

Supplemental Information

The Boston Garden



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December 6, 2013

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Chapter 1.0

Project Update

1.0 PROJECT UPDATE

1.1 Introduction

Since the submission of the Expanded Project Notification Form (PNF) for The Boston Garden (the “Project”) on September 6, 2013, Boston Properties Limited Partnership and Boston Garden Development Corp. (together, the “Proponent”) have met with City staff, the Boston Redevelopment Authority (BRA), the Boston Civic Design Commission (BCDC), the Impact Advisory Group (IAG), and held more than 30 meetings with local community groups. These meetings, as well as review of comment letters sent to the BRA on the Expanded PNF, have informed improvements to the Project and the addition of more community benefits. This document includes an articulation of the revisions to date, as well as a discussion of transportation impacts related to TD Garden events as requested by the IAG, and responses to common concerns expressed in comment letters and community meetings.

1.2 Community Benefits

The Project will provide a wealth of benefits to its community, surrounding neighborhoods, and the city at large. Below is a list of community benefits that will be realized through the development of the Project.

- ◆ **45,000 sf supermarket:** The community has long expressed the desire for an affordable supermarket. The Project was consciously designed to provide an appropriate space for such an amenity. The Proponent has reached a preliminary business agreement with a major supermarket operator and will be able to announce the details publically in the near future.
- ◆ **Champions Row:** The Proponent has worked with the community and the City to create substantial new civic space within the Project. A major component of this space is Champions Row. This 60 foot wide, 80 foot high covered plaza provides a multitude of uses for the public. It serves as a place of gathering, passageway, and shopping. It adds a celebratory grand entrance to North Station and the TD Garden, two iconic assets of the City of Boston. Champions Row also provides additional public space that can be programed for uses such as fresh produce markets, local art fairs, and similar events.
- ◆ **New, improved, and expanded sidewalks along Causeway Street:** The Proponent has dedicated more private land to create a larger sidewalk along Causeway Street. This design element provides additional public realm and allows for the coexistence of many uses along the street to create a lively and safe atmosphere. The additional area will allow for potential outdoor restaurant/café seating, plantings, and street furniture while still providing ample pedestrian passageways.

- ◆ **Improvements to the West Walkway:** The Proponent is committed to improving the areas around the site in addition to the development itself. The same detail and care given to redesign the Causeway Street frontage will be given to surrounding streets as well.
- ◆ **Connection from North Station to Portal Park:** With the addition of the new parking ramp, the Proponent is committed to maintaining safe pedestrian flow from the eastern exit of North Station. A pedestrian walkway will be provided to allow pedestrians to cross over vehicles entering the garage and get safely over to Portal Park where they can continue to the North End, Lovejoy Wharf, or other locations east of the site.
- ◆ **Community Space within the Development:** The Proponent has committed to providing space primarily for use by the West End Community Center and other organizations. This community space may be similar to that which is provided by Boston Properties at Atlantic Wharf.
- ◆ **Weather Protected MBTA Connection:** In this current version, people will be able to move from the Massachusetts Bay Transit Authority (MBTA) Orange and Green Line platforms into the TD Garden and North Station under shelter from the elements. The internal passageway has been replaced with a more pleasant pedestrian pathway that will also introduce people to the street.
- ◆ **Job Creation:** The Project will create approximately 2,000 construction jobs and 5,000 permanent jobs in the City of Boston. These jobs will provide livelihoods for residents and will contribute substantial tax revenue to the City.
- ◆ **Affordable Housing:** The Proponent has committed to provide affordable housing consistent with the Mayor's executive order that 15% of market rate units be affordable. The Proponent will provide such units either on or off site. If provided off site, the Proponent will either provide units within the West End and adjacent neighborhoods or request to the City that in lieu of payments be used to build affordable units in those neighborhoods.
- ◆ **Retail and other Amenities:** The Project will provide substantial and needed retail and entertainment amenities to the area. A cinema, restaurants, and a fitness center are among the uses being sought out. Additionally, components such as the hotel will have amenity space open to the public which will potentially include a roof space atop the podium.
- ◆ **Commitment to Undertake Pedestrian Study:** The proponent has committed to undertake a pedestrian circulation study for the West End including but not limited to Thoreau Path.

- ◆ **Continued Support for the Bulfinch Triangle Street Improvement Plan:** The Proponent has committed to continue its support for the Bulfinch Triangle Street Improvement Plan and its expansion to other streets in the West End.
- ◆ **Financial Support for West End Community Groups:** The Proponent is committed to providing support for the following community groups:
 - **West End Community Center:** \$25,000 at Certificate of Occupancy for the first phase and \$5,000 per year for five years
 - **West End Museum:** \$25,000 at Certificate of Occupancy for the first phase and \$5,000 per year for five years
 - **Friends of Thoreau Path:** \$25,000 at Certificate of Occupancy for the first phase and \$5,000 per year for five years
 - **Community Works Services:** \$25,000 at Certificate of Occupancy for the first phase and \$5,000 per year for five years

Chapter 2.0

Urban Design

2.0 URBAN DESIGN

2.1 Introduction

Based on comments received from the IAG, the City, and community groups, the Proponent has made many urban design changes to improve the Project, which was approved by the BCDC on December 3, 2013. These changes include setting back the façade of the building to create a larger pedestrian zone, moving the marquee sign to the west block of the building to reduce its visual impact on neighbors and improve visibility of North Station and the TD Garden from Causeway Street, widening Champions Row, revising the design of the office tower, adding a pedestrian connection on the roof of the podium to connect the hotel and residential towers and provide more accessible and useable outdoor space, and redesigning the pedestrian passageway to enhance the rider/commuter experience and encourage pedestrian activity on Causeway Street. The Proponent believes that these changes incorporate the received feedback, improve upon the design of the Project, and further the Project's goal of creating a destination for residents, neighbors, and visitors as well as fostering the future economy in Boston. These changes are described below.

2.2 Civic Space

As a whole, the Project brings a significant amount of civic space to the area. It is a place where people can go to socialize, shop, eat, linger, live, work, and stay on a visit to the area. The retail uses and many of the 'private' uses have public access and provide space for all to enjoy. Specific changes and additions to the civic space that will be provided include:

- ◆ Champions Row, which was previously designed to a width of 50 feet, has been widened by 10 feet to 60 feet upon further research on similar designs in the United States, Canada and Europe. The vestibule has been pushed back from the street creating a grand covered plaza. The number of escalators and stairways within Champions Row has been dramatically reduced to provide better traffic flow and a visual connection from Causeway Street to the doors of North Station. The canopy has been extended to the street to increase the area under shelter and define Champions Row as a special place. The area will host many public events and activities, including fresh produce markets and other seasonal activities.
- ◆ The façade of the building along Causeway Street was previously consistent along its length. The revised design has set back the building 10 feet further from the street along approximately 67%, or 305 feet, of the façade creating a larger pedestrian zone and allowing for more uses without impinging on pedestrian flow. In the revised scheme, outdoor seating areas will be able to comfortably coexist with pedestrians. Additionally, the sidewalk expansion allows for more plantings and street furniture, consistent with the Complete Streets Initiative.

- ◆ The previous design included a tunnel connecting Champions Row to the MBTA Orange Line and Green Line platforms. To improve the pedestrian experience and encourage pedestrian activity on Causeway Street, the design has been revised to include the existing headhouse to the Orange Line and Green Line platforms into the Project. The escalators are reoriented to bring people directly onto Causeway Street where they will then be able to enter North Station via a covered walkway to Champions Row. This alternative creates a more pleasant trip as internalized tunnels often feel unsafe and lack natural light and ventilation.
- ◆ Civic space in the Project is not limited to Champions Row and Causeway Street. Additional improvements include:
 - The addition of retail facing North Station which will further integrate, re-characterize, and enliven the existing civic space.
 - Treatment of the West Walkway consistent with the improved character of Causeway Street.
 - A pedestrian connection from the east exit of North Station over the new ramp to Portal Park.
 - Space within the development dedicated for use by the West End Community Center and other groups. This space will be similar to that provided at Atlantic Wharf.

2.3 Signage

- ◆ The marquee sign was previously placed across the entrance to Champions Row. The signage has now been placed on the façade of the west block portion of the building, and since this portion has been set back 10 feet from the street, the visual impacts of the sign on the nearby residential areas have been decreased. This change also increases the visibility of North Station and the TD Garden from Causeway Street and Canal Street. The Proponent will continue to work with the BRA as the signage develops.

2.4 Height and Massing

- ◆ The design of the office tower has been revised in three main ways: the footprint of the tower has been reduced, the massing has been reversed so that the tallest portion of the building is now on the eastern most part of the tower, and the building has been reoriented so it is no longer angled atop the podium but rather sits orthogonal to the street. The reduction in the tower footprint allows for a wider civic space. The tower has been set back from Champions Row which improves the pedestrian view while in the space; the towers above are less visible in this revised scheme, making the area feel even more open and well lit.

- ◆ The hotel and residential towers have been connected by a two-story building allowing for shared amenities and internal circulation between the uses. It also creates the potential for some of the podium roof to be accessible to the public via the outdoor uses of a hotel restaurant or other lobby related uses.
- ◆ Approximately two-thirds of the façade were set back to provide additional civic space along the front of the development. This additional public space can accommodate uses ranging from outdoor seating to celebration gatherings to enhanced pedestrian experience.

2.5 Design

- ◆ The Project continues to be refined based on the feedback of the IAG, the City, and other public groups. Improvements maintain the character of the podium and its relationship to its surroundings, while working to further integrate the Project into the City fabric. The most recent renderings shown to BCDC on December 3, 2013 are shown in Figures 2-1 to 2-3.



The Boston Garden Boston, Massachusetts



The Boston Garden Boston, Massachusetts



The Boston Garden Boston, Massachusetts

Chapter 3.0

Wind

3.0 WIND

3.1 Introduction

The Expanded PNF included an analysis by Rowan Williams Davies and Irwin Inc. (RWDI) of the wind conditions with the No Build condition (the existing area with approved projects in place) and with the Full Build condition (with the Project in place). The analysis of the No Build condition showed that with both the existing and future surrounding buildings in place, conditions in the area will be windy even without the proposed Project in place (see Figure 3-1 to 3-2). It can therefore be expected that when a proposed building, regardless of its height, is placed in this environment, uncomfortable wind conditions may still occur on an annual basis at certain locations, such as exposed building corners and at off-site locations.

The revised design was retested and the results of the wind analysis show that the revisions to the Project improve the wind conditions from the No Build and initially proposed Full Build conditions as described in the Expanded PNF, at the pedestrian level, in particular locations immediately adjacent to, and to the east of the Project site. The Project also results in a decrease in the number of locations that exceed the effective wind gust criteria at the pedestrian level.

