtyard facade?

. Will the developer study shaping the buildings to completely eliminate new shadow on Copley Square?

. Will quantitative and qualitative analyses of pedestrian circulation to and from, in and around the project be provided?

. Will the pedestrian analysis be correlated with the traffic analyses?

. Will air quality, particularly at intersections and between streetlights be studied?

. Will we be provided with data on the capacity of public transportation to handle all the additional usage expected in the area?

. Similarly, how about the capacity of public utilities, water, sewer, and power as well as for cable for tv and wifi?

### Urban Design

. Will the CAC be invited to evaluate proposed improvements for the public realm, such as comfortable sidewalks and adequate outdoor spaces to serve the uses on the site?

. Will design alternatives be discussed with the public and the CAC for the 39 bus? Could one of these include the use of the space between the residential towers and Clarendon Street?

. Will information be provided on producing safe, on-grade street crossings to engage life on the street, as appropriate in a vibrant urban environment?

. Will additional information be provided to show all elevations for residential buildings?

. Can additional drawings be provided that show the whole buildings from the Back Bay, Dartmouth, and Clarendon Streets? The current drawing for the corner of Stuart and Dartmouth misses the top half of the building.

. Can additional drawings be provided that show the view corridor both ways on Dartmouth Street, where the Stuart Street Zoning requires a setback.

. Can a proposal be offered that includes all of the affordable housing on site and that includes the funds required from the 40 Trinity, as well?

#### Public Benefits

. Will the public be engaged early in the process on plans concerning the publically accessible open space and the improvements to the Back Bay station?

#### Zoning

. Can you prepare a detailed list comparing the project with Stuart Street zoning and Stuart Street guidelines and offering a detailed explanation of all requested zoning relief?

#### Public Financing

. Can you list any potential tax relief that might be requested for the project?

Thank you for the opportunity to comment on this important project. I anticipate the resulting buildings and infrastructure improvements will benefit the neighboring communities and the City.

Jacquelin S. Yessian  
160 Commonwealth Avenue Unit 603  
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#### Cc:

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17 June 2016

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Secretary of Energy and Environmental Affairs  
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**Re: Back Bay/South End Gateway Project**

Gentlemen and Reviewers,

As a member of the Citizens Advisory Council, nominated by the Boston Society of Architects, and a resident of the Back Bay, I am submitting comments regarding the BBSE Gateway project.

As you know, the Boston Society of Architects/AIA is committed to advocacy on behalf of great design, and for sharing an appreciation for the built environment with the public. With more than 3,500 members, the BSA aims to be a leader in educating designers, contractors, owners and the public about inspiring and environmentally responsible design, construction, operation and renovation of the built environment. The BSA believes that design responsibility extends beyond the design of high-performance buildings to include project siting and impacts on transportation, water, land, air and habitat, and provide healthier communities.

I believe that this mission and these commitments are a relevant framework for review of the proposed project. I believe that other CAC members, and the proponents of the project, share some of these same interests, which is appreciated.

However, The Boston Redevelopment Authority has asked for comments on Boston Properties' Project Notification Form now, in fact by today, well ahead of the completion of project presentations to the Civic Advisory Committee. This is prior to the promised, but not yet scheduled, public review of the Back Bay Station renovation project.

MEPA and Mass DOT are critically involved in this project, and have not yet conducted their reviews or, in the case of Mass DOT, confirmed or scheduled a public process for comment. Mass DOT has indicated that the review cannot be conducted until the Back Bay station has reached a 30% completed design point. Therefore, presentation about the project can be considered intentions, but not approved scope or program.

To date the CAC has heard progress reports, seen general renderings, heard varying statistics, options and data ranges for new population, potential construction phasing, transit routes and vehicular traffic.



possibilities for the station include renovation for the main arrivals and departures areas, introduction of more intensive retail, interior alterations, to added building height and increased retail for upper levels added to the the station.

### **Station**

At Back Bay Station, work to date has been uneven. The quality of repair work on the original timbers laminated structure shows varied results. A pair of monumental original artworks commissioned for the station, paid by public funds through the Arts on the Line program, and executed by Stephen Antonakis, whose works are in the collections of the Metropolitan Museum of art, the Museum of Modern Art, and the Guggenheim Museum, have been removed. The Dartmouth Street glass façade is concealed behind advertising posters. Would private management propose the removal of original art, or bill boarding the facades for South Station, or MBTA and commuter stations? Clarity about the standards and obligations for this station is essential. Has MASS DOT approved these renovations? How will they be maintained, and how will the projects impact future transportation systems? How will the station and the systems accommodate new riders with inevitable increased demand? Because the CAC does not address the Back Bay station renovation, an integrated, confirmed and responsive public process to assess the State and MASS DOT issues as well as the city wide issues, is essential.

### **New Construction**

Architecturally, the new towers remain only generally presented, with massing and emphasis on the complexity of the structural challenges that shape and restore the design, and focusing primarily on the Dartmouth Street office tower, its offset specifically designed to mitigate otherwise significant wind conditions.

Two residential towers on Clarendon Street have been generally outlined; a presentation on their grounds cape, or landscape, is forthcoming. Already the developers have said the site is “too tight” for an appreciable amount of outdoor green space. What is the plan for a humane and welcome presentation and urban setting for these large buildings?

### **Project Delivery**

The timetable for the project implementation is unclear, and the related areas of access, such as the On Ramp to the Mass Pike, are undecided issues, which Mass DOT representatives indicate are not yet in their planning phases.

Issues I believe the CAC and community need addressed with more clarity, include:

- The MASS DOT approved plan for the station, its timetable, its balance of community-serving retail and public space, and its design.
- The specific management of auto transit routes, to create less impact on Copley Square, and neighborhoods and the already dense traffic.
- More about the design, and its intentions and expression.
- The ground level, particularly the amount and vitality of the landscape and green buffers that are essential to a humane and welcoming residential and commercial environment. Upper level terraces, which have been presented as amenities, are not urban settings for everyday use, not a substitute for ground level landscape and sitting areas.

- The future plans for transit improvement for the Back Bay Station—how does this project improve the Orange and commuter rail lines not further overcrowd them? How does this project ensure that new modes of transport are not precluded, but instead, enhanced? Will the complex structural gymnastics that the developer notes are needed for this project inhibit the viability of future infrastructure upgrades?
- An approach to improving the civic realm, in lieu of just conforming with the letter of the law.

The CAC has been presented with a shadow study that confirms that shadow will be added, but greater wind will not. Wind studies are often, sadly, predictively unreliable. More comparable information about how this setting will change the wind should be offered. The BRA has offered no comparisons between the early wind calculations for this site and wind elsewhere in the city—such comparisons are needed. The great number of people who use this station deserve a better environment as they walk from the station to their destination—with light, and wind control.

- The impact on the Copley Square area  
This is a both a landmarks and civic question. This development location benefits from its proximity to some of the city's greatest landmarks: three historic neighborhoods, one of the country's greatest libraries, and one of the the nation's most iconic landmarks: Trinity Church. These unique resources revolve around Copley Square a much valued but limited landscape—and the only park that bridges two city districts. Adding more shadow to Copley Square may be legal, but it never could be described as civic, considerate, or beneficial. "As of right" does not mean it IS right.
- What are the more convincing public benefits of this project?  
I welcome responsible new development with opportunities for housing and public benefits, and seek to promote projects characterized by responsible planning, sustainability, service to the greater good, embracing good business practices, creating jobs: a balance of benefit and burden. A revised station, once confirmed, can be one, but beyond the station, more benefits need application to the immediate affected environment and community.

I encourage more specificity, emphasis on greater civic contributions, and improvements, as essential to this projects progress. The BRA and the state agencies are our voice to require the BEST design, the best environmental performance, not just the "conforming" compliances.

I urge leadership from the agencies to push design and quality standards beyond the merely legal and feasible to the platform of its setting—a city region long distinguished for its scale, architectural quality, and its enduring value to the entire community. I look forward to your response, with appreciation for the efforts of all those involved in this process.

Sincerely,

Ann M Beha FAIA



Christopher Tracy &lt;christopher.tracy@boston.gov&gt;

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**your comment letter to the BRA re the back bay south end gateway project**

1 message

Beha, Ann &lt;AB@annbeha.com&gt;

Thu, Jun 30, 2016 at 5:03 PM

To: "vineet.gupta@boston.gov" &lt;vineet.gupta@boston.gov&gt;

Cc: Jackie &lt;jyessian@gmail.com&gt;, "Christopher.Tracy@boston.gov" &lt;Christopher.Tracy@boston.gov&gt;

Dear Mr. Gupta,

I want to thank you for your letter to the BRA regarding this project. Chris Tracy has shared it with the CAC, and I am a member of that group.

I appreciate the BTB comments and perspective. I have written a comment letter as well, due and provided on June 17, but the CAC meeting last evening June 29 was the first time that the proponent illustrated in any clear detail the progress of site plans for pedestrian crossings, sidewalk clearances, and sidewalk green space. Based on this presentation, I want to support the BTB request for more detailed and better considered design. There are many issues of concern, in my view, with the proposed clearances, safe pedestrian passage, and surrounding vehicle and street level transit systems. One important one is the proposed double lane curb cut drop off system in front of the new Clarendon Street station entry—a proposed two lane 40 foot wide double vehicle pull off area. This design creates two additional sidewalk cuts of significant width, and is a third system of sidewalk cuts along Clarendon—1 90 entry and the garage, also two broad lanes, are the others. I emphasize the need for a reduction in curb cuts for public safety purposes. Currently when station drop off is needed, it is allocated to the parking lane adjacent to the site. The current bus turnaround is not a legal turn in, as noted by the current signs. I don't think the street is made safer, and certainly it is made less accommodating, by two added curb cuts, and I strongly oppose the exchange of very limited Clarendon Street greenspace for an off street double traffic lane. I believe there are few projects in downtown that have allowed such off street vehicular pull ins and exits. Even the South Station intermodal stations do not offer wide curb cuts and pull offs.

In addition, the proposal showed the dimensions required for sidewalk clearances, and many are the minimum essential. The proponent has not provided a convincing vehicle and pedestrian passage plan for the corner of Dartmouth and Stuart Streets. Dimensions remain tight and again, a pull in area, shown to accommodate 4 cars, is illustrated near the crossing on Stuart. This creates another traffic and pedestrian challenge, as pedestrians are very overcrowded at this corner.

The proponent has indicated that approximately 3500 new occupants will be added to this site. This means that daily pedestrian and potentially vehicle flow will be increased. The design should acknowledge the greater addition of users as it plans ahead, and the safety of the streets and pedestrians, as well as the civility of the walking experience, should be prioritized in the work seen. There are other more considerate, safer, and environmentally responsible solutions which this proponent should pursue.

Thank you for all that you have expressed about the projects responsibilities; I too look forward to working through these important issues with the proponent.

Ann M. Beha FAIA

Principal

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Christopher Tracy &lt;christopher.tracy@boston.gov&gt;

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**Back Bay/South End Gateway Project**

1 message

Fri, Jun 17, 2016 at 8:48 PM

Susan Gilmore &lt;suzeboston@gmail.com&gt;

To: lauren.shurtleff@boston.gov, christopher.tracy@boston.gov

This week has been crazy (son's graduation, office move, home move to prepare for renovation) and I am finally getting around to responding. In the interest of time, I will keep my comments short and sweet.