3.2 Expanded PNF Scheme

With the Full Build condition, the majority of the locations are predicted to remain the same or suitable for walking or better as compared to the No Build condition (see Figures 3-3 to 3-4). On the Project site, four locations worsened to uncomfortable for walking from comfortable for walking or better, while four locations improved from uncomfortable for walking to comfortable for walking or better. Locations in front of the atrium hall improved from the No Build condition. Off-site, some locations directly to the east of the Project site at Portal Park and along Causeway Street worsened, including exceedences of the effective wind gust criteria. South of the Project, wind conditions on Portland Street and Friend Street improved from the No Build condition.

3.3 Revised Scheme

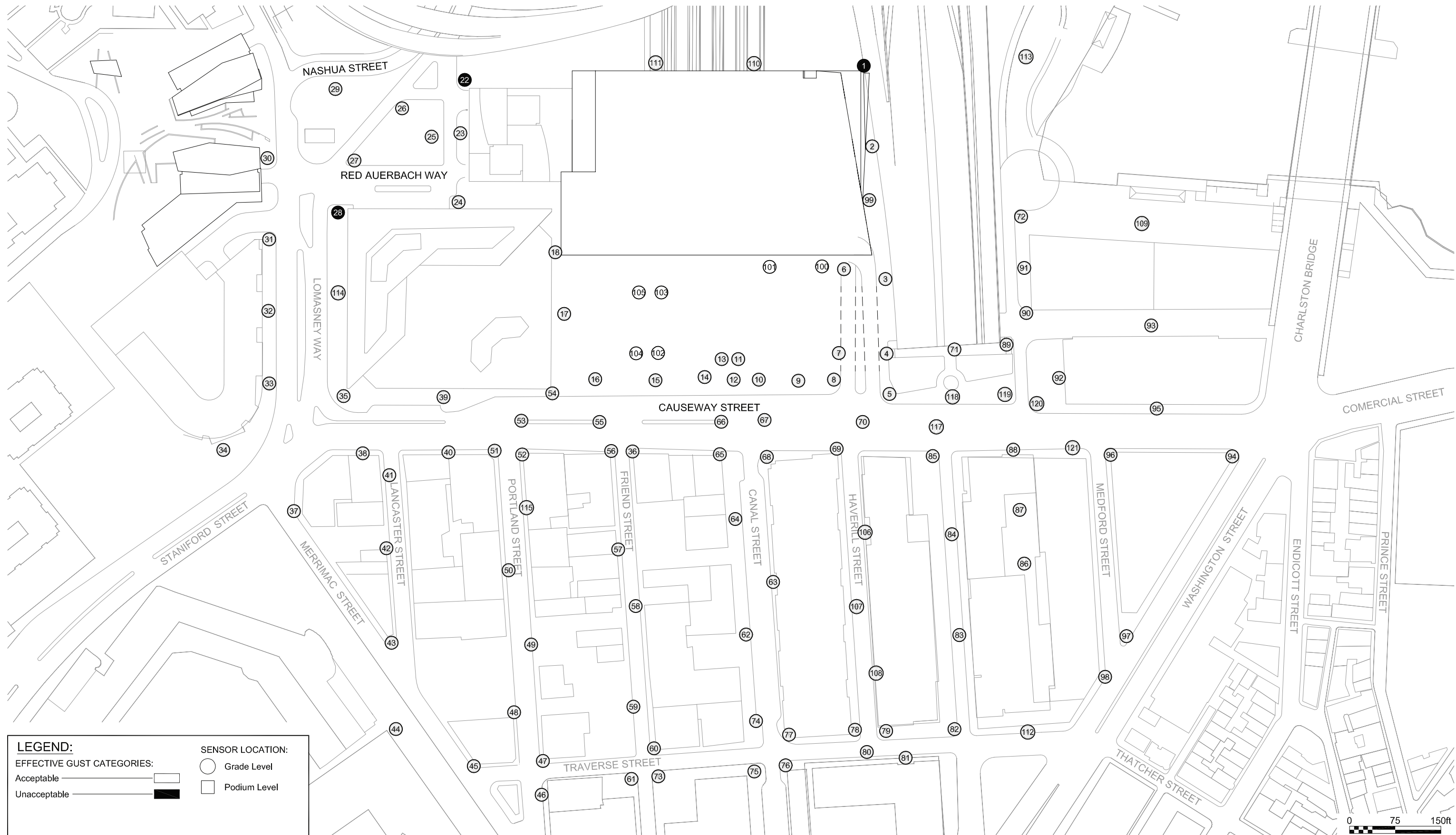
The revisions to the massing described in Section 2.0 were sent to RWDI to be retested in the wind tunnel to predict the impacts of the revised Project on pedestrian level winds (the "Revised Build condition"). The results of the revised analysis show a number of improvements compared to the analysis provided in the Expanded PNF (see Figures 3-5 and 3-6). East of the Project site at Portal Park and along Causeway Street, the number of locations identified as uncomfortable decreases from 14 in the Full Build condition (see Figure 3-3) to three in the Revised Build condition as shown in Figure 3-5. These three locations are predicted to only have marginal exceedences of 20 or 21 miles per hour (mph) compared to the comfortable for walking limit of 19 mph. Locations 24 and 54 (at

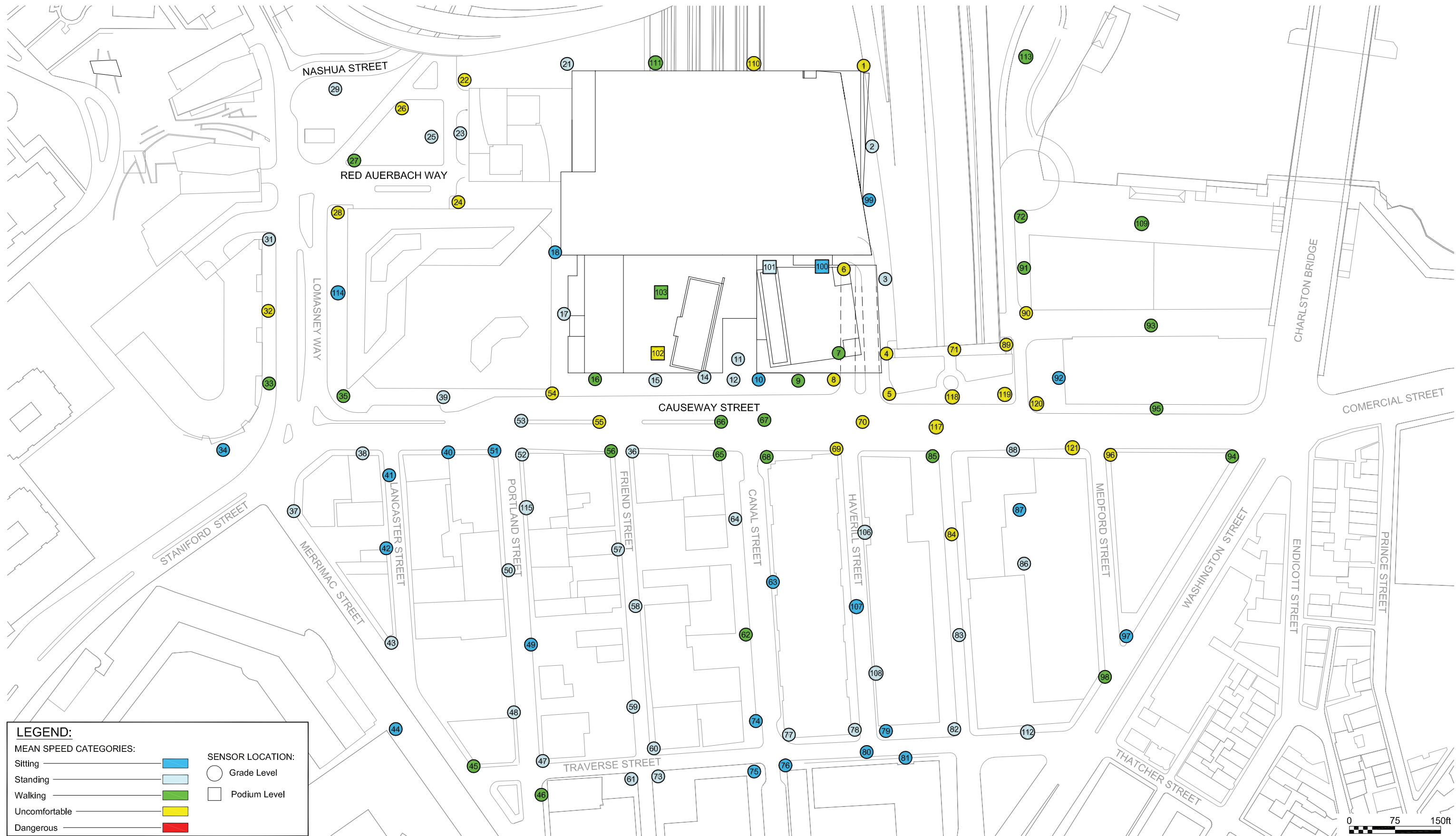
the northwest and southeast entrances to Legends Way), 55 on Causeway Street, and 84 on Beverly Street which were identified as uncomfortable in the Full Build condition are predicted to be comfortable for walking in the Revised Build condition. Locations identified as uncomfortable to the west of the Project site will continue to be uncomfortable with the Revised Build condition (locations 22, 26, 28 and 32). The Proponent will continue to work to mitigate these areas. There were no locations with dangerous wind conditions.

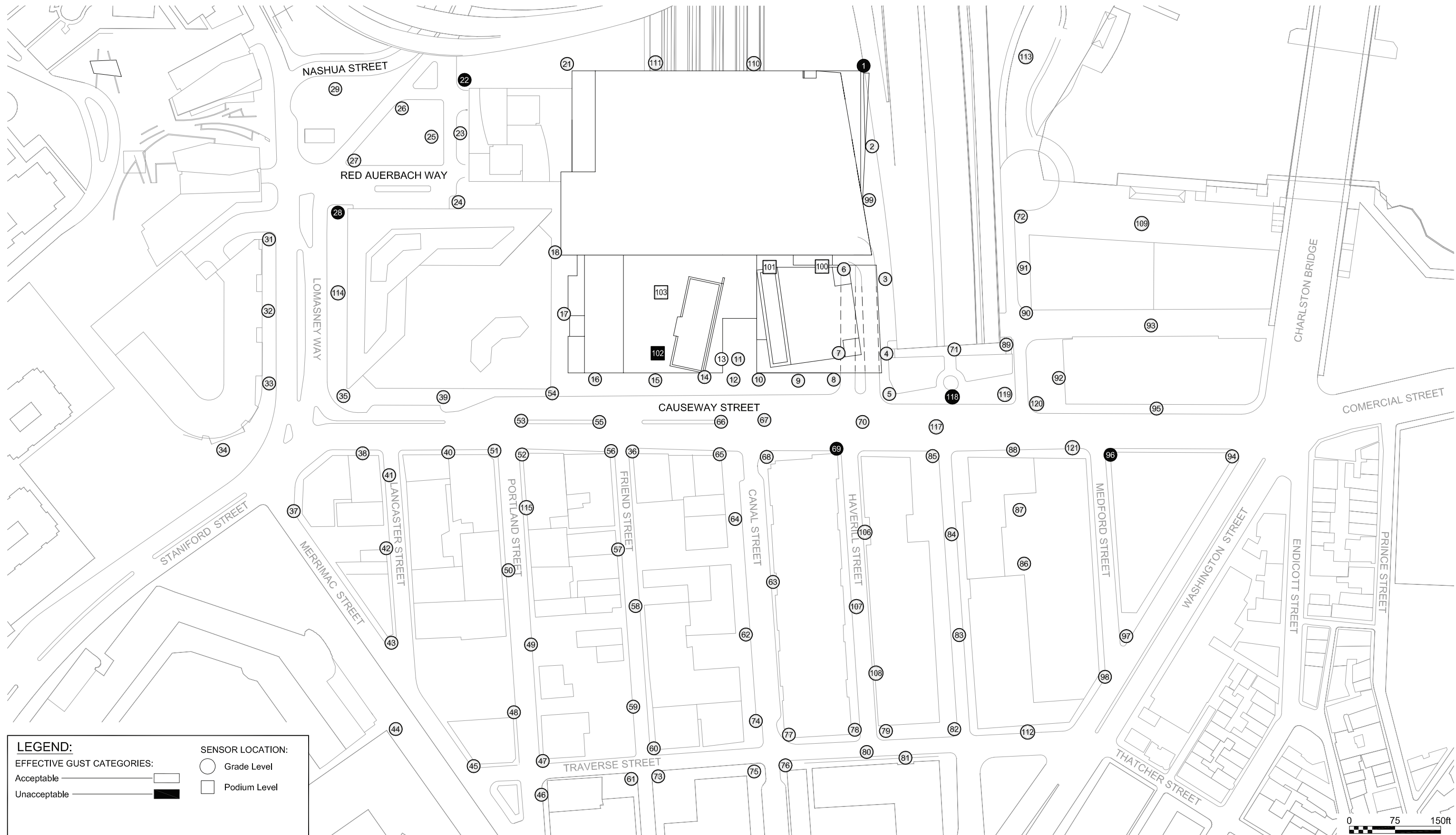
The effective wind gust criteria will be exceeded at only one location at the pedestrian level, location 1, where the effective gust criteria is currently exceeded in the No Build condition. The other two locations in the No Build condition (locations 22 and 28) and the other five locations in the Full Build condition (locations 22, 28, 69, 96 and 118) where the effective wind gust criteria are predicted to be exceeded at the pedestrian level, are improved by the Revised Build condition and are not predicted to exceed the effective wind gust criteria.

At the roof of the podium, one location was predicted to be uncomfortable and to exceed the effective wind gust criteria in the Build condition. The Revised Build condition is predicted to have three locations that are identified as uncomfortable and exceed the effective wind gust criteria. However, it is anticipated that if these locations are used as amenity space, improvements may be made to improve the wind conditions.

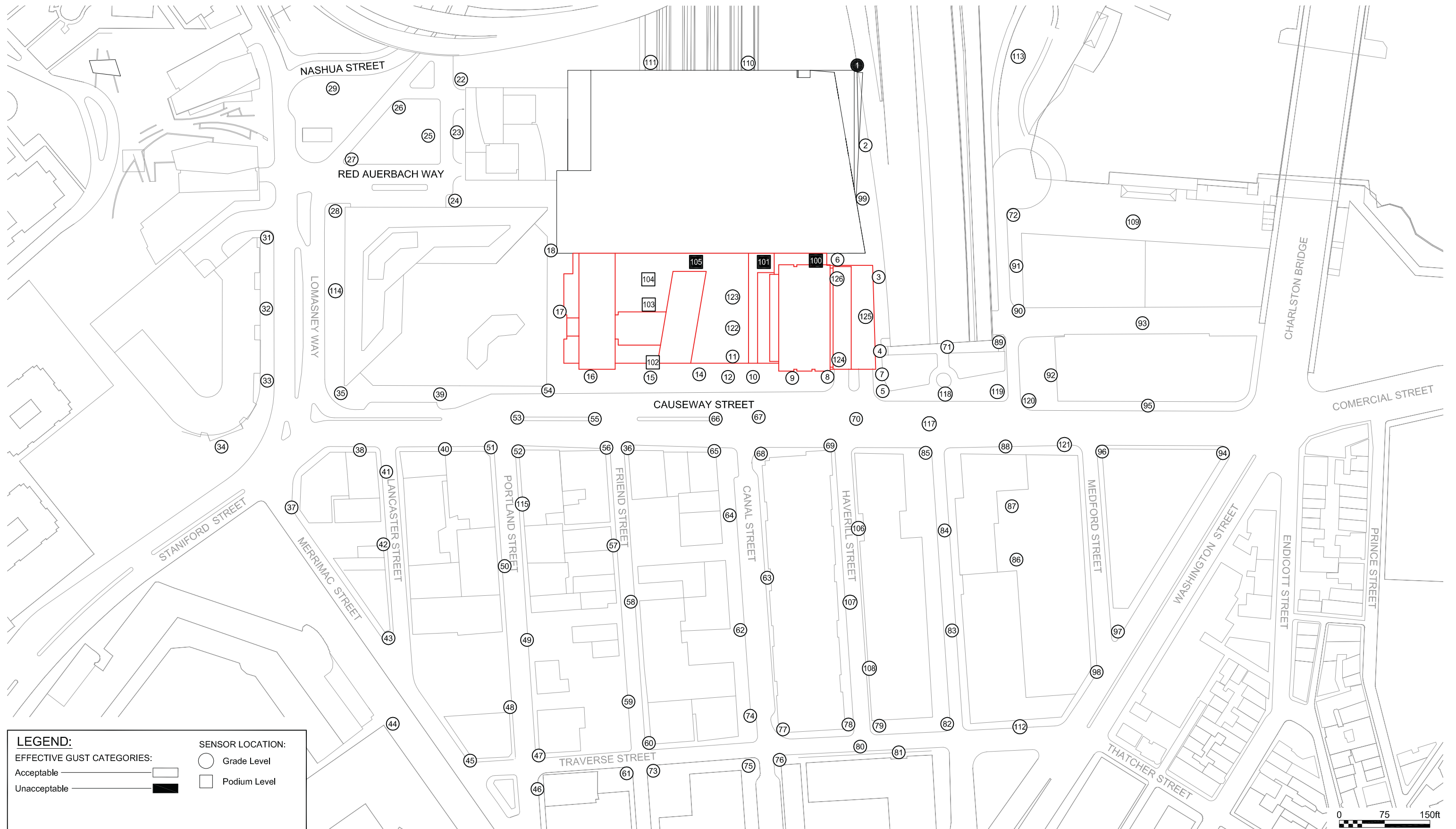












Chapter 4.0

Shadow

4.0 SHADOW

4.1 Introduction

The shadow analysis for the updated design shows that the shadow impacts will be similar to those described in the Expanded PNF. The narrowing of the office building reduces shadow to the north-northeast, while the shift of the taller portion of the office building will add a small amount of new shadow in the afternoon hours.

4.2 Expanded PNF Scheme

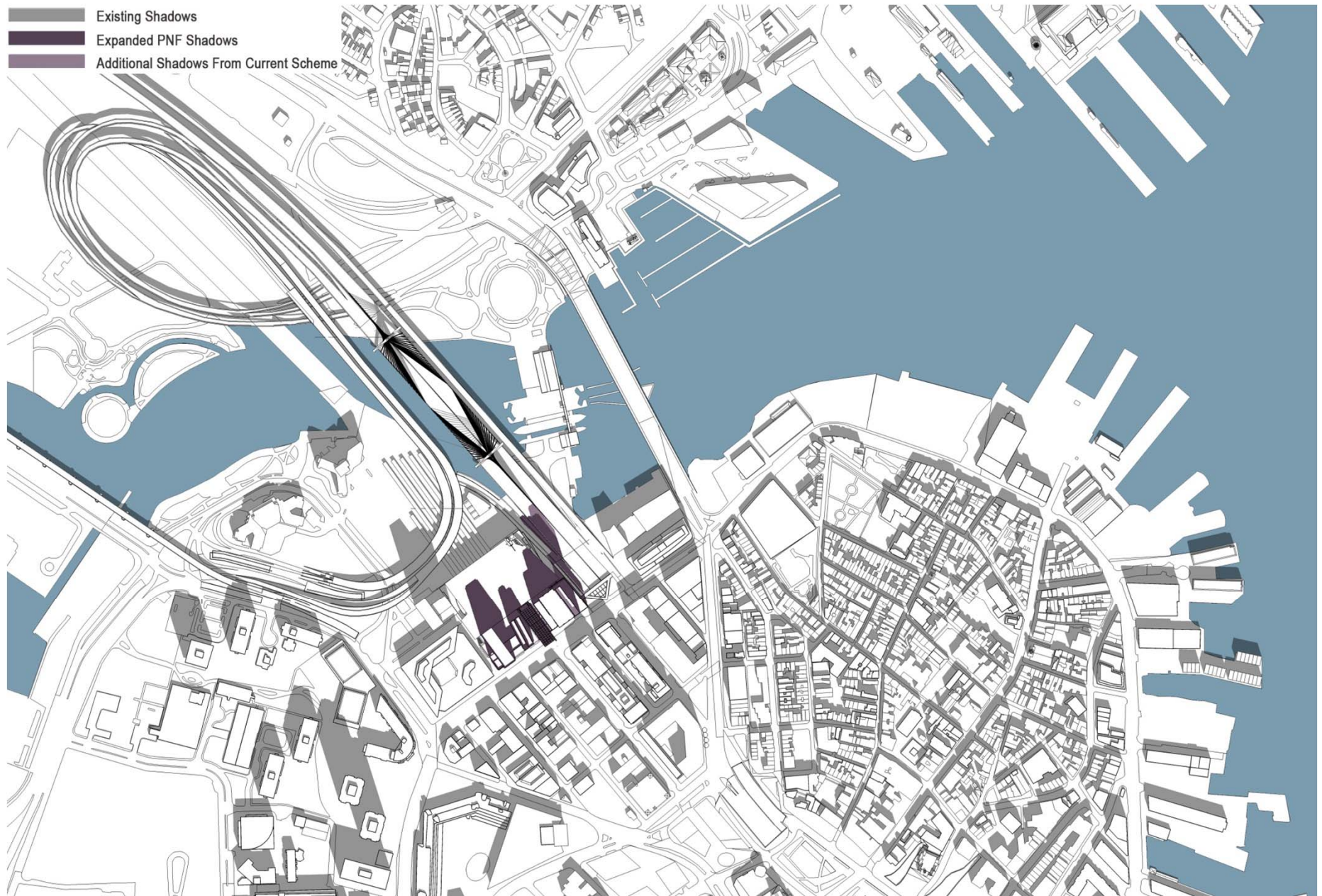
The shadow impact analysis included in the Expanded PNF looked at net new shadow created by the Project during 14 time periods. The analysis showed that new shadow would generally fall on nearby buildings, the train tracks and open lot to the north, and surrounding streets and sidewalks. Since Portal Park is immediately to the east of the site, new shadow would be cast onto it during the afternoon hours (seven of the 14 time periods studied). New shadow on other nearby open spaces would be limited to a minor portion of Lovejoy Wharf on March 21 at 3:00 p.m., West End Park on June 21 at 9:00 a.m., a portion of Burroughs Wharf on September 21 at 6:00 p.m., a minor portion of Paul Revere Park on December 21 at 12:00 p.m. and a minor portion of Langone Park on December 21 at 3:00 p.m. The bus stop on Causeway Street in front of the site would have new shadow on one time period, June 21 at 3:00 p.m.