This project is yet another step in improving the area around the train station and creating a sense of arrival for daily commuters and travelers to the city. As I think about the project and the impact to the area, I am focused on the following:

As we think about the project and its impact, we need to incorporate the impact of the other projects including Copley Place, 380 Stuart and 40 Trinity. We also need to understand not only the end state impact but the impacts during the long-term construction period.

I am interested in understanding fully the parking and traffic impacts. There are some critical decisions that need to be made to include the handling of the ramp, parking, the future of the drums and the traffic flow and the impacts to the neighborhoods. The city currently has quite a bit of traffic and I think we need to understand how changes from this project will impact the future traffic, parking and safety.

We need to understand the wind impacts. It was very encouraging to hear that the construction of these buildings can have a positive impact - I think we would benefit from further discussion and insight on this topic.

The discussion of parking is also important - with all the projects planned, it seems we should expect more people in the area with a possible need for more parking, at least in the short term - I think we need to be mindful of the neighborhood impact. We need to understand the current and future supply and demand.

I think we need to understand what public transportation enhancements will be made and if they are sufficient to accommodate increased demand.

I am interested in knowing more about the office building on the corner of Stuart and Dartmouth and its relationship to the train station and the other development parcels.

Thank you - have a great weekend - see you at the end of June.

Sent from my iPad

Christopher Tracy (christopher.tracy@boston.gov)  
Senior Project Manager  
Boston Redevelopment Authority  
One City Hall Plaza, Room 900  
Boston, MA 02201

June 17, 2016

Dear Mr. Tracy,

Thank you for the opportunity to comment on the Back Bay South End Gateway Project initial PNF. I write in my capacity as the Bay Village Neighborhood Association (BVNA) representative on the project CAC. I should note that we discussed the Gateway project at our June BVNA Executive Committee meeting, and that you will also receive a letter from Sarah Herlihy that emphasizes some of the key issues for BVNA. I will amplify and add to those comments.

Given the dizzying array of project aspects to comment on, I will proceed first with comments on BRA process, then with specific comments on each of the four project parcels, and finally with comments that concern the whole project.

## **1. BRA Process**

I would like to echo BVNA's dismay at the fact that the Stuart Street Planning Guidelines are not more firmly shaping the project proposal. It makes an unfortunate mockery of residents' efforts if they spend extensive time on drafting detailed zoning that works for the area, only to see most development occur before those rules ever become official. While I realize the Proponent's Letter of Intent was filed before the Boston Zoning Commission formally adopted the new Stuart Street zoning this spring, the BRA Board did adopt the Stuart Street Guidelines back on October 15, 2015, so I'd urge you to hold the project to those guidelines in every respect possible. The Proponent has mentioned respects in which the project is adhering to the Stuart Street Guidelines (such as the number of hours of shadow on Copley Square); it has not, however, complied with various other requirements, such as: 25-foot massing set-backs, maximum floor plate size, percentages of retail frontage, LEED Gold certification, inclusion of daycare facilities, etc. These standards should be adhered to wherever possible, and the Proponent should certainly adhere to the 15.5% affordable housing ratio in the Stuart Street Zoning, rather than the citywide IDP ratio of 13%.

Indeed, the Proponent may wish to consider a considerably higher ratio of affordable housing for its residential towers if, as it indicates, it wishes to be eligible for a 121A agreement in lieu of paying regular property taxes. I believe that, in the form of permission to develop these air-rights, the Proponent is already receiving a significant private benefit in exchange for the public benefits that may be realized through the project. 121A agreements take money directly out of the city tax base for an extended period of time, and the only situation in which that could possibly be justifiable here would be to enable the development of a substantial quantity of low and middle-income affordable housing. As Boston Properties is well aware, given that it owns

neighboring properties such as 200 Clarendon and the Prudential, this parcel lies at the heart of a booming retail and office area and cannot reasonably be considered blighted.

I know that the determination of a 121A agreement is normally conducted separately from this zoning process, through a discussion between the Proponent, the BRA, and the City Assessor, but I'd like to note that this has the unfortunate effect of not placing all public benefits and subsidies on the table for the CAC to weigh side-by-side as it deliberates.

In a similar vein, like many CAC members, I'm concerned that the station renovation process has been hived off as separate from the Gateway Project. While I understand the issue of MassDOT jurisdiction, and have been cheered at the assurances that a public process—on both the station renovations (MassDOT) and the replacement of the ventilation system (MBTA)—will be forthcoming, I'd urge the city to ensure that these processes truly run in parallel. They are at the heart of this whole project, and of the public's experience of the area.

Indeed, the broken ventilation system in Back Bay Station is probably the public's most pressing concern about the site. I'd advocate strongly for its ongoing consideration as an element of the CAC's overall process, including contingency planning for if it requires further remedy. This is a public space and its air quality is a serious public health issue. A world in which this air-rights project goes forward, but the pledged \$10 million (\$5 million from MassDOT, \$5 million from the Proponent) proves inadequate to get the station's ventilation system up to a high standard, would simply be unacceptable from a 'public benefit' perspective.

Finally, on the process front, I'd like to note that the work of the CAC thus far has felt rushed, and the remainder should be conducted with deliberate consideration. Any decisions taken and applied through re-zoning of the PDA will give the Proponent a reliable degree of certainty about what it can build, enabling it to secure project financing etc. But it will launch a period of uncertainty for the public—about what order the four parcels will be developed in, whether they will all be developed, etc. Intermediate states could easily persist for a decade or more, and conditions could change such that we later regret authorizing one structure or another. So it is imperative that we think about each building in isolation and assess it as though it were the only thing being built on the site.

## **2. Project Components**

To that end, I will now offer assorted comments on each of the four parcels that make up the project in turn, beginning with the actual station.

### **A. Station West**

Many Bay Village residents walk through the station each day on their way to work, and use it to catch both commuter rail and Amtrak trains, in addition to the Orange Line and the bus. At a recent BVNA meeting, members stressed the need for the station to feel like a public space, primarily aimed at being a station—not a mall. They were particularly concerned that it be easy to walk through (without being barraged by vendors), and that there be abundant waiting-area seating (that doesn't require a purchase). I share the concern that the new floor plan, while it desirably removes the cage around the Orange Line and allows people to walk directly under the

station arches, leaves too little space for circulation. I'd like to see some more of the planned ground floor retail space instead reserved for waiting and circulating. It seems to me that the new layout, as it stands, is rather like walking through the Prudential Mall – the Orange Line takes the place of the kiosks, and then there is a lane on either side, flanked by retail. When walking through the Prudential at peak times, it can be positively difficult to swim up-stream or even stop without ducking into a retail environment. I fear that people waiting on the benches for trains would feel, in the midst of rush-hour, as though they were moored on tiny islands. I'm also anxious that any pedestrian flow projections be done on the basis of anticipated increases in mass-transit and foot traffic over time. A comparison of the public, non-retail floor space in the present station concourse with that in the proposed design would be helpful in this regard.

My second set of concerns is about the architectural integrity of the historic station building. I'm concerned that we haven't seen sketches of the footbridges connecting the two sides of the proposed second-floor retail; I suspect that, seen from below, they will compromise the effect of looking down the line of arches that form the station ceiling. And both the second-floor retail and the construction of Station East on the Clarendon Street end will block natural light from entering the station. Additionally, by replacing the two large staircases down to the platforms with narrower ones, the new design would further restrict light and air at the platform level. I'd like to see a design that first and foremost considers what would make the station an excellent civic space, and that only builds retail back in around that image, rather than keeping such a consistent eye on maximizing retail.

This is particularly important because a public train station is really for every member of the public—not only those with money to spend. I'd like to ensure that there is adequate seating outside of retail options, and I think it's important that there be some guarantee that retail options will cater to an array of price ranges. I also don't see, despite assurances, where businesses like Eastern Bank or Harvard Vanguard are going to fit in this imagined retail scheme, so I'd like more clarity on that.

## **B. Station East**

The potential Station East building is the closest to Bay Village. First, the positive: I'm enthusiastic both about an Orange Line head-house on that side of the station and about elevators up from the Commuter Rail platforms at the Columbus Ave exit. Those would be notable benefits for those of us who live on the Clarendon St. side of the Station. Regarding transit, however, we're very concerned about the relocated drop-off for Bus 39. So far the Proponent has only stated that it has an obligation to find an alternate site in the event of developing that parcel. Many Bostonians, including many Bay Villagers, use that bus, so we would want to know that the alternative location was safe and convenient. And we would be concerned about the potential traffic ramifications of its relocation to an on-street site with less space. The set of possible options need to be presented in the DPIR.

The proposed building also seems to cast substantial shadows over Frieda Garcia Park. And its effect on the skydome would be better captured if another point of analysis, further along Clarendon towards Columbus Ave, were added. I'll also note that we've received very little elaboration on the architectural detail of this building; it's the tallest of the three, yet most of the

attention has been focused on the Garage West design. If a building that tall is going to loom over the area, it ought to be distinguished. But I think its height should be up for discussion.

As I've made abundantly clear in our CAC meetings, I'm also concerned that Clarendon Street still feel like a proper entrance, rather than a back door to the station. It's a pity to permanently lose any ability to see the arc of the historic station from the Clarendon Street side; to compensate, the station entrance through the new tower would need to be architecturally distinguished, not merely well-signed. A two-floor element, and perhaps an echo of the arch, could both possibly serve that purpose. If all signage were removed, the design should still prompt a passer-by to wonder why the entrance looked grand, like it served a public purpose. As the PNF itself states, it should be a "new civic entrance." (2-7)

Through the entrance, the passage taking one into the station should be as wide as possible, so that it doesn't become a bottleneck, and not overwhelmed with retail. And while I understand the Proponent's thinking in bringing the building out towards Clarendon Street, I wonder if it would not be better to leave greater landscaped, outdoor space in front of the tower. That area is described as a "plaza" but is really just a drop-off lane; most of the landscaping is in a traffic island where people will not linger.

Indeed, from the perspective of Bay Village, a bus turnaround of reduced size and a small, pleasant park on the Station East site, with an outdoor Orange Line head-house and the original grand station entrance preserved, would likely be the preferred use (rather than any tower at all). Furthermore, we know that landing supports for that tower in the platforms below will negatively diminish the already-tight platform space. So for the development of a tower on the Station East site to be at all compelling, I think we would need to be convinced of its substantial public benefit—such as, for instance, its provision of a significant amount of affordable housing.

### **C. Garage West**

Garage West has certainly had the most attention, from a design perspective. I think the staggered stacking is attractive, and I appreciate the effects it has on wind mitigation and the terraces it makes possible for some floors of occupants. I also appreciate that it was somewhat shortened due to shadow, in order to comply with the spirit of the Stuart Street Zoning.

I should note, however, that concerns remain about its shadow over certain local historic resources. I would appreciate if the DPIR provided greater detail about how long that patch of new shadow—which directly covers the (newly restored!) front windows of Trinity Church—lasts in the winter months. And it seems as though, before the Proponent counts the shadow as infringing on 'Copley Square', it has already been covering the front steps of the Boston Public Library for some time. There are also scattered references to it 'reaching towards' the BPL McKim building (and thus its courtyard); more clarity on the building's shadowing of the BPL would be appropriate.

The base scheme for Garage West contemplates a new managed garage exit onto Dartmouth Street. This would be a disaster for pedestrian traffic on Dartmouth Street and should be abandoned as a proposal. I recognize that the Proponent's view that it offers another argument for closing the on-ramp. But even in the event that MassDOT were wedded to keeping the on-



ramp open, I'd say that the Proponent should be required to construct an internal exit drum running down inside the garage to Trinity Place—and then to build a few more levels of parking into the Garage West building to compensate for the lost spaces—rather than the City permitting such an actively-managed exit onto Dartmouth Street. I have contended with the Clarendon Street one on numerous occasions; no matter how well managed, it makes for a street-level environment that's hostile to pedestrian strolling.