4.3 Revised Scheme

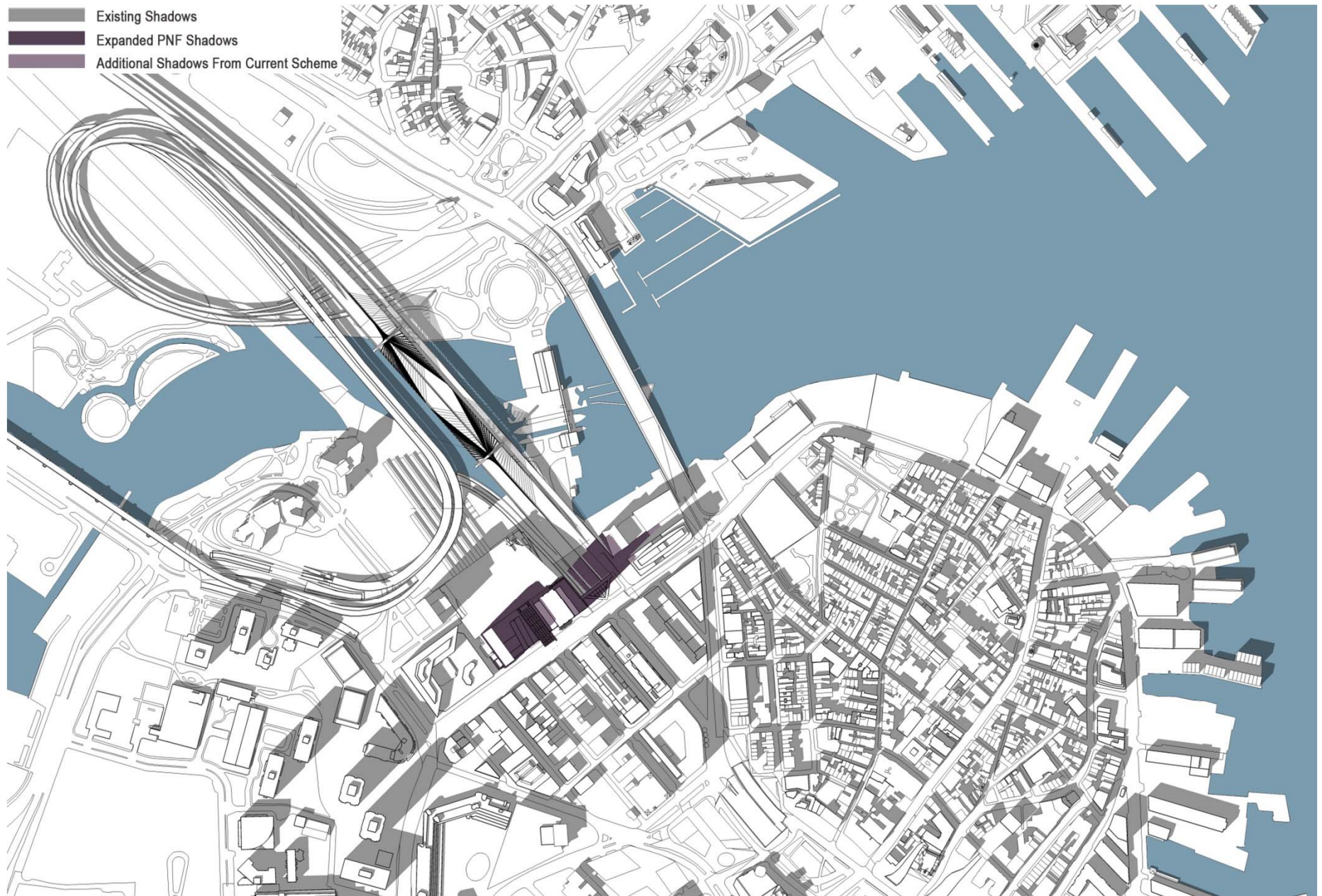
The revised Project will have similar impacts to those shown in the Expanded PNF. The decreased east-west width of the office building results in a smaller shadow impact during the morning and noon time periods. The shift of the tallest portion of the office building from the west side to the east side results in a small amount of additional shadow during the afternoon and evening time periods, being cast generally on rooftops and Boston Inner Harbor. The impacts to nearby open spaces will be similar to the impacts described in the Expanded PNF. Figures 4-1 to 4-14 include the revised shadow graphics comparing the existing conditions, Expanded PNF Scheme, and the current Project.



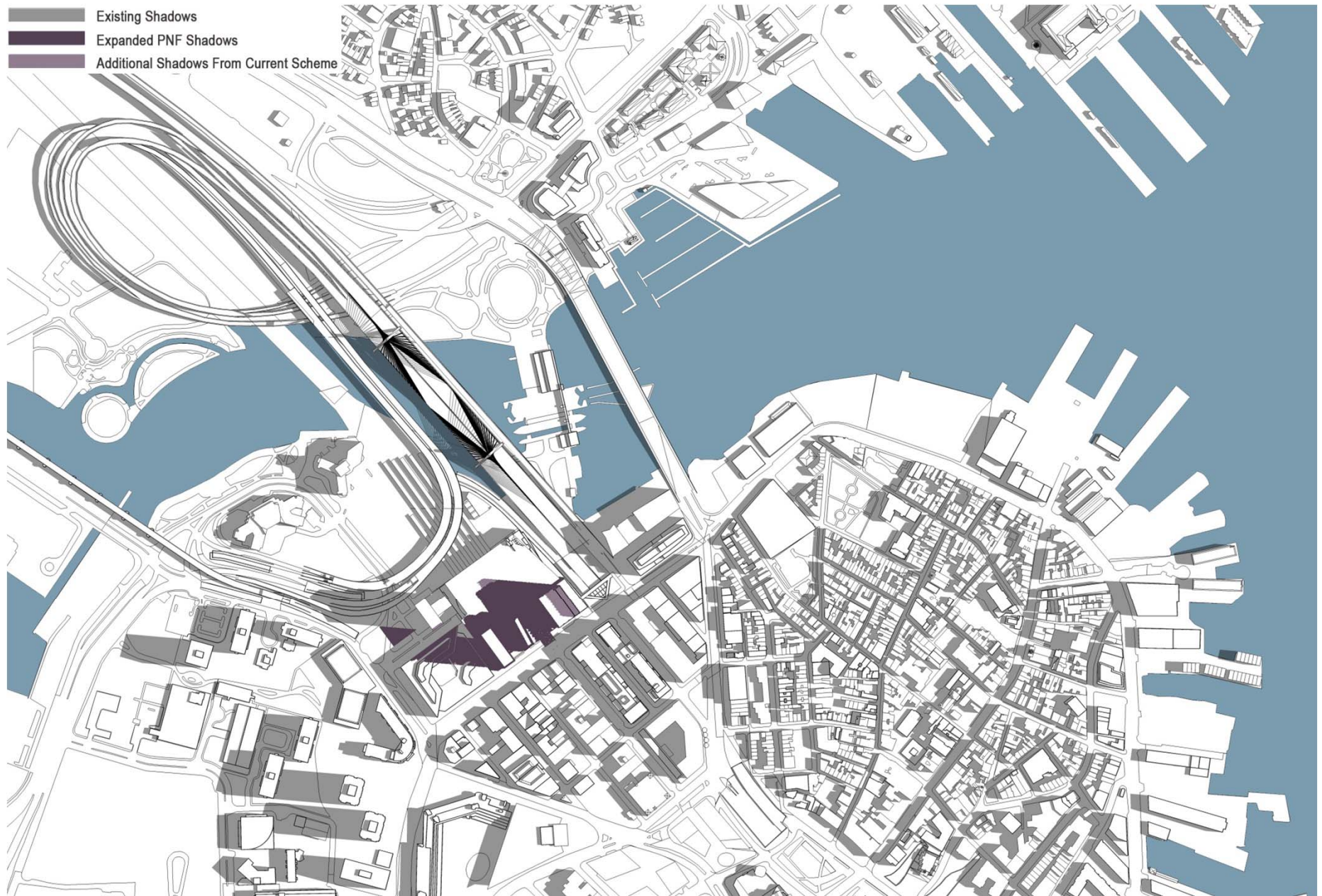
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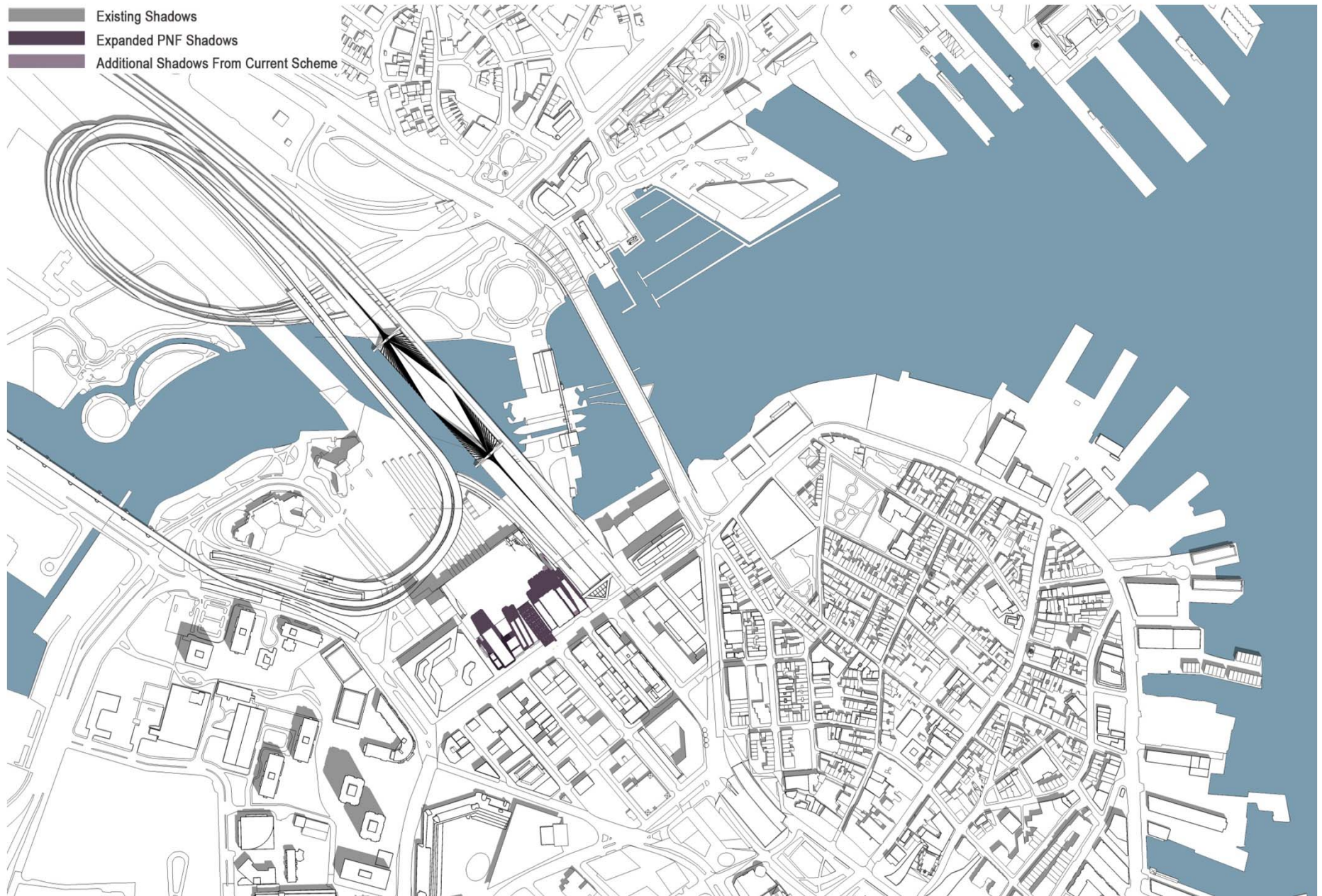
The Boston Garden Boston, Massachusetts



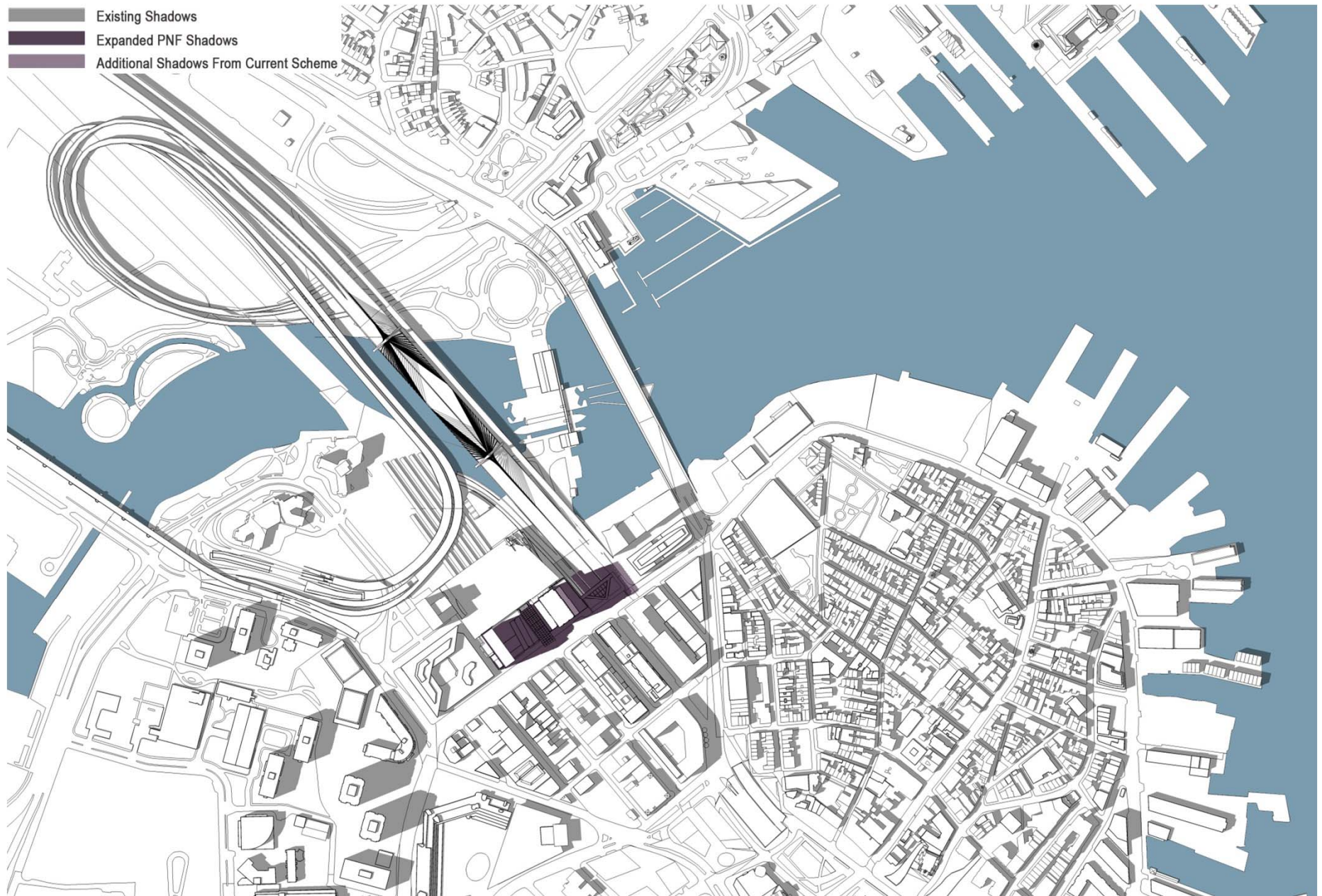
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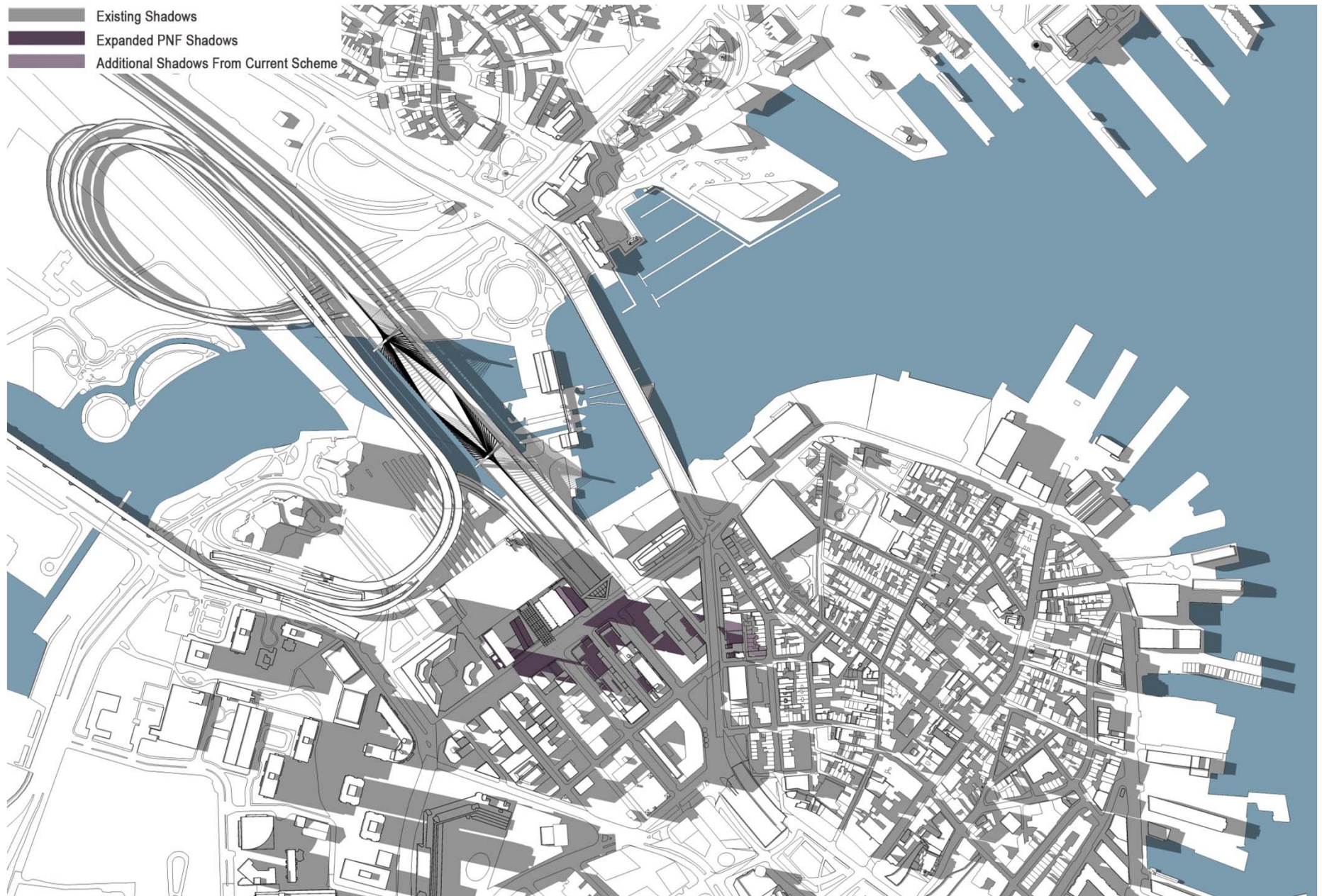
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The Boston Garden Boston, Massachusetts