In light of the need to have garage traffic exit on Trinity Place, I could countenance a second-floor sky-bridge between 40 Trinity and the new indoor retail walkway into the station. Such a bridge would cut down on people trying to make that quick crossing at ground level. In general, however, I'll express concerns about sky-bridges below.

Finally, I want to echo the concern that the Stuart St. and Dartmouth St. corner, such a prime street-level retail opportunity, is instead dedicated to an office lobby. I wonder if a second office lobby couldn't be placed up the steps, at the level that connects with the station concourse, where some of the retail is currently sited. The PNF trumpets the 'permeability' of the highly transparent double-level glass that will encase the office lobbies, but an office space most pedestrians will never enter isn't really 'permeable'. I think this point is particularly worth making because I don't believe the massing set-backs prescribed by the Stuart Street Zoning for buildings over 155 feet on Dartmouth St. have been followed here.

#### **D. Garage East**

I have relatively little specific to say about this building; I do appreciate the Proponent's decision to shorten its height in order to prevent it from overshadowing Copley Square. Again, I will reiterate my firm view that it should have at least 15.5% in on-site affordable housing, in line with the Stuart Street Zoning. I will also note that it currently seems, in the PNF, to be rather an architectural after-thought. This should be corrected; though the shortest of the three proposed towers, it would be a visible, enduring building in its own right. Both the CAC and the BRA should demand that each of these towers be a well-designed, signature structure, as we would if they'd each been proposed separately.

### **3. Overall Comments**

Finally, some overall comments on several themes:

#### **A. On-Ramp, Traffic & Parking**

Although Bay Village agrees that, of the three on-ramps in the area, the one off Clarendon Street is the least utilized, we're actively concerned about the potential traffic that would result from its closure. So we're very interested in seeing an extensive traffic study as part of the DPIR. We'd like to add a further un-signalized intersection to that study: the corner of Arlington and Isabella St. Clarendon to Columbus to Isabella to Arlington would become the most direct route to I-90 from the garage's Clarendon Street exit if the on-ramp were closed. We already have serious concerns about the unsafe crosswalk at the corner of Isabella and Arlington, and additional through-traffic would be unwelcome on Isabella St., so we need a model of how much the traffic there would increase. I'd also note that the traffic signal at Columbus Ave. & Arlington St., not

just the one at Stuart St. & Arlington St. (although they're the same intersection), should be specifically studied.

On the parking front: I'm sympathetic to low parking ratios for transit-oriented development. But the Proponents seem to be saying that they'll satisfy their project's parking requirements partly by displacing current use of the garage by off-site users. Where will those people go? Our low parking ratio assumptions need to be grounded in data, not optimism. I'd also note that individuals with high net worth are particularly likely to keep a car in the city, despite transit options, and that further affordable housing (and housing attainable by young non-car-owners) could actually be one way of making the proposed parking ratios more realistic.

### **B. Affordable Housing**

It has been a theme throughout this letter, but I want to stress that living above the MBTA is a benefit to people of all incomes. It befits a development over such a hub station, where all walks of life meet, to be mixed-income above ground as well. Both the proposed residential towers should be urged to accommodate, at minimum, 15.5% on-site affordable housing.

### **C. Air Quality**

In addition to the urgent need to fix the ventilation system (mentioned above), there is another concern about the site in regard to air quality. An academic study was recently conducted in Boston and published just this April, showing that residents who live within 1500 ft. of a public highway are at significantly elevated risk of cardiovascular disease because of the ultrafine particles in the air. It is only a matter of time before the EPA formally regulates ultrafine particles, but in the meantime it's important for our state and local agencies to be proactive. New residential or office towers in such close vicinity to the highway as those in this project should be required to install effective air filtration systems, for the health of their occupants. Though no expert myself, I believe such systems extend beyond the on-demand ventilation systems proposed in the PNF. And while thorough filtration may be difficult to install in the station itself, given the openness of the platforms to the outside air, partial mitigation through filtration at the concourse level would still be appropriate, as a public health measure.

### **D. Wind**

The work behind the preliminary wind studies is impressive, and the preliminary results that the full-build scenario would actually mitigate wind effects in a number of locations are encouraging. However, as mentioned above, these towers could be built in any order, and some not at all, so we need some assessment in the DPIR of the wind effects of partial-build scenarios.

### **E. Groundwater**

The Proponent mentions that it expects the development to have little effect on area groundwater, given that so much of it will be over decking rather than terra firma. Nevertheless, they do briefly allude to constructing a stormwater infiltration system to help recharge groundwater levels in the vicinity. Despite the disclaimers about the viability of catching all stormwater on the project site, this needs to be done to the greatest degree possible, as any diminishment of groundwater levels remains of significant concern to all property-owners in the area.

## **F. Earthquakes**

This may seem unnecessarily alarmist, but so long as the PNF is discussing long-term flooding risks, it would be good to know how the proposed buildings would do under minor to middling seismic activity. Boston is overdue for a substantial earthquake (we last had a 6.0 one in 1755), and buildings over decking over our major transit infrastructure seem to merit particular attention in this regard.

## **G. Public space and sky bridges**

I have already alluded to the importance of the station feeling like a public realm—one in which people are welcome regardless of means. I think it's important, going forward, that the CAC understand to what extent the station will be under the purview of private security; how 'public' the indoor walkways will be (as presumably they are not proper right-of-ways), etc.

I am very much against the sky-bridge from Garage West/40 Trinity to 200 Clarendon, for the same reason that others in Bay Village opposed the Liberty Mutual sky-bridge. Exclusive walkways, that can be seen from the ground but only accessed within private offices, fracture the sense of a public realm. And they diminish private investment and interest in streetscape, exterior-facing retail offerings, etc. One has only to try to walk, as an outdoor pedestrian, along the section of street that is crossed by the two sky-bridges from Copley Place to see that this is so. While I understand how it is a boon to private retail to have pedestrians traverse the city as a captive audience to an indoor retail environment, I don't think it's in our best civic interests.

## **H. Construction Mitigation**

This letter is minutes from being due, so I have run myself out of time, but I want to express that Bay Village shares the Ellis Neighborhood's concerns about extended traffic and pedestrian disruptions due to construction work on all these parcels. The CAC process should result in a guarantee of suitable mitigation plans that will function well for the surrounding neighborhoods regardless of the order in which the parcels are developed.

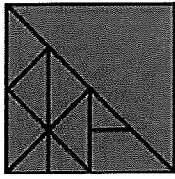
I am sorry for going on at such length, but I hope you will take these comments into consideration as you make your scoping determination. Many thanks for your attention, and for running such an informative process thus far.

Sincerely,

Dr. P. MacKenzie Bok

Planning Co-Chair  
Bay Village Neighborhood Association

35 Melrose St.  
Boston, MA 02116



**Back Bay / South End Gateway Project**  
**CAC Working Meeting #1**  
**Thursday, April 28, 2016, 6:00 p.m.**  
**Location: Boston Common Hotel & Conference Center**

**CAC Attendees:**

Brendan Ahern, South End Business Alliance (SEBA)  
Ann Beha, Boston Society of Architects (BSA)  
Kenzie Bok, Bay Village Neighborhood Association  
Damien Chaviano, Urban Land Institute (ULI)  
Jim Cochener, Coda Restaurant Group  
Jackie Cox-Crite, Tent City Resident  
Jack Fitzgerald, Ellis South End Neighborhood Association  
Susan Gilmore, Resident of Back Bay  
Elliott Laffer, Neighborhood Association of the Back Bay (NABB)  
Meg Mainzer-Cohen, Back Bay Association  
Mayra Negrón-Rivera, Inquilinos Boricuas En Acción  
Ted Pietras, SEBA  
Russ Preston, Congress for the New Urbanism (CNU)  
Patrick Sarkis, Back Bay Association  
Jacquelin Yessian, NABB

**Ex-Officio Attendees:**

Massachusetts State Senator William Brownsberger  
Massachusetts State Representative Byron Rushing  
Elizabeth Corcoran-Hunt, Office of Massachusetts State Representative Byron Rushing  
James Chan, Office of Boston City Councilor Bill Linehan  
Boston City Councilor Josh Zakim

**City of Boston Attendees:**

Jonathan Greeley, BRA  
Catherine McCandless, BRA  
Lauren Shurtleff, BRA  
Christopher Tracy, BRA  
Corey Zehngebot, BRA

**State of Massachusetts Attendees:**

Peter Paravalos, MBTA  
William Tuttle, MassDOT

**Project Team Attendees:**

Jim Batchelor, Arrowstreet  
Michael Cantalupa, Boston Properties

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Tobias Hahne, Pelli Clarke Pelli Architects  
Mark Junghans, VHB  
George Needs, Boston Properties  
Dave Newman, The Strategy Group  
Rafael Pelli, Pelli Clarke Pelli Architects  
Melissa Schrock, Boston Properties  
Susan Tracy, The Strategy Group

**Press Attendees:**

Chris Bergeron, Boston Guardian  
David Jacobs, Boston Guardian

**Members of the Public:**

Margaret Anteblian  
Jonathan Arrod  
Deborah Backus, Castle Square Tenants Organization  
Bill Clendaniel  
Marc Denneson  
John Flaherty  
Ned Flaherty  
Ted Grace  
Deborah Greenberg  
Jane Hartmann  
Jim Hartmann  
Storey Hieronymus Hauck  
Ken Kruckemeyer  
Beatrice Nessen, Boston Preservation Alliance  
Andrew Nguyen  
CJ Opperthausen, Back Bay Association  
Sue Prindle, NABB  
Karen Reeves  
Martyn Roetter, NABB  
Craig Speck  
Gretchen Speck  
Ed Tiffany, Cosmopolitan Neighborhood Association  
Marvin Wool, NABB

**Meeting Summary**

On Thursday, April 28, 2016, the first working session of the Back Bay / South End Gateway Project Citizens Advisory Committee (CAC) was called to order at approximately 6:05 p.m. in the Boston Common Hotel & Conference Center by Lauren Shurtleff, BRA Senior Planner.

Lauren began the meeting by introducing herself and thanking everyone for attending. Lauren indicated she will serve as the contact person from the BRA for the CAC and for press inquiries. All CAC working sessions are open to the public and will be advertised in advance on the BRA's website calendar. Interested members of the public should be sure to sign in so that the BRA may notify them directly of upcoming meetings. The CAC project page (<http://bit.ly/BBSEGP>) will contain all relevant documents associated with the project, including the presentations and notes from each of the working sessions.

After a round of introductions of the CAC members, Lauren then gave a brief overview of the roles and responsibilities of CAC members. CAC members will serve as an advisory group to the BRA and will represent the concerns and opinions of the neighborhood and/or business group they are affiliated with, and are expected to report back to those groups as the process moves on.

The CAC will serve as the Impact Advisory Group (IAG) for the development proposal and will assist the BRA with the review the project's design, density, use, and physical and social impacts, in conjunction with City agencies and the impacted community.

The next CAC meeting will be a site visit to Back Bay Station, scheduled for Thursday, May 12<sup>th</sup> at 8:00 am. The group will meet on the Clarendon Street side of the station, inside the main entrance hall.

Future topics to be covered in greater detail will include: public benefits, shadow, wind, traffic and parking, the potential closure of the on-ramp to the westbound Massachusetts Turnpike as part of this project, streetscape design, sustainability, and other topics that come up, as needed.

Lauren noted that CAC members are welcome to submit comments on the Project Notification Form (PNF) individually or collectively. Comments are due by May 31, 2016. Lauren added that this is only the first step in the review process, so the CAC should not feel as though this is their only opportunity to formally provide comments.

Lauren then introduced Chris Tracy, BRA Senior Project Manager, who explained the Article 80 process. The CAC will help the BRA understand the impacts of the project, and the BRA will look to the CAC and the public to mitigate impacts of the project across the various stages of design and development. For more information, see **A Citizens Guide to Development Review** (<http://bit.ly/CitizensGuidetoArticle80>).

Chris stated that the BRA received a Letter of Intent (LOI) for the project from Boston Properties on December 29, 2015, followed by the PNF on March 29, 2016. After the close of the PNF comment period, the BRA will issue a Scoping Determination, which will lengthen the process and formally push it on to the next level of review. The proponent will respond with a Draft Project Impact Report (DPIR) for review at some

point thereafter. Chris then explained that the zoning for this project will take the form of a Planned Development Area (PDA), noting that the existing Hancock Garage at 165 Dartmouth Street is currently a PDA. The area that includes Back Bay Station will be added to that PDA as part of this process.

Finally, Chris noted that two public meetings to present the project are currently scheduled, one on May 11, 2016 at 6:30 p.m. at 40 Trinity Place, and a second on May 18, 2016 at 6:30 p.m. at the Blackstone Community Center at 50 West Brookline Street in the South End. Additionally, the project is scheduled to go before the Boston Civic Design Commission (BCDC) for its first review, tentatively scheduled for June 7, 2016. All BCDC meetings start at 5:00 p.m. in Room 900 on the 9<sup>th</sup> Floor of Boston City Hall.

Next, Mike Cantalupa, Boston Properties, introduced the project team, and then gave an overview of the site's history with Bill Tuttle from MassDOT. He explained that Boston Properties purchased the Hancock Tower in 2010, which included the leasehold on the Hancock Garage. Boston Properties approached MassDOT about expanding and extending the lease to allow for the construction of towers over the Garage. MassDOT, with the MBTA, agreed that this could work, with Boston Properties additionally taking on the renovation and management of the Station concourse. This new lease was executed in January of 2015, with a 99-year term, and includes both the garage and station sites.

As part of the improvements to the Station, Boston Properties will provide \$5 million towards a ventilation project for the Station, including the tracks and concourse, and MassDOT will match the amount for a total of \$10 million towards the ventilation project. The MBTA is currently planning to bid out the ventilation project's design sometime this summer or fall. The Station's restrooms will be renovated first in 2016, followed by the ventilation project in 2017, with the remaining concourse renovation elements following soon thereafter. Renovation will include improving the use of the existing space, including new fare gates and a design that will allow for a more open, central space. It is important to note that the Station renovation, ventilation project, and management of the concourse are all separate from the Article 80 project.

Melissa Schrock, Boston Properties, together with Jim Batchelor, Arrowstreet, and Rafael Pelli, Pelli Clark Pelli Architects, presented the project's design renderings and explained the physical constraints of the site and the process that lead to the resulting design. The project is very complex because it is mostly an air rights project and there are very few terra firma spots where foundations can be set. While they are still in the preliminary design stage, the project has been carefully designed with respect to the Stuart Street Guidelines.

CAC questions and comments made in response to the presentation included:

- A CAC member asked a series of questions about: the interim condition when one or two of the tower components are built, so that access is not restricted; why the proponent is proposing to build one million additional square feet and not also build more parking; affordable housing; the zoning strategy; and existing uses, such as the Harvard Vanguard space, as well as the rental car and Zipcar spaces. Lauren noted that all of these topics will be covered in future meetings.
- In response to a question from another CAC member, Rafael replied that they are still in the preliminary design stage, and not even truly into the schematic phase yet, but are working with two different structural engineers in order to fully understand the site.
- In response to a request from a CAC member about seeing a three-dimensional model to better understand the site, the project team indicated that this could be possible in future meetings. Lauren also suggested that the site visit on May 12<sup>th</sup> may help everyone to better understand the site.
- A CAC member stated that she is glad to hear that landscape and streetscape are both topics to be focused on in future meetings. She also asked that all covered connections be described in detail, with particular attention paid to site security, openness, and permeability. She then asked about the cumulative effect of already approved projects on this project. Lauren replied that any projects that have been permitted but have not yet been built have been included in the project's filing documents. The CAC member additionally asked about the projected additional office and housing populations and how the number of people who use the station would increase.
- A CAC member stated that she believes many people will like the redesigned Clarendon entrance but expressed concern about the new entrance's design, emphasizing her desire to see it be less private and more public. She noted that she is excited to see that the air quality will be improved, but is curious about how health impacts relate to existing conditions. She additionally asked that the public nature of each of the access points to the Station be discussed, hoping that ultimately, we will end up with a public realm that is inviting for all. She additionally asked how affordability will be defined so that we do not end up with more luxury apartments only. Lastly, she asked that if we narrow the train tracks, how does that effect clearance for the next generation of high-speed trains?
- A CAC member asked that the Clarendon Street egress point for the Orange Line be made into a more civic space and less like a suburban bus drop-off. He also



asked how the view of the Station from Copley Square down Trinity Place will be affected, noting that it would be good to see some renderings of this view corridor in the future condition, as this is a great opportunity for wayfinding. He also expressed his view that as this is a transit-oriented development site, all of the parking that is being eliminated does not need to be rebuilt. Lastly, he asked that there be a discussion on the lobby-like appearance of the corner of Dartmouth Street at Stuart Street, noting that this space may function better as retail space.

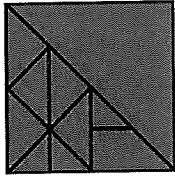
- A CAC member said that she is excited about improving the station and asked how other members of the CAC feel about the proposed expanded retail at the station? She noted that perhaps a little more height makes sense here.
- In response to a question from a CAC member, Bill Tuttle replied that there is no formal review process for the Station improvements currently in place, noting that the MBTA is working directly with Boston Properties.
- A CAC member asked if the ventilation in the Station is broken or just in need of improvement. The project team replied that it is a little bit of both, noting that the ventilation systems have been off for longer than they were turned on. He added that most of the questions he has received have been about ventilation, although he has concerns that the terrible air is not being stopped, it is only being moved.
- An ex-officio member of the CAC asked the State to hold meetings on the ventilation project, echoing the last CAC member's statement about most of the questions coming from constituents about this project being related to that component and not the development project itself.
- A CAC member asked that the project's retail approach be added to the list of topics to be covered by the CAC, and Lauren agreed that this was an appropriate addition.
- A CAC member asked why this project falls under the previous Inclusionary Development Policy (IDP). Chris responded that the project was filed before the new policy came in to effect.
- In a follow-up comment, a CAC member asked that the Station be open 24 hours a day, similar to the Prudential Center.

Public questions and comments made in response to the presentation included:

- A member of the public said that the project sounds exciting but asked how the MBTA can hold the increased capacity of more people being brought to the Station.
- A member of the public talked about retaining families, noting that they often leave the city due to a lack of size-appropriate and affordable housing and feels that the BRA does not have a focus to support family housing and many recent developments are 1-2 bedroom luxury apartments. She also asked to learn more about how traffic will be impacted with the addition of people and with the construction of the project.
- A member of the public representing NABB asked if the leasing agreement has been made available to the CAC. Lauren replied that as it is a public document, it can be made available.
- A member of the public asked why the developer's financial information is not included in the PNF. Lauren replied that the BRA does not require financial information to be included in the PNF.
- A member of the public asked if there would be sufficient benches in the waiting room and near the statue. Melissa replied that there would be more seating than in the previous scheme.
- A member of the public representing NABB asked if there is a study on the effect of the potential ramp closure. The project team replied that while this is a State project, the Boston Transportation Department (BTD) is involved, and this will be explained in greater depth at a future meeting. She also asked about wind impacts further down Clarendon Street. The team replied that the wind study area was expanded beyond just the streets adjacent to the station, and noted this would also be presented at a future meeting.

Lauren closed the meeting by confirming that the next meeting will be a site walk and will be held on Thursday, May 12, 2016 at 8:00 a.m. at Back Bay Station on Clarendon Street. Four CAC members indicated that they cannot attend, so a second tour may be scheduled for them. The third CAC meeting will be held on Thursday, May 26, 2016 at 6:00 p.m. at 40 Trinity Place.

The meeting was adjourned at approximately 8:15 p.m.



**Back Bay / South End Gateway Project  
CAC Working Meeting #2  
Thursday, May 12, 2016, 8:00 a.m.  
Location: Back Bay Station**

**CAC Attendees:**

Brendan Ahern, South End Business Alliance (SEBA)  
Damien Chaviano, Urban Land Institute (ULI)  
Jim Cochener, Coda Restaurant Group  
Jackie Cox-Crite, Tent City Resident  
Cathy Doran, Greater Boston Convention and Visitors Bureau  
Jack Fitzgerald, Ellis South End Neighborhood Association  
Susan Gilmore, Resident of Back Bay  
Meg Mainzer-Cohen, Back Bay Association  
Mayra Negrón-Rivera, Inquilinos Boricuas En Acción  
Ted Pietras, SEBA  
Russ Preston, Congress for the New Urbanism (CNU)

**Ex-Officio Attendees:**

Massachusetts State Representative Byron Rushing  
Alana Olsen, Office of Boston City Councilor Annissa Essaibi-George

**City of Boston Attendees:**

David Carlson, BRA  
Catherine McCandless, BRA  
Lauren Shurtleff, BRA  
Christopher Tracy, BRA  
Corey Zehngebot, BRA

**State of Massachusetts Attendees:**

William Tuttle, MassDOT

**Project Team Attendees:**

Claes Anderson, Arrowstreet  
Jim Batchelor, Arrowstreet  
George Needs, Boston Properties  
Dave Newman, The Strategy Group  
Melissa Schrock, Boston Properties  
Susan Tracy, The Strategy Group

**Members of the Public:**

Ken Kruckemeyer, Resident  
Carla Nelson, Resident

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Michele S. Portlock, Tent City Corporation  
Martyn Roetter, NABB  
Grant Simpson, Resident  
Vicki Smith, NABB

### **Meeting Summary**

On Thursday, May 12, 2016, the second meeting of the Back Bay / South End Gateway Project Citizens Advisory Committee (CAC) was called to order at approximately 8:10 a.m. by Lauren Shurtleff, BRA Senior Planner, and Melissa Schrock, Boston Properties Lead Project Manager, at the Clarendon Street entrance of Back Bay Station.

Lauren began the meeting by thanking everyone for attending. Melissa then led a tour of the site, stopping at multiple locations in and around the station and the garage. She explained various details of the project as they moved along in order to help the CAC members contextualize and visualize the proposed plan for the project.