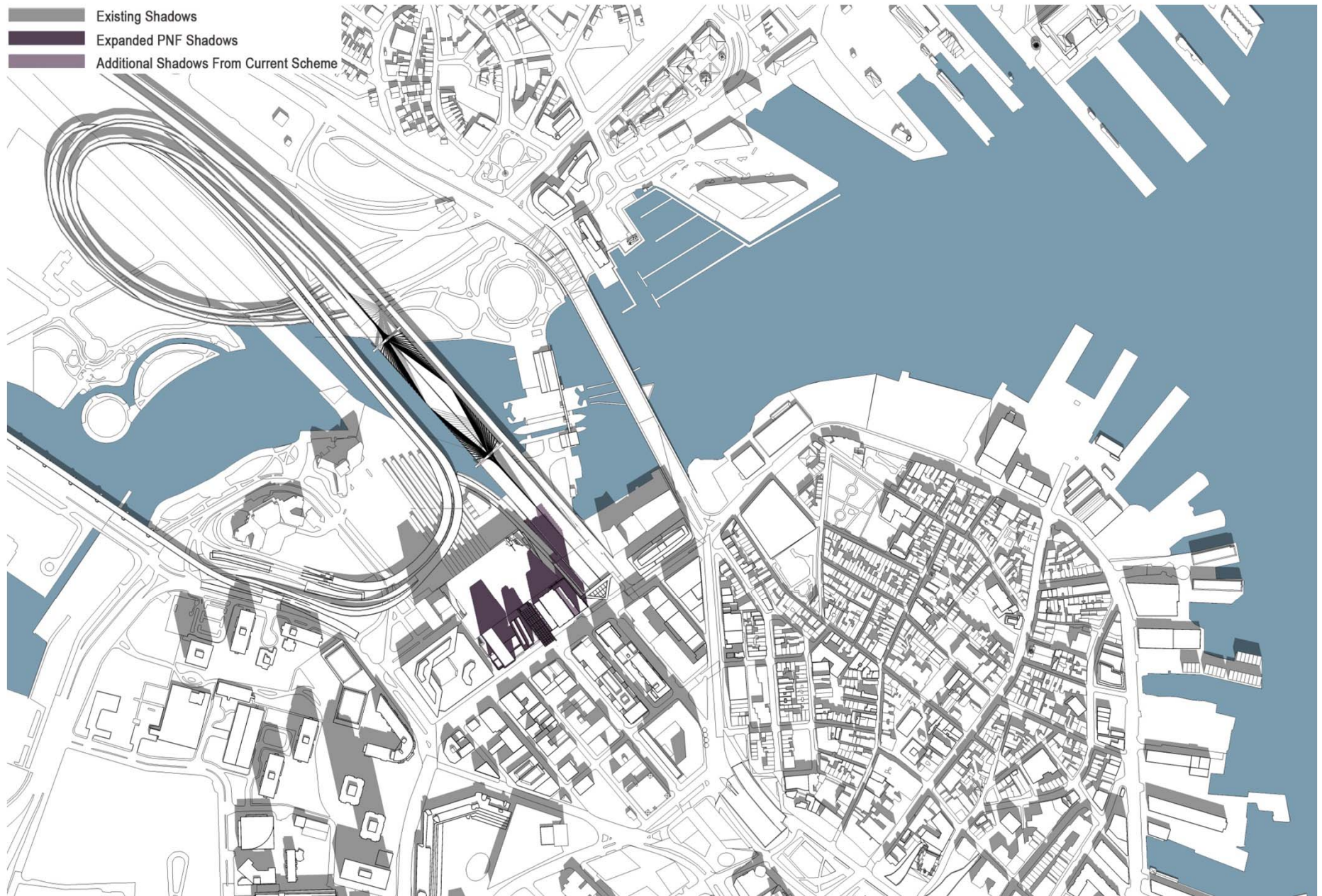
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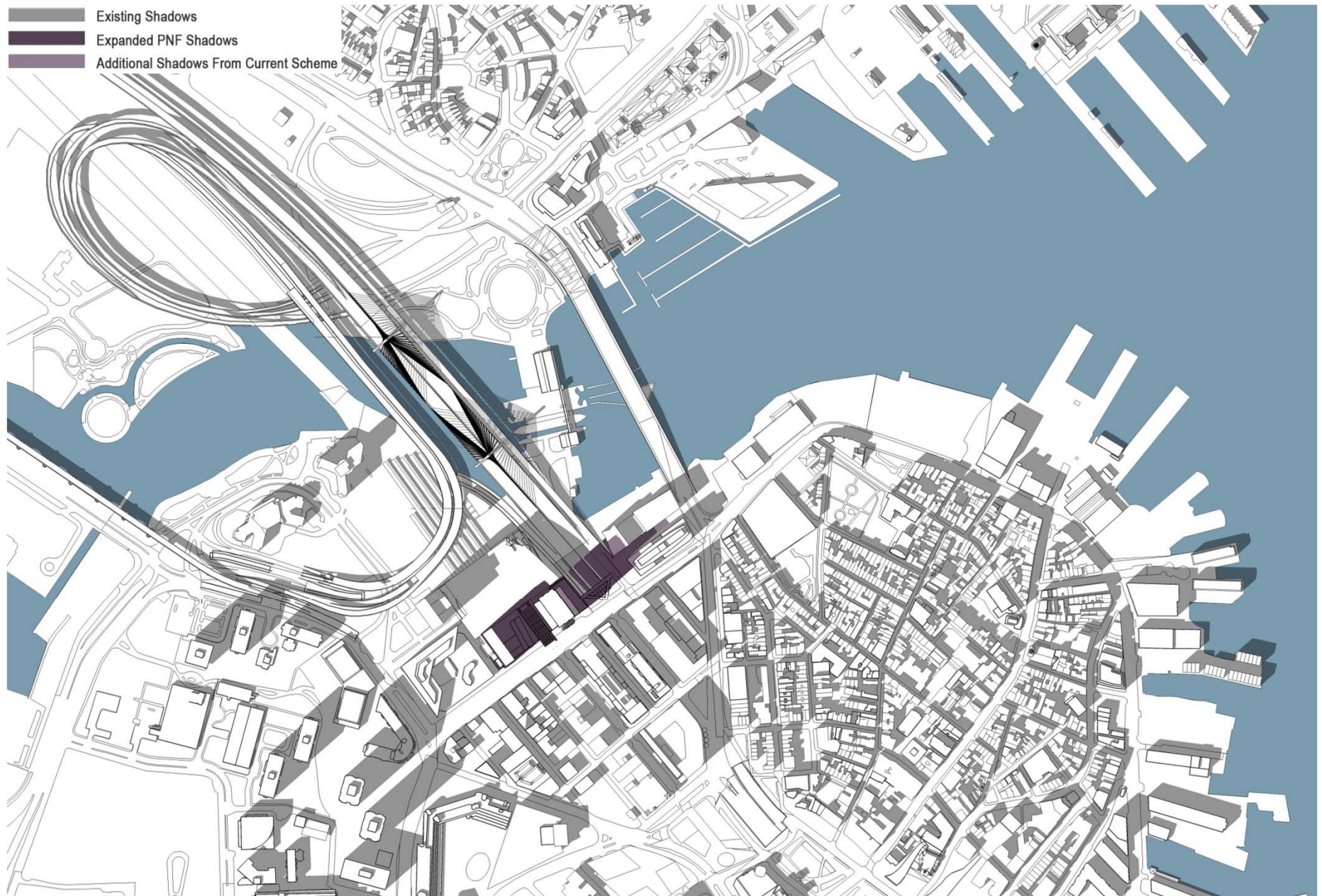
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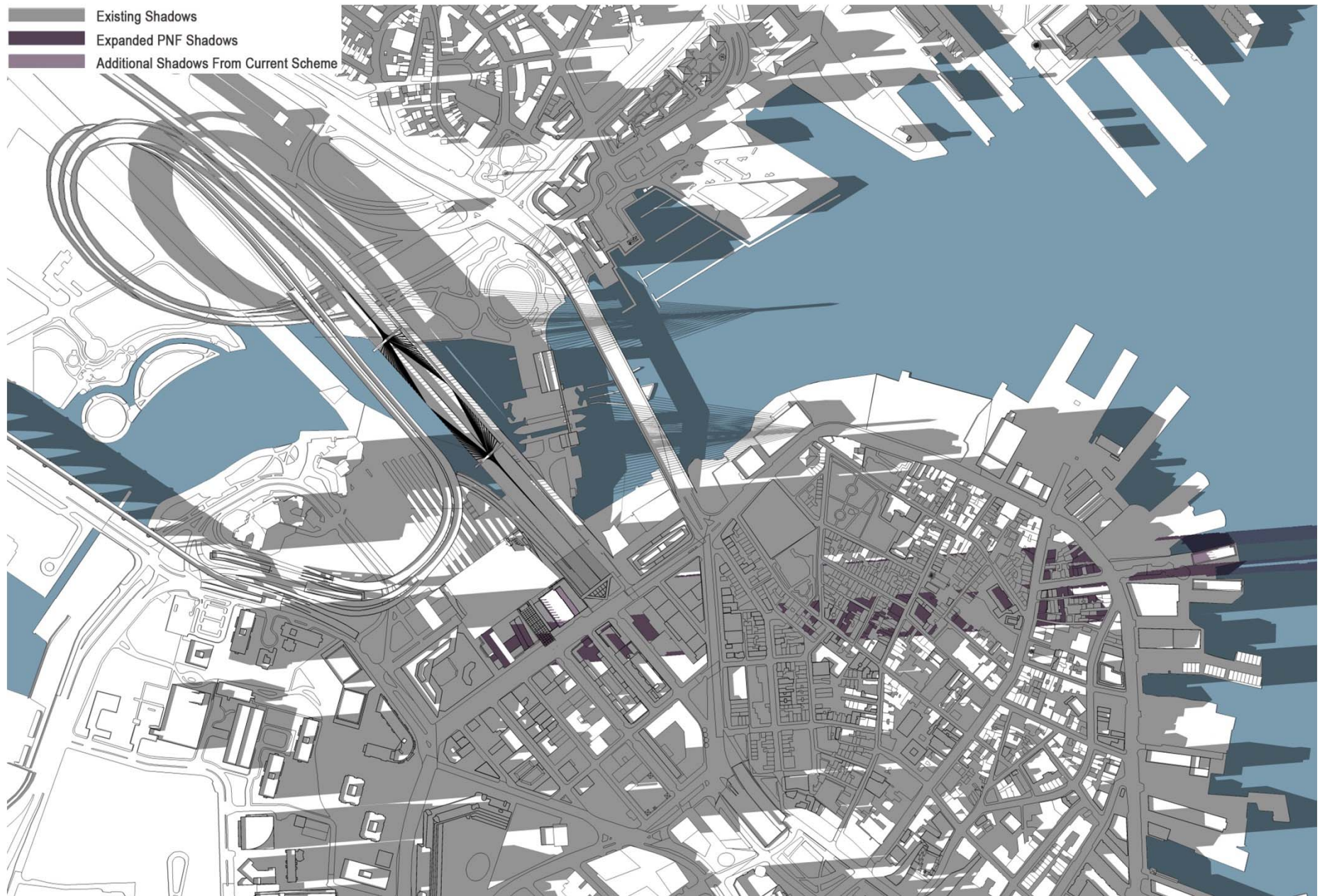
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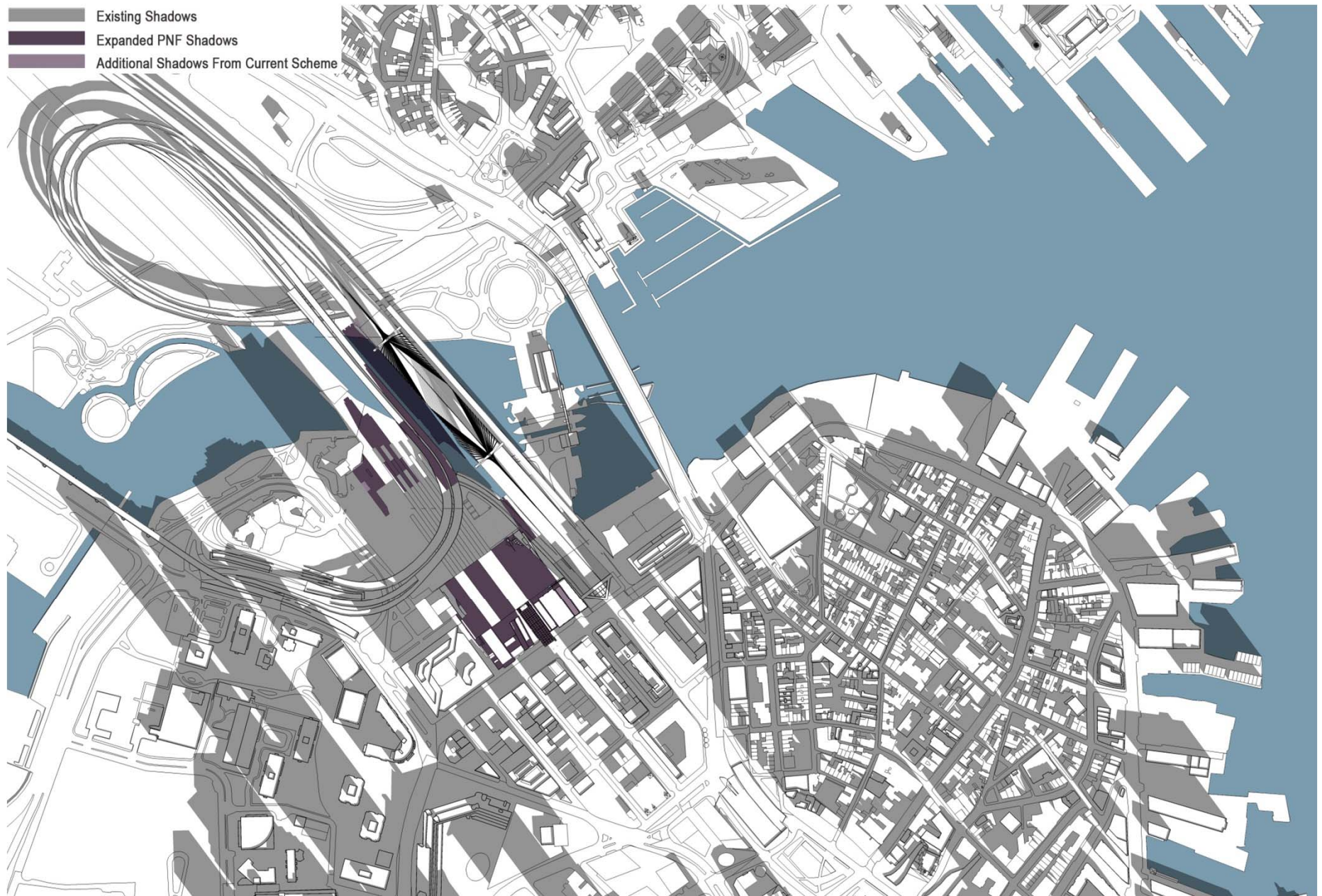
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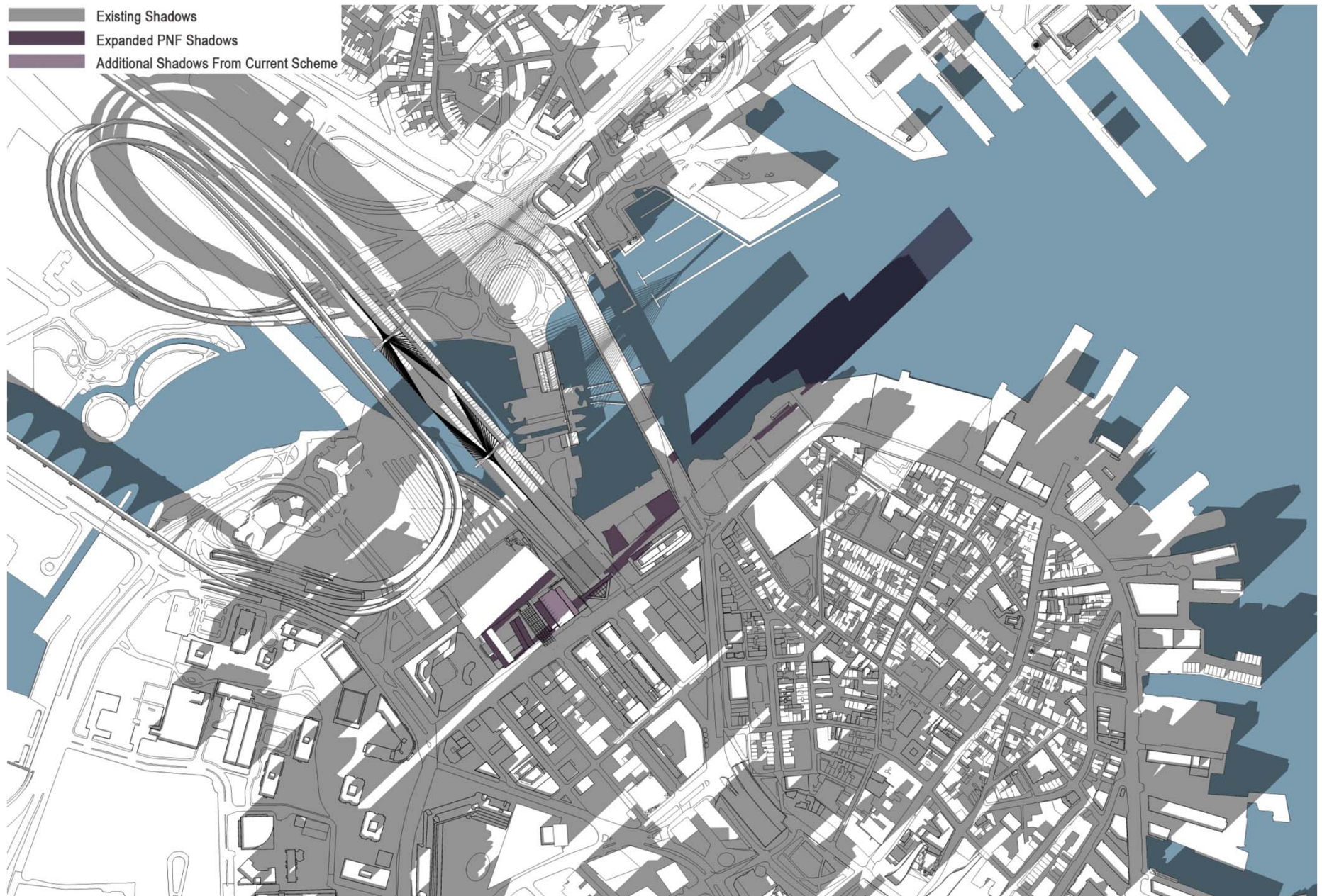
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Chapter 5.0

Transportation

5.0 TRANSPORTATION

In response to questions regarding the Projects impacts on the transportation network during TD Garden events, the Proponent asked Vanasse & Associates, Inc. to prepare a discussion of the existing event conditions and future event conditions, which is reproduced in this section.

5.1 Existing Conditions

Under event conditions (pre and post-event) the street network around the TD Garden, including Causeway Street, Lomasney Way, Nashua Street and Leverett Circle, and the North Station Garage, operate under a carefully coordinated traffic management plan that is implemented by the Boston Police Department, the Massachusetts State Police and BTDP, and is designed to manage the safe and efficient flow of vehicles, pedestrians and bicyclists in and around the TD Garden. During these discrete periods when the traffic management plan is implemented, traffic in the area of the TD Garden is congested given the additional event-related pedestrian and vehicle traffic; however, these conditions dissipate immediately before and shortly after the scheduled start/stop time of the event. Contributing to these congested conditions is the lack of a second access to the North Station Garage, which forces all vehicle traffic entering and exiting the garage onto Nashua Street, Lomasney Way and Martha Road. Figure 5-1 depicts the flow of TD Garden event related traffic accessing the North Station Garage with the current access configuration (one access).

Planning and design of a second access to the North Station Garage from Causeway Street was advanced as a part of the Central Artery/Tunnel (CA/T) project and was included in the MBTA's design plans for the North Station garage. These plans were furthered through the efforts of the Delaware North Companies who assisted the City of Boston and the CA/T project in the filing of a Notice of Project Change (NPC) to reintroduce Haverhill Street and restore the street-grid system in the Bulfinch Triangle to facilitate access to and from the TD Garden, I-93 and the surface street system to the south of the North Station Garage. The Causeway Street access to the North Station Garage is currently under construction by the Delaware North Companies and is expected to be open to traffic in 2013.

Recent traffic counts conducted at the TD Garden during events indicates that approximately 50 percent of event-related traffic is destined to or uses area roadways south of the TD Garden. As such, **the completion of the Causeway Street access has the potential to reduce the volume of traffic on the Nashua Street side of the TD Garden by approximately 600 to 650 vehicles both pre and post-event.**¹ Figure 5-2 depicts the flow of TD Garden event related traffic accessing the North Station Garage with the completion of the Causeway Street access. In addition, the resulting reduction in traffic along Causeway

¹ Based on full occupancy of the North Station Garage (1,275 vehicles).

Street should serve to improve the flow of traffic at both Keany Square (North Washington/Causeway Street/Commercial Street) and Lowell Square (Causeway Street/Stamford Street/Merrimac Street/Lomasney Way).

Pedestrian access to the TD Garden and North Station is provided by way of doors located on the east and west sides. The location of the Orange Line/Green Line headhouse on the east side of the TD Garden contributes to additional pedestrian demands along the east side of the TD Garden; however, event-related pedestrian activity currently favors the west entrance given the proximity of alternative parking facilities to the west entrance. A review of Figure 5-2 illustrates a distinct improvement with respect to pedestrian access to the TD Garden as a result of the introduction of the Causeway Street access, in that it provides the opportunity to create a “pedestrian zone” along Causeway Street between Haverhill Street and Lomasney Way, as well as along New Chardon Street between Friend Street and North Washington Street.