CAC questions and comments made during the site walk include:

- In response to a question from a CAC member, Melissa replied that Back Bay Station is the end of the #39 bus route and is the only bus route that uses the bus terminal at the station.
- An ex-officio member of the CAC noted that originally the bus terminal was developed for car drop-off at the station.
- A CAC member asked what will happen to the exhaust vents. Melissa replied that it was being evaluated as part of the MBTA's ventilation repair project and it would either be put back into service or its functionally replaced with other components.
- A CAC member noted that the amount of advertising in the Station serves as visual clutter and asked if the advertisements will be removed when the renovation is complete. Melissa replied that Boston Properties will take over the advertising in the Station once the current contract expires, and while they will continue to include advertisements as a source of revenue to fund maintenance of the Station concourse, they will be sensitive to the impact of advertisements on people's ability to find their way about the Station. The primary focus of visual content should be to clarify directions for people to find their way.
- A CAC member asked where some of the new retail spaces would be located. Melissa replied that they are exploring locating retail space in the level above the Concourse.
- A CAC member asked if there would still be retail inside the station under the arches. Melissa replied that there would be and that there would no longer be

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retail kiosks in the main concourse, as it disrupts the public's ability to efficiently get to the trains. She continued to explain that it is not energy efficient to have a heating/cooling system within the entire Station given the interior height, so the retail spaces within the station will have individual doors and their own heating/cooling systems and message boards so that people can shop, warm up/cool down, and know about their train's arrival time while they wait.

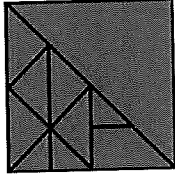
- A CAC member asked Melissa to explain the thinking on the new garage exit. Melissa explained that there will continue to be a full service entry and exit on Clarendon Street to the garage and the concrete drums will come down. The new exit (either on Dartmouth Street or Trinity Place) is to prevent negative traffic impacts to the South End and Back Bay neighborhoods.
- A CAC member asked if the construction at 40 Trinity Place will be going on at the same time as the construction of the Gateway Project. Melissa replied that she cannot say for certain when that project will enter into construction. Lauren added that it is highly likely that 40 Trinity Place will begin construction well in advance of the Gateway Project.
- A CAC member asked if the residential or office building will be built first. Melissa explained that the office building will not be constructed until prospective tenants are found. The residential building may go first, depending on the timeline of commercial tenant interest.
- A CAC member asked how long the garage will be closed. Melissa replied that it will remain open during construction, with partial sections being closed for construction at different times. The timeline of this is still being determined.

Public questions and comments made in response to the presentation included:

- A member of the public asked if the sidewalk along Stuart Street, against the existing concrete wall, will be widened. Melissa replied that the sidewalk will be approximately two to three times the current width and noted that the concrete wall will come down.
- A member of the public asked what the ground floor will look like along Trinity Place. Melissa replied that the retail will wrap around the corner of the site and activate the space for public use.
- A member of the public asked if the residential building on Clarendon Street will come all the way to the street. Melissa replied that it would not and there would be a setback from the street. She then explained where the retail and residential spaces will be oriented on the site in relation to the Station as per the plans.

Lauren closed the meeting by confirming that the next meeting will be held on Thursday, May 26, 2016 at 6:00 p.m. at 40 Trinity Place at the Boston Common Hotel & Conference Center.

The meeting was adjourned at approximately 9:50 a.m.



**Back Bay / South End Gateway Project**  
**CAC Working Meeting #3**  
**Thursday, May 26, 2016, 6:00 p.m.**  
**Location: Boston Common Hotel & Conference Center**

**CAC Attendees:**

Brendan Ahern, South End Business Alliance  
Ann Beha, Boston Society of Architects (BSA)  
Kenzie Bok, Bay Village Neighborhood Association  
Damien Chaviano, Urban Land Institute (ULI)  
Jim Cochener, The Salty Pig Restaurant  
Jacquelyn Cox-Crite, Tent City Resident  
Jack Fitzgerald, Ellis South End Neighborhood Association  
Susan Gilmore, Resident of Back Bay  
Elliott Laffer, Neighborhood Association of the Back Bay (NABB)  
Meg Mainzer-Cohen, Back Bay Association  
Mayra Negrón-Rivera, Inquilinos Boricuas En Acción  
Ted Pietras, South End Business Alliance  
Jacquelin Yessian, Neighborhood Association of the Back Bay (NABB)

**Ex-Officio Attendees:**

Massachusetts State Representative Byron Rushing  
Massachusetts State Representative Jay Livingstone  
Elizabeth Corcoran-Hunt, Office of Massachusetts State Representative Byron Rushing

**City of Boston Attendees:**

David Carlson, BRA  
Jonathan Greeley, BRA  
Catherine McCandless, BRA  
Lara Merida, BRA  
Lauren Shurtleff, BRA  
Christopher Tracy, BRA

**Project Members:**

Jim Batchelor, Arrowstreet Architects  
Michael Cantalupa, Boston Properties  
Tobias Hahne, Pelli Clark Pelli Architects  
George Needs, Boston Properties  
Dave Newman, The Strategy Group  
Rafael Pelli, Pelli Clarke Pelli Architects  
Melissa Schrock, Boston Properties  
Susan Tracy, The Strategy Group

**State of Massachusetts Attendees:**

James Kersten, MassDOT  
William Tuttle, MassDOT

**Members of the Public:**

Bill Clendaniel, Resident  
Ned Flaherty, Resident  
Greg Galer, Boston Preservation Alliance  
Anthony Gordon, Resident  
Ken Kruckemeyer, Resident  
Anne McKinnon, Resident  
Scott Mustard, St. Botolph Neighborhood Association  
Carla Nelson, Cosmopolitan Neighborhood Association  
June Sugarman, Resident  
Marvin Wool, NABB

**Meeting Summary**

On Thursday, May 26, 2016, the third meeting of the Back Bay / South End Gateway Project Citizens Advisory Committee (CAC) was called to order at approximately 6:10 p.m. by Lauren Shurtleff, BRA Senior Planner, at the Boston Common Hotel & Conference Center.

Lauren began the meeting by thanking everyone for attending. She announced that the fourth CAC meeting would take place on Wednesday, June 15<sup>th</sup> at 8:00 a.m. She also explained that the purpose of tonight's meeting would be to address questions and concerns raised by the CAC and the public during the previous two meetings and introduce the Alternative Scheme. She began the presentation by detailing the other approved development projects within the immediate area (including the Copley Place Retail Expansion and Residential Addition Project, 40 Trinity Place, and 380 Stuart Street), and provided a brief overview of the recently approved zoning for the Stuart Street District.

After the CAC members asked questions relating to Lauren's presentation, Melissa Schrock, Boston Properties, reviewed and answered several CAC questions from previous meetings and provided an overview of the project's anticipated public benefits. Rafael Pelli, Pelli Clark Pelli Architects, then came forward to explain the details of the design as they related to questions raised thus far in the process (for more information, the full presentation is available on the project's website: <http://bit.ly/BBSEGP>). Rafael explained how the proposed project would deviate from the Stuart Street District zoning, as well as provided an overview of the Alternate Scheme for the project, which would allow for the garage to exit onto Trinity Place, rather than Dartmouth Street. He additionally provided some further insight behind the rationale for the Base Scheme (with the garage exit onto Dartmouth Street). Lastly, Rafael gave a quick overview of the proposed MBTA redundant elevators that would be installed on the busway and on

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the other side of Columbus Avenue as part of the Station East component of the project.

Lauren announced that the next meeting in June would focus on a variety of topics, including: wind, shadow, traffic, parking, and the potential closure of the on-ramp. Later topics to be covered by the CAC moving forward will include but are not limited to: streetscape/landscape/public realm design and improvements, sustainability, affordable housing, covered connections (security/permeability/access/hours), wayfinding around the site, overall retail strategy, and other topics as needed.

CAC questions and comments made in response to the presentation included:

- An ex-officio member of the CAC asked for an estimated construction timeline for the area projects, as well as for this project. The BRA replied that they would provide this information.
- A CAC member asked if the affordable housing fund contributions were the only public benefits provided for the three projects Lauren reviewed. Chris Tracy, BRA Senior Project Manager, explained that there were public benefit contributions provided to multiple other organizations, and noted that this is a customary part of the BRA's development review process.
- A CAC member asked if it is possible to see how the parking ratios were calculated for the other area projects. Chris said that he would provide that information.
- A CAC member asked if the BRA has done wind studies that include projects that are approved but not built. Lauren and Melissa explained that the wind studies were conducted by the Project Team and include all approved projects in the study area as background for the project, as required by the BRA. The preliminary data will be presented at the June 15<sup>th</sup> CAC meeting and final results will be included in the Draft Project Impact Report (DPIR).
- A CAC member asked about the security of the walkway from the station to the residential and office buildings. Melissa replied that security would be provided through Boston Properties.
- A CAC member asked how many parking spaces would be lost during any given phase of construction. George Needs, Boston Properties, replied that 200 spaces would be temporarily lost during Garage West's construction and 700 during Garage East's construction.
- A CAC member asked for a pedestrian study and asked to see how the pedestrian use on the sidewalks and in the station overlap.

- A CAC member asked to see a schematic of the proposed footbridge across Dartmouth Street and to see how the buildings work operationally at the ground plane, in terms of doors and circulation. Melissa replied that they could highlight this information in the plans. The CAC member also expressed concern that the garage is usually at capacity during the day.
- A CAC member asked about how the garage exit onto Dartmouth Street would be managed. Melissa replied that they anticipate that cars would primarily use the exit at the end of the day, when pedestrian flows are more dispersed than in the morning, and added that it would be managed in the same fashion as the entrance and exit that currently exists off of Clarendon Street.
- A CAC member asked if they could get counts on the number of spaces in the garage, specifically the number used by commercial tenants, monthly spaces, rental cars, Zipcars, etc. Michael Cantalupa, Boston Properties, said they could provide these.
- A CAC member expressed an opinion that the MBTA's "T" sign being on the second floor may not be clear to pedestrians, and encouraged the project team to consider including an architectural expression of the existing station in the new entrance on Clarendon Street.
- A CAC member asked a question about the original lease and the ventilation maintenance. Is there a way to identify the blue haze and its cause? Melissa said it is caused by the use of diesel-fueled trains used by the Commuter Rail and that the ventilation and maintenance language referenced was related to the highway tunnel.
- In response to a question from a CAC member about the comment period extension, Lauren replied that comments are due in response to the Project Notification Form (PNF) on Friday, June 17<sup>th</sup>. The CAC member also asked if they would be unable to provide comments after that date given that not all topics will have been covered, and Lauren explained that all comments and feedback will continue to be received, as this is an iterative process.
- A CAC member asked what will be the anticipated occupancy and number of people who will be brought to the site. Melissa replied that initial estimates are approximately 3,500 between workers and residents.
- A CAC member asked if the garage was intended strictly for tenant use. The project team replied that no, 576 spaces are available for the public and that number will not change. There are 2,013 total spaces right now.

- A CAC member asked what MEPA is. Lauren replied that MEPA is the Massachusetts Environmental Policy Act, which is a concurrent State permitting process. Melissa explained that a document is submitted to MEPA in their standardized format, an Environmental Notification Form (ENF) and that Boston Properties attached the PNF to the ENF. The document is posted online: <http://209.80.128.250/EEA/emepa/mepadocs/2016/042016em/nps/enf/15502%20The%20Back%20Bay.pdf>. The CAC member asked what MEPA issues when the public comment period closes. Melissa replied that Boston Properties files a PNF to the BRA and an ENF to MEPA. Both the City and State review processes involve additional filings and comment periods ahead beyond this stage. The next step will be for the BRA to issue a Scoping Determination and for MEPA to issue an ENF certificate for the proponent to respond to.
- A CAC member asked about the square footage difference between the proposed plan, or Base Scheme, and the Alternate Scheme. Melissa replied the difference is about 5,000 square feet. The Alternate Scheme allows for the garage to exit onto Trinity Place rather than onto Dartmouth Street, and the on-ramp must be closed. There is also a better loading condition on Trinity Place.
- A CAC member asked about the process to review the station. Jim Kersten, MassDOT, replied there will be a public meeting once the project reaches the 30% design phase, hopefully this summer.

Public questions and comments include:

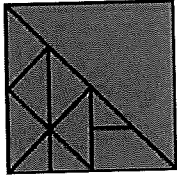
- A member of the public asked if there will be habitable space on the flat portions of the building next to the station. Rafael said that yes, there will be habitable green roofs and terraces. The member of the public also asked if there will be more trees to improve the pedestrian experience. Rafael replied that they plan to install raised planters to allow street trees on the bridge sections and plant trees on Stuart Street where there is terra firma and trees can actually grow. The member of the public also expressed concern that there are already two garages that exit onto Dartmouth Street and there does not need to be a third garage exit.
- A member of the public asked if the MBTA's Bus No. 39 will be relocated. Melissa said it will not be able to drop off where it currently does once construction starts on the Station East parcel, but there will be a new drop off site somewhere in the immediate vicinity of the station. This is being reviewed with the MBTA and is an obligation of the MassDOT lease.
- A member of the public asked how construction will affect traffic. Melissa explained that a Construction Management Plan will be provided as part of the project agreements once the project is approved and construction is ready to

commence. The member of the public also asked how close the station will be to 285 Columbus Avenue. Melissa replied that she did not know off the top of her head but that it looked to be approximately 25 feet, and noted that the existing loading area for that building will remain. That dimension can be confirmed at a future meeting.

- A member the public expressed concern that air quality in the station should be fixed completely.

Lauren closed the meeting by confirming that the next meeting will be held on June 15<sup>th</sup> at 8:00 a.m. at the Boston Common Hotel & Conference Center, located at 40 Trinity Place. She asked CAC members to please send nominations for the two Co-Chair positions via email before June 15<sup>th</sup>.

The meeting was adjourned at approximately 7:50 p.m.



**Back Bay / South End Gateway Project**  
**CAC Working Meeting #4**  
**Wednesday, June 15, 2016, 8:00 a.m.**  
**Location: Boston Common Hotel & Conference Center**

**CAC Attendees:**

Brendan Ahern, South End Business Alliance  
Ann Beha, Boston Society of Architects (BSA)  
Kenzie Bok, Bay Village Neighborhood Association  
Damien Chaviano, Urban Land Institute (ULI)  
Jim Cochener, The Salty Pig Restaurant  
Jacquelyn Cox-Crite, Tent City Resident  
Jack Fitzgerald, Ellis South End Neighborhood Association  
Susan Gilmore, Resident of Back Bay  
Elliott Laffer, Neighborhood Association of the Back Bay (NABB)  
Meg Mainzer-Cohen, Back Bay Association  
Scott Mustard, Saint Botolph Neighborhood Association  
Mayra Negrón-Rivera, Inquilinos Boricuas En Acción  
Ted Pietras, South End Business Alliance  
Russ Preston, Congress for the New Urbanism  
Jacquelin Yessian, Neighborhood Association of the Back Bay (NABB)

**Ex-Officio Attendees:**

Massachusetts State Representative Byron Rushing  
Henry Cohen, Office of Boston City Councilor Michelle Wu  
Elizabeth Corcoran-Hunt, Office of Massachusetts State Representative Byron Rushing

**City of Boston Attendees:**

Jonathan Greeley, BRA  
Vineet Gupta, BTB  
Catherine McCandless, BRA  
Lauren Shurtleff, BRA  
Christopher Tracy, BRA

**Project Members:**

David Black, VHB  
Michael Cantalupa, Boston Properties  
Mark Junghans, VHB  
George Needs, Boston Properties  
Daniel Padien, VHB  
Melissa Schrock, Boston Properties

**Members of the Public:**

Donald Bookstein, Resident  
John Corey, Resident  
Vincent Coyle, Ironworkers Local 7  
Nick Drexel, Resident  
Gretchen Effgen, Co-Urbanize  
Ann Hershsfang, WalkBoston  
Randi Lathrop, RG Lathrop Consulting  
Ken Kruckemeyer, Resident  
William McCarthy, Resident  
Anthony Menounos, Resident  
Carla Nelson, Resident  
Marvin Wool, NABB

**Meeting Summary**

On Wednesday, June 15, 2016, the fourth meeting of the Back Bay / South End Gateway Project Citizens Advisory Committee (CAC) was called to order at approximately 8:10 a.m. by Lauren Shurtleff, BRA Senior Planner, at the Boston Common Hotel & Conference Center.

Lauren began the meeting by collecting votes from the CAC members to determine the two co-chairs. Ted Pietras, South End Business Alliance, was elected the business co-chair and Elliott Laffer, Neighborhood Association of Back Bay, was elected the residential co-chair. She also announced that the next CAC meeting will take place on June 29, 2016 at 6:00 p.m., also at the Boston Common Hotel & Conference Center.

Melissa Schrock, Boston Properties, stepped forward and explained that tonight's meeting would cover the topics of wind, shadow, parking, and traffic. She quickly described the project's development review process thus far and gave a brief overview of the project for anyone who was new to the CAC meetings (for more information, the full presentation is available on the project's website: <http://bit.ly/BBSEGP>). Finally, she addressed the questions raised at the last CAC meeting.

Melissa introduced Daniel Padien, VHB, to review the project's environmental impacts. Daniel noted that the current data represents a preliminary estimate of the wind and shadow impacts, and that the final results will be included in the project's Draft Project Impact Report (DPIR). Next, David Black, also from VHB, stepped forward to discuss traffic and parking. He noted that the current data is currently an over-estimate that will be modified as the study progresses.

CAC questions and comments made in response to the presentation included:

- A CAC member asked if the wind study could add more sensor points. Melissa replied that the BRA had already expanded the list of points that were included in the preliminary study, and that in general, once you reach a certain point, impacts from a specific building are indeterminate. Daniel reiterated that there will be a full report on the anticipated wind impacts in the DPIR.
- A CAC member noted that people will be greatly affected by wind on the terraced portions of the buildings, where there is open space proposed. Melissa explained that while the project team tests all spaces, they are not required to test such spaces as part of the project's review, because they are not within the public realm. Chris Tracy, BRA, reiterated that the project team went above and beyond to study more points than usual, given the scale of the project.
- A CAC member asked if sensor points look at multiple wind level heights, such as below pedestrians' knees, at a pedestrian's head level, and above a pedestrian's head level. Mark Junghans, VHB, explained that the sensor points study the conditions five feet above the ground and noted that the DPIR will show the existing conditions, as well as general comfort levels, at each sensor point.
- A CAC member asked if VHB could give examples of nearby areas with similar wind conditions as those that will be created by the project. Daniel replied that they will look into that.
- A CAC member asked if there is a variant where you can see how uncomfortable certain areas will become due to wind. The team replied that yes, the study shows multiple conditions of comfort, based on the wind comfort criteria. If the project were to create a dangerous or highly uncomfortable condition, the project team would work to mitigate it. Melissa said that the project does not create any dangerous conditions in either the annual mean or gust condition. Daniel explained that the technology used to conduct the wind study is used across the country and is very detailed and accurate.
- A CAC member asked if the wind study will study the wind conditions created if only certain phases of the project are constructed. Daniel replied that the study has looked at the existing conditions, the base scheme, and the alternate scheme and that the full build condition should represent the worst case scenario. The CAC member noted that all four buildings will not be built at once, and therefore the wind conditions could be different during the interim periods.
- An ex-officio CAC member asked if the project team could describe what it would take in order to reduce the shadow impacts that will be created by the project. Melissa explained that it would result in a much shorter building, and agreed to

present an analysis showing this at a future meeting. She also explained that the shadow created will only be in effect for less than two hours per day, and added that only 3% of the park's surface area will be covered in shadow. Therefore, the impact of net new shadow is very low.

- A CAC member stated that she has concerns about the lack of a crosswalk at Arlington Street and Isabella Street. She asked that this intersection be added to the traffic study, and the project team agreed to do so.
- A CAC member expressed concern that the traffic study does not extend into the South End, specifically to Tremont Street, Washington Street, Shawmut Avenue, and East Berkeley Street. The CAC member also expressed concern about the lack of parking, specifically for business owners who do not have enough parking for their customers. David said that the proposed intersections were intended to capture the traffic in the South End to the extent that the project was their destination or origin.
- A CAC member asked why the traffic study did not include the weekends. David explained that the worst case is during the weekdays and the weekends are typically not as bad; he noted that while the traffic on weekends can be high, it is still not as high as it is on weekdays.
- A CAC member asked if the MBTA can carry the number of people that will be brought to the site via the T. Melissa explained that the MBTA has announced improvements for the Orange Line that will come on line in 2019, which overlaps with the timeline of the project. The project does include significant commitments to improving Back Bay Station, as described in the PNF.
- A CAC member asked if the team is including Trinity Church when they refer to Copley Square. Lauren explained that it refers to the park portion of Copley Square, in accordance with the zoning for the Stuart Street District.

#### Public questions and comments included:

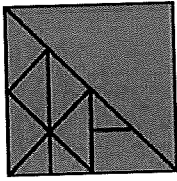
- A member of the public stated that there should be no new shadow impacts on Copley Square and Trinity Church.
- A member of the public asked if the potential I-90 ramp closure is independent from the project and expressed the need for collaboration between the State and the project team. Melissa explained that MassDOT will be studying the effects of potentially closing the ramp. The team is working in collaboration with MassDOT, MBTA, and BTD. Vineet Gupta, BTD, added that the City is working hand in hand with the State and project team on this.



- A member of the public asked what the plan will be for construction workers getting to the project site. Melissa explained that they will have a Construction Management Plan (CMP) in place prior to the start of construction.
- A member of the public expressed concern over the project's low parking ratio.

Lauren closed the meeting by confirming that the next meeting will be held on Thursday, June 29, 2016 at 6:00 p.m. at the Boston Common Hotel & Conference Center, located at 40 Trinity Place.

The meeting was adjourned at approximately 10:10 a.m.



**Back Bay / South End Gateway Project**  
**CAC Working Meeting #5**  
**Wednesday, June 29, 2016, 6:00 p.m.**  
**Location: Boston Common Hotel & Conference Center**

**CAC Attendees:**

Brendan Ahern, South End Business Alliance (SEBA)  
Ann Beha, Boston Society of Architects (BSA)  
Kenzie Bok, Bay Village Neighborhood Association  
Damien Chaviano, Urban Land Institute (ULI)  
Jim Cochener, The Salty Pig Restaurant  
Jacquelyn Cox-Crite, Tent City Resident  
Jack Fitzgerald, Ellis South End Neighborhood Association  
Susan Gilmore, Resident of Back Bay  
Elliott Laffer, Neighborhood Association of the Back Bay (NABB)  
Meg Mainzer-Cohen, Back Bay Association  
Scott Mustard, Saint Botolph Neighborhood Association (SBNA)  
Ted Pietras, SEBA  
Jacquelin Yessian, NABB

**Ex-Officio Attendees:**

Massachusetts State Representative Byron Rushing

**City of Boston Attendees:**

David Carlson, BRA  
Jonathan Greeley, BRA  
Catherine McCandless, BRA  
Lauren Shurtleff, BRA

**State of Massachusetts Attendees:**

William Tuttle, MassDOT

**Project Team Members:**

Jim Batchelor, Arrowstreet Architects  
Michael Cantalupa, Boston Properties  
Tobias Hahne, Pelli Clarke Pelli Architects  
Rebecca Hatchadorian, ARUP  
Mark Junghans, VHB  
Cody Klein, OJB Landscape Architecture  
George Needs, Boston Properties  
Dave Newman, The Strategy Group  
Susan Tracy, The Strategy Group

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**Members of the Public:**

Jesse Baker, Hill House  
James Bonanno, Cosmopolitan Neighborhood Association  
Betsy Boveroux, Resident  
Carol Card, Resident  
LeeAnn Coleman, Resident  
John Corey, Resident  
John Cormier, Cosmopolitan Neighborhood Association  
Deborah Dunmire, Resident  
Ned Flaherty, Resident  
Paul Fleming, WORK Inc.  
Laurence Foster, Ellis South End Neighborhood Association  
Lynn Foster, Resident  
Barbara Hoffman, Ellis South End Neighborhood Association  
Kathy McSweeney, Resident  
Lisa Munan Perkins, Hill House  
Yuri Ostrovsky, Resident  
Regina Pyle, Ellis South End Neighborhood Association  
Ben Siegel, Ellis South End Neighborhood Association  
Jane Siegel, Ellis South End Neighborhood Association  
June Sugarman, Resident  
Leslie Warshaw, Ellis South End Neighborhood Association  
Jerold Weiner, Resident  
Marvin Wool, NABB

**Meeting Summary**

On Wednesday, June 29, 2016, the fifth meeting of the Back Bay / South End Gateway Project Citizens Advisory Committee (CAC) was called to order at approximately 6:10 p.m. by Elliott Laffer, CAC Co-Chair and NABB, at the Boston Common Hotel & Conference Center. He explained that the CAC members are encouraged to ask questions during the presentation and asked that the public hold their questions to the end of the presentation.

Lauren Shurtleff, BRA Senior Planner, stepped forward to give an overview of the status of the project. She reminded the group that the public comment period on the Project Notification Form (PNF) had closed on June 17<sup>th</sup>, and explained that all of the comments received to date have now been posted on the Project Website (<http://bit.ly/BBSEGP>) and have been distributed to the CAC. She explained that the BRA is still waiting to receive comments from a few more public agencies. All comments that have been received will be included in the BRA's Scoping Determination, as well as comments from BRA staff and other City of Boston departments, in addition to the CAC meeting notes. The Scoping Determination should be issued sometime this Summer.

The proponent is anticipated to respond soon thereafter with a Draft Project Impact Report (DPIR).

Lauren then turned the meeting over to Bill Tuttle, MassDOT, who gave an overview of the anticipated public outreach process regarding the redesign of Back Bay Station. He explained that the redesign of the track-level ventilation is underway and is only in the very preliminary stages. The MBTA is also working with Boston Properties and the Department of Public Safety (DPS) to complete a 30% design package of the station concourse. The State will be hosting a public meeting upon completion of the 30% design package for both the concourse design and the track-level ventilation, which is anticipated in early Fall. Bill added that anyone who has attended a CAC meeting and signed in with their legible email address will receive an announcement once this meeting is scheduled.

Next, George Needs, Boston Properties, introduced the Project Team. Mark Junghans, VHB, provided an overview of how wind studies are conducted. RWDI is the firm that conducts most of the wind studies for proposed projects in Boston – they actually developed the technology and pioneered the process, which is now internationally supported. In fact, it is the Building Code standard for the evaluation of structural and façade cladding wind impacts. Wind studies look at existing conditions, benchmark future conditions, and create models to determine the pedestrian conditions of wind impacts. RWDI uses a wind tunnel approach, which is considered to be the most accurate method. The data set, which serves as the model input called a wind rose, includes the most recent 20 years of data collected locally at Boston Logan Airport. In response to a question from the CAC at the last meeting, the Project Team asked RWDI if setting up a wind modeling station to verify predicted wind tunnel results from other built projects would be useful. Their response was that this is impractical and not done because it would take years of data collection before a complete data set was developed, because the fluctuation from one year to another is so variable.

George stepped forward in order to address a question raised at the last CAC meeting, regarding what would have to happen to the massing of the Garage West building in order for it to cast no new shadow on Copley Square. George explained that this would result in a 21-story building with a height of 297', which represents a loss of 83,350 square feet, as compared to the proposed project, the size of which has already been reduced in order to be fully compliant with the shadow limitations in the Stuart Street Zoning regulations.

Next, Mark came forward again to address the question of whether the project would cast shadow on the courtyard of the Copley branch of the Boston Public Library. He explained that during opening hours on March 21<sup>st</sup>, June 21<sup>st</sup>, September 21<sup>st</sup>, and December 21<sup>st</sup>, no new shadow is cast onto facades of the interior courtyard. In regards to a similar question about shadows on Trinity Church, he explained that there is no new shadow on Trinity Church on March 21<sup>st</sup>, June 21<sup>st</sup>, or September 21<sup>st</sup>. On

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December 21<sup>st</sup>, a small amount of shadow will be cast onto portions of the church's facade between 11:15 a.m. and 12:45 p.m.

Rebecca Hatchadorian, ARUP, stepped forward to provide an overview of the project's anticipated sustainability measures, noting that there are different categories of Leadership in Energy and Environmental Design (LEED) sustainability: LEED Certified, LEED Silver, LEED Gold, and LEED Platinum. She noted that the project is already in the LEED system and added that the proponent plans on certifying all of the buildings. She explained that on the Garage West site, the project is targeting LEED Gold at this time. The Station West site is currently targeting LEED Silver. For the Garage East and Station East sites, both are aiming for a high Silver level at this time, with the hope of potentially reaching LEED Gold once the project is through permitting and design. She stated that all of these levels are preliminary targets and will likely increase as the design advances and more details of the project are completed. She continued to explain the strategies that are taken to assess these ratings and why certain areas of the projects will have higher levels of sustainability. She noted that the project is being designed to future energy codes to be implemented soon by the Commonwealth, so all of its measurements are more stringent than they are today.

Next, Cody Klein, OJB Landscape Architecture, reviewed the project's streetscape and public realm improvements. He explained that the Project Team is striving to think about the existing public open spaces within the area and how those spaces will relate to the project. He explained that the project will seek to exceed the City's Complete Streets standards, where possible ([www. http://bostoncompletestreets.org/](http://bostoncompletestreets.org/)). The project will create a pedestrian-friendly zone and a significantly improved pedestrian experience overall. He added that all of the sidewalks around Dartmouth and Clarendon Streets will be new and improved from their existing condition today. Cody stressed that the Project Team wants to make the public realm a better pedestrian experience overall, not just through the introduction of wider sidewalks, but through the use of street trees, seating, lighting, and more.

Tobias Hahne, Pelli Clark Pelli Architects, stepped forward to give an overview of the expanded public realm that will be created through the introduction of interior public spaces within the project. He discussed the entrances in and out of the station and the reviewed the public space within the project's footprint.

CAC questions and comments made in response to the presentation included:

- In response to a CAC member, Bill replied that the public comments received about the Station as part of the PNF comment letters will be reviewed by the MBTA.
- A CAC member asked if there is a timeframe for the study on the westbound Turnpike on-ramp's potential closure. Bill replied that this study, performed by

MassDOT with consultation from the Federal Highway Administration (FHWA), will likely commence soon and be issued within 6-9 months.

- In response to a CAC member's request, Lauren stated that she will pull out the PNF or DPIR of The Clarendon Project to use as a comparison.
- A CAC member stated that every project since The Clarendon has worked to reduce wind impacts, and expressed her opinion that she believes that problematic wind conditions have been predicted in past projects and this project mitigates a lot of those negative wind conditions. Lauren reminded the group that this wind study was only a preliminary study and noted that the full study will be presented in the DPIR.
- A CAC member asked about a question raised at the last meeting regarding the partial build situation for wind studies and asked if that has been addressed, since a build sequence has not yet been determined. Mike Cantalupa, Boston Properties, replied that they have not conducted multiple wind studies for each scenario because it is not required in the BRA's Article 80 development review process.
- A CAC member asked if the cancelled Columbus Center project was factored into the wind study. Mike replied that it was not.
- A CAC member asked if any academics had studied the methodology used by RWDI to test projects for wind impacts. She additionally asked if any comparable experiential data existed. George replied that the project team is unaware of any academic studies, and Mike added that it would most likely be very difficult to find something comparable, because of the many factors that go into wind studies that are specific to an exact location.
- A CAC member asked why there is more energy demand for retail space. Rebecca explained that because there is a higher use of lighting, it tends to be more difficult to control the tenants' use of energy.
- A CAC member asked how the team is planning on responding to the Boston Water and Sewer Commission (BWSC) comment letter. Lauren explained that the letter will become part of the Scoping Determination and will be addressed in the DPIR.
- A CAC member asked what factors will determine if the four project sites will achieve the next level of sustainability. Rebecca explained that as the project's design progresses they will gain greater clarity on the various sustainability elements, and any items that are currently listed as "maybe" will hopefully be

confirmed and contribute towards increasing the level of sustainability for a given site.

- A CAC member asked if street trees are required. Cody explained that they are recommended but not required, as sometimes they are not feasible.
- A CAC member asked if there have been any studies to prove that 14 feet for the pedestrian walkway will be sufficient, considering that more people will be brought to the site. Cody explained that they are taking all the precautions to make sure that the pedestrian walk-zone can accommodate the greater pedestrian traffic. He added that the street trees will reduce wind impacts and make the pedestrian experience more comfortable.
- A CAC member asked if the glass façade of the station retail storefronts will come all the way to the street. Mike explained that the retail façade of the station will come closer to the property line, similarly to the existing Tasty Burger.
- A CAC member asked what the drop-off zone is for on the Stuart Street side of the project. Cody explained that this would serve a number of users, including station retail and office users, and added that this is one of the places they are looking at relocating the MBTA Bus No. 39, but that is still being reviewed with the MBTA.
- A CAC member asked if Cody could talk about an alternative that would bring more green space to the Clarendon Street side of the project. Cody explained that this will be determined by the dimensionality of the space and how it can accommodate vehicular drop off, in addition to the constraints of locating landscaping on a concrete deck over the train tracks. The open space added within the project in this area may not be green, but it is public.
- A CAC member expressed concern about the pedestrian crosswalk on Clarendon Street to the station. The crosswalk on Stanhope Street gives pedestrians the desire to diagonally cross, which is not safe.
- A CAC member asked if the station's public space will be open 24 hours per day. Mike replied that it will continue to be open during the train station's operating hours, noting that it is currently closed from 1:00 a.m. until 4:00 or 5:00 a.m.
- A CAC member asked who is responsible for security. Mike explained that as part of Boston Properties' management of the station concourse, they provide supplemental security, but that the MBTA Police will also continue to provide security.

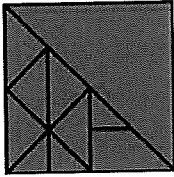
Public questions and comments included:

- A member of the public asked about the total public cost (in terms of subsidies) of the proposal and asked the CAC to discuss this.. Lauren responded that the proponent has not requested a public subsidy for this project.
- A member of the public asked if the loading dock on Clarendon Street is meant to serve the retail and residential spaces, plus the station. George explained that it is designed to be a joint loading facility for both the station and the residential building on the Station East parcel. The member of the public asked if that will be adequate space. Mike explained that there will be a loading area there and a second loading area on the Garage West parcel that will be defined once the discussion of the ramp closure is complete. The member of the public also asked what the need was for a drop-off lane for the public on the Clarendon Street side of the station and thinks that green space would be a better use of the space. Mike explained that this aspect of the project is still being explored, but that the drop-off is intended to serve both the station entrance and the residential building.
- A member of the public asked if the service drive to the loading dock off of Clarendon Street will be covered, as she is concerned about safety there. Mike explained that there will be sufficient security.
- A member of the public asked about Hubway, bicycling and scooter access. Cody explained that there is a Hubway station across the street on Clarendon Street. Mike added that he expects there to be bicycle racks on the outside and inside of the station.

Elliot closed the meeting by confirming that the next meeting will held on Wednesday, July 13<sup>th</sup> at 8:00 a.m. at the Boston Common Hotel & Conference Center, located at 40 Trinity Place.

The meeting was adjourned at approximately 8:05 p.m.





**Back Bay / South End Gateway Project**  
**CAC Working Meeting #6**  
**Wednesday, July 13, 2016, 8:00 a.m.**  
**Location: Boston Common Hotel & Conference Center**

**CAC Attendees:**

Brendan Ahern, South End Business Alliance  
Ann Beha, Boston Society of Architects (BSA)  
Kenzie Bok, Bay Village Neighborhood Association  
Damien Chaviano, Urban Land Institute (ULI)  
Jacquelyn Cox-Crite, Tent City Resident  
Jack Fitzgerald, Ellis South End Neighborhood Association  
Susan Gilmore, Resident of Back Bay  
Elliott Laffer, Neighborhood Association of the Back Bay (NABB)  
Scott Mustard, Saint Botolph Neighborhood Association  
Mayra Negrón-Rivera, Inquilinos Boricuas En Acción  
Ted Pietras, South End Business Alliance  
Russ Preston, Congress for the New Urbanism

**Ex-Officio Attendees:**

Massachusetts State Representative Byron Rushing  
Kate Bell, Office of Boston City Councilor Josh Zakim  
Mohona Siddique, Office of Boston City Councilor Josh Zakim

**City of Boston Attendees:**

Jonathan Greeley, BRA  
Catherine McCandless, BRA  
Lauren Shurtleff, BRA  
Christopher Tracy, BRA

**Project Members:**

Dave Newman, The Strategy Group  
Melissa Schrock, Boston Properties  
Susan Tracy, The Strategy Group

**State of Massachusetts Attendees:**

William Tuttle, MassDOT

**Members of the Public:**

Ned Flaherty, Resident  
Patrick Haswell, Veolia Energy  
Lauren Hoops-Schmieg, Hill House  
Randi Lathrop, Resident

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William McCarthy, Resident  
Martyn Roetter, NABB  
Jon Santiago, Resident  
Marvin Wool, Resident

### **Meeting Summary**

On Wednesday, July 13, 2016, the sixth meeting of the Back Bay / South End Gateway Project Citizens Advisory Committee (CAC) was called to order at approximately 8:05 a.m. by Lauren Shurtleff, BRA Senior Planner, at the Boston Common Hotel & Conference Center.

Lauren began the meeting by thanking everyone for attending. She explained that this meeting would differ from previous meetings. Instead of a content presentation, the meeting will primarily consist of a discussion by the CAC.

Lauren also noted that all of the comments received to date have now been posted on the Project Website (<http://bit.ly/BBSEGP>) and have been distributed to the CAC.

Lauren turned the meeting over to Ted Pietras, CAC Co-Chair and SEBA, who led the discussion. He explained that the purpose of the meeting would be to build consensus among the CAC members, identify outstanding information, connect the MassDOT and CAC process, discuss the aspects of what makes a project successful, discuss the aspects of the proposal that are separate from the project, and gather CAC input and influence on the project. He opened up the CAC to talk about a range of issues, including affordable housing, wind and shadow, traffic, and pedestrian experience.

Chris Tracy, BRA Project Manager, noted that all of the notes from the CAC meetings will be included in the Scoping Determination. The Scoping Determination should be issued this summer and the proponent is anticipated to respond soon thereafter with a Draft Project Impact Report (DPIR), which will be posted online.

CAC questions and comments made in response to the presentation included:

- In response to question from a CAC member, Chris replied that the length of the DPIR comment period is based on the project size. He clarified subsequent to the CAC meeting that there will be a 75 day comment period for the DPIR.
- A CAC member explained that affordable housing is very important to her and stated that she would like to see the affordable housing be located on-site rather than off-site.
- A CAC member questioned the logic of on-site affordable units and explained the importance of determining the type of affordable housing that is most needed in this area of Boston, noting that, given the expense involved in this type of air

rights development, the project might benefit a greater number of people by building more affordable units off-site rather than on-site.

- A CAC member noted that a challenge for building affordable housing downtown is that there are not many active community development corporations (CDCs) in the Downtown neighborhoods. She said the CAC may want to write a letter to make a recommendation for the public benefits they wish to see, and asked about public subsidies. Chris replied that at this time, no subsidies are being sought and if they were, they would be made public. Melissa Schrock, Boston Properties, reiterated that Boston Properties has not sought public subsidies. Given the difficulty of building housing on the site, they included the possibility of a 121A as a precautionary measure, as the project is still being shaped.
- A CAC member asked if the affordable housing will be implemented as each building phase is developed. Chris replied affirmatively, and stated that to the extent that affordable units are provided on-site, the units are distributed throughout a given building rather than in one section, and added that the affordable units have the same finishes as market-rate units.
- A CAC member said that if the affordable housing is to be located off-site, he would prefer to see it in one of the adjacent neighborhoods rather than far from the Downtown area so that there is greater housing diversity in the neighborhood.
- An ex-officio member of the CAC asked about conducting post-occupancy wind studies for other projects that have been approved. Lauren replied the City of Boston does not have the scope to do this. [Note: After the conclusion of the meeting, an informal discussion amongst several CAC members led Melissa to give an overview explaining the methodology behind wind studies. This explanation has been attached to the end of these notes as an Addendum, for the benefit of those who were not present at this point.]
- A CAC member expressed concern about the width of the sidewalks given the presence of street tree boxes. Another CAC member explained that there may be a need to rework some pedestrian pick-up areas so that the sidewalk plantings can remain as a sustainability benefit.
- An ex-officio member of the CAC expressed concern about the increased pedestrian traffic and the ability for sidewalks to accommodate this increase.
- A CAC member stated that the Clarendon Street side of the project should be explored as a shared space, with priority given to pedestrians.

- A CAC member explained that there should be further study about the project's retail frontage on Dartmouth Street, as well as additional study done on the proposed Dartmouth Street Garage exit width and operations.
- In response to a CAC member's question about the MBTA Bus Route 39, Melissa replied that nothing will change for Bus Route 39 until the Station East component of the project is built. Bill Tuttle, MassDOT, added that Station East cannot be built until the MBTA has approved a solution for the bus route. He added that the Boston Transportation Department (BTD) is also involved in the discussion.
- A CAC member asked when the 30% design benchmark will be reached for the Station renovation project. Bill replied that this would likely occur sometime in the fall, at which point the MBTA will host a community meeting on the process, as discussed at prior meetings. This will largely coincide with the DPIR filing.
- A CAC member expressed concern about an apparent lack of synchrony between the Station renovation and the review of the project's design. Jonathan Greeley, BRA Director of Development Review, affirmed that there are multiple agencies collaborating on the review process for this project, as is the case for all other projects Citywide. He added that there are also typically staff members from different City departments present at community meetings. He commended the CAC for having identified a range of issues that still need further review, noting that the CAC process is designed to evoke this sort of conversation. Finally, he reiterated that when the 30% design stage for the Station renovation has been reached, there will be a meeting to further facilitate the discussion, likely in the Fall.
- A CAC member stated that it is important for CAC members to express what pieces of the project they agree with so that they are not removed from the design.
- A CAC member noted that he would rather see the project create safer pedestrian-level spaces, rather than elevated bridges. Other CAC members expressed that a bridge connection between the project and 40 Trinity could make sense, but expressed reservations about other proposed bridge connections.
- In response to a CAC member's question about past CAC comment letters, Lauren explained that CAC's typically are able to issue a consensus letter by the end of the review process, which varies for obvious reasons. In the cases where there are differences in opinions on certain topics, the letter usually expresses where opinions differ and where they align.

Public questions and comments included:

- In response to a member of the public about the plan for the infrastructure impacts of the project, Lauren explained that much of this has been covered in Chapter 6 of the PNF, and will be covered in greater detail in the DPIR. She added that construction impacts are covered in the Construction Management Plan (CMP).
- A member of the public stressed his appreciation for the thoughtfulness of the CAC's discussion to date. In response to a follow-up comment from the member of the public, a CAC member agreed that the CAC also wants to see the Station be first and foremost a station, rather than a retail center.
- A member of the public stated that he would like to see that the affordable units are on-site.

Lauren closed the meeting by stating that the Scoping Determination will be issued later this Summer and the Proponent is anticipated to respond with the DPIR in early Fall. The next meeting will be confirmed by email.

The meeting was adjourned at approximately 9:40 a.m.

## ADDENDUM

### Explanation of Wind Study Methodology

- RWDI uses wind tunnel technology to predict pedestrian level wind analyses. This is the most accurate technology available and is used internationally.
- RWDI's input data is an average taken over 20-30 years; that data is used to develop the predictive pedestrian wind condition model.
- Therefore, simply taking one-off post-construction readings would not be a valid way to confirm the methodology.
- Any post-construction readings would have to be done over a prolonged time frame to truly judge the accuracy of the predictive nature of their model.
- During this time, nothing new could be built in the subject area because that would change the wind conditions. Clearly, this is unrealistic.
- In addition, the same technology is used by RWDI to study both structural wind loads and cladding loads for building design. This technology and these analyses are accepted by building codes internationally. If the predictive technology weren't accurate, we would see systemic building failures across the globe – structures would be failing and building façade elements would be falling off. That is not happening.

**APPENDIX D**  
**EXAMPLES OF PUBLIC NOTICE**

SAMPLE

## PUBLIC NOTICE

The Boston Redevelopment Authority (BRA), acting pursuant to Article 80 of the Boston Zoning Code, hereby gives notice that a Draft Project Impact Report (DPIR) for Large Project Review has been received from \_\_\_\_\_

\_\_\_\_\_  
(Name of Applicant)

for \_\_\_\_\_  
(Brief Description of Project)

proposed at \_\_\_\_\_  
(Location of Project)

The DPIR may be reviewed or obtained at the Office of the Secretary of the BRA Boston City Hall, Room 910, between 9:00 A.M. and 5:00 P.M., Monday through Friday, except legal holidays. Public comments on the DPIR, including the comments of public agencies, should be transmitted to Christopher Tracy, Project Manager, Boston Redevelopment Authority, Boston City Hall, Boston, MA 02201, within seventy five (75) days of this notice or by \_\_\_\_\_. Approvals are requested of the BRA pursuant to Article 80 for \_\_\_\_\_.

The BRA in the Preliminary Adequacy Determination regarding the DPIR may waive further review requirements pursuant to Section 80B-5.4(c)(iv), if after reviewing public comments, the BRA finds that the \_\_\_\_\_ adequately describes the Proposed Project's impacts.

### BOSTON REDEVELOPMENT AUTHORITY

Teresa Polhemus, Executive Director/Secretary

**APPENDIX E**  
SUBMISSION REQUIREMENTS FOR DESIGN DEVELOPMENT  
AND CONTRACT DOCUMENTS SUBMISSIONS