5.2 Proposed Conditions

Project-related traffic under event conditions, which typically are scheduled on weekends or after the weekday evening peak commuter hour, will be nominal as: a) the majority retail/restaurant patrons will be those attending the event; b) the office component of the Project will manage working hours to avoid conflicts with events (most employees will depart prior to an evening event, with limited if any employee activity during weekend events); and c) trips associated with the residential and hotel components are minimal and would not materially conflict with event traffic. It is also likely that some of the patrons of the hotel will be event attendees given the direct, convenient access to the TD Garden. Non-event related traffic for similar developments adjacent to sporting facilities have been found to be nominal, with traffic volume reductions of in excess of 50 percent of those experienced without an event and absent access to alternative modes of transportation.²

The Project and the associated transportation infrastructure improvements have been designed to be integrated into the event traffic management plan that is implemented when events are scheduled at the TD Garden. Specific improvements that will be implemented in conjunction with the Project and that will result in a direct benefit to event conditions at the TD Garden include the following:

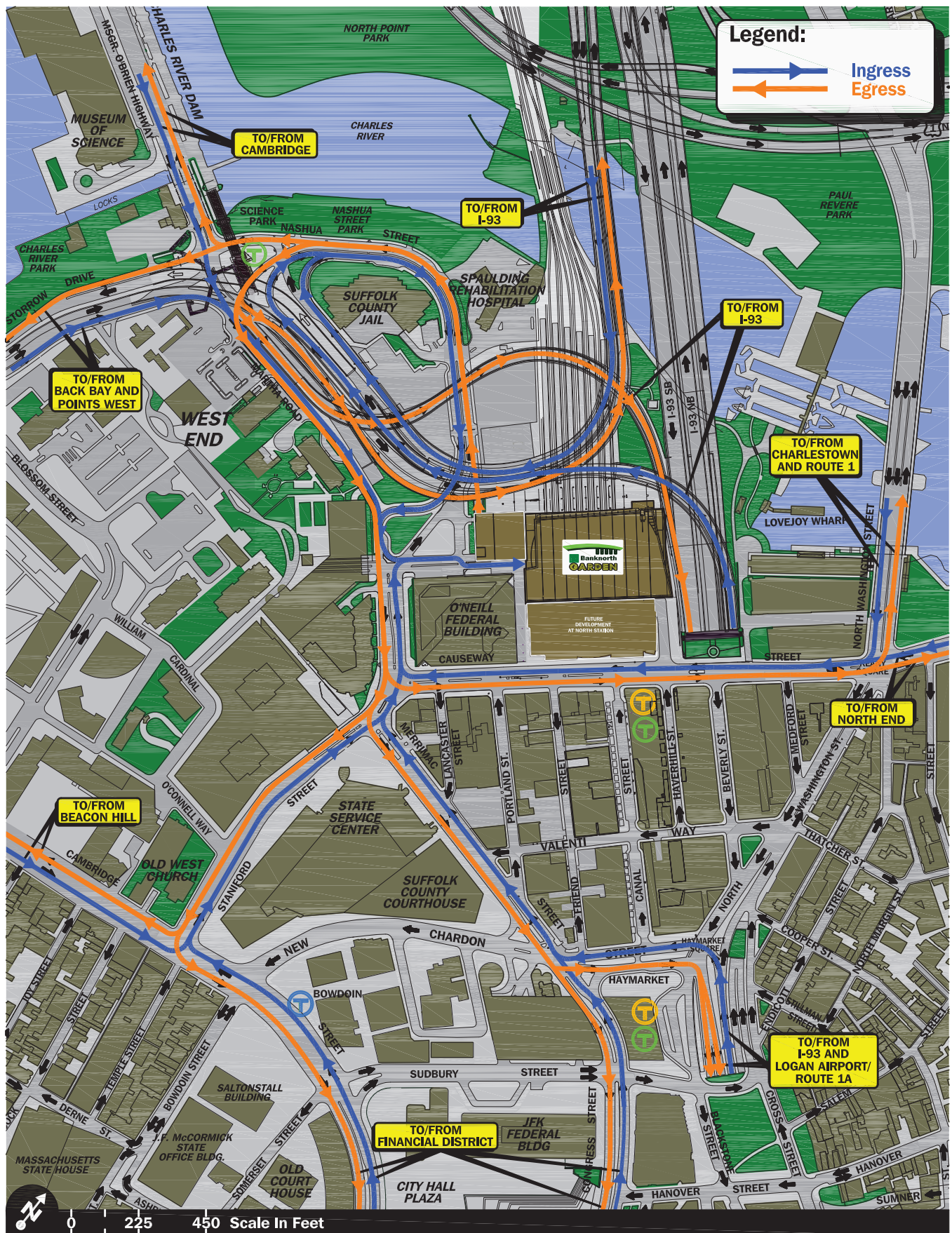
- ◆ **Sidewalk and streetscape improvements** along Causeway Street to increase pedestrian circulation and dwelling areas
- ◆ **Construction of a central concourse** to North Station and the TD Garden to improve access to and circulation within the TD Garden and North Station

² *Patriot Place 2012 Traffic Monitoring Program*; VAI; January 2013.

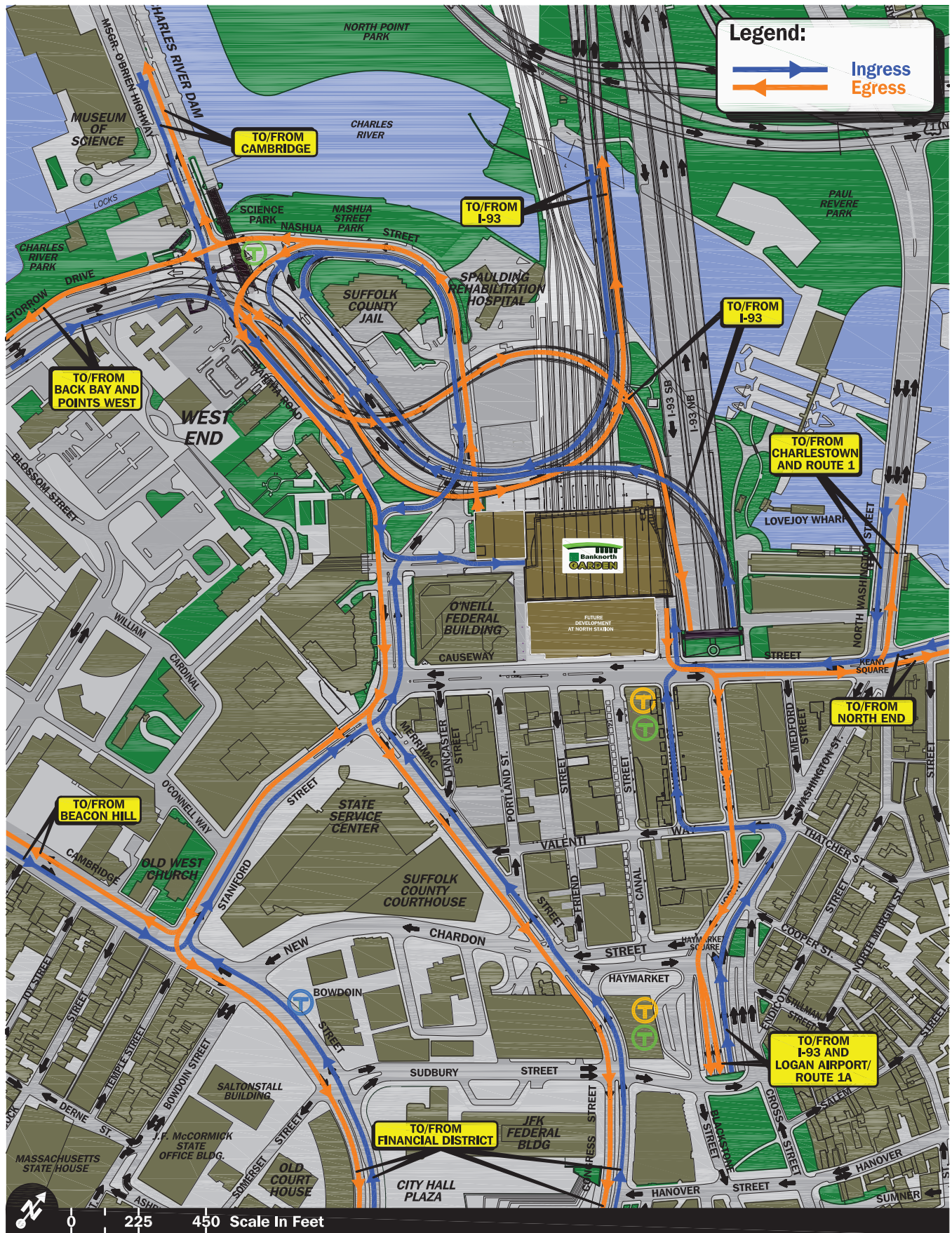
- ◆ **Integration of the Orange Line/Green Line headhouse into the Project** to provide a direct, weather-protected link between the subway network and the TD Garden, a connection that will reduce the number pedestrians on the sidewalk outside the TD Garden and improve pedestrian flows
- ◆ **Implementation of a Transportation Demand Management (TDM) program** that will include specific measures to manage (reduce) traffic and parking demands when events are scheduled at the TD Garden that may impact commuter peak-hour traffic. These measures may include:
 - Incentives to use public transportation
 - Parking buy-out program
 - Alternative work schedule or Flex-Time
 - Telecommuting
 - Sponsor a bicycle or walk-to-work day

In addition, TD Garden will expand its pilot program of allowing event attendees to include the cost of parking in their ticket in order to reduce the time required for motorists to enter and exit the North Station Garage and the duration of peak traffic conditions in and around the TD Garden.

The Proponent will coordinate the construction, operation and management of the Project with the TD Garden, the Boston Police Department and BTD to integrate the Project into the TD Garden event traffic management plan in order to ensure the safe and efficient management of pedestrians, bicyclists and motorists under event conditions as the Project is developed.



The Boston Garden Boston, Massachusetts



The Boston Garden Boston, Massachusetts

Chapter 6.0

Response to Common Concerns

6.0 RESPONSE TO COMMON COMMENTS

Since the submittal of the Expanded PNF on September 6, 2013, the Proponent has held more than 30 meetings to present the Project to the community and solicit comments. The Project received more than 120 comment letters of which over 100 expressed support. Topics which received support included the proposed uses such as the supermarket and the movie theater, the addition of residential, the height and design of the towers, and Champions Row. Many of the other letters supported certain aspects of the Project, but expressed concerns about other aspects. This section addresses the common concerns expressed at the community meetings and in the comment letters.

6.1 Height and Massing

The proposed height and massing of the Project have evolved out of a program based on market analyses undertaken by the Proponent in order to create a rich, dynamic and economically viable development. This original proposal was refined through a design consultation with the BRA in which the Proponent was urged to look at the Project within the visual and economic context of the City and region. While the Proponent initially focused on the user experience at the street level and the tower's immediate impacts, the City was also concerned about the larger scale impacts of the Project and its effect on the skyline. At the request of IAG members, additional views, especially from the West End, were studied. The towers have been slimmed, sculpted, and oriented in order to minimize the visual impact on the surrounding area and maximize the light and sky plane visible from the street and surrounding buildings. The ratio of the podium height to tower height assures that the Project does not become monolithic and obstructive and negatively impact the surrounding areas, as would happen with lower tower heights and a higher podium. The height of the buildings accommodates the programmatic requirements and allows for the economic feasibility of all of the benefits of the Project, including the supermarket, streetscape improvements, and new civic spaces.

The Project will be a gateway to the City from the North, and marks the edge of the City from the south. The height and design of the buildings have been formed to define this edge area. Closer to the Project, the height of the buildings is less apparent because of the height and the treatment of the podium. The podium complements the surrounding area and will be a focal point for those walking on Causeway Street. Finally, the height and density is ideal for the location, which is connected to North Station. Transit Oriented Development, which the Project epitomizes, is a key principle of sustainable development.

Permitting of the Project in total is essential for the implementation of the first phase which includes the majority of the community benefits. The design of the podium will need to include all necessary infrastructure, such as electric, wastewater, water and telecommunications connections, and structural elements, such as foundations and elevator cores, to support the towers to be built subsequent to Phase 1. These elements cannot be added later to the podium. Future phases will be subject to design review.

6.2 Transportation

6.2.1 *Transportation Study*

The transportation study in the Expanded PNF included all approved and proposed projects in the area. See Section 5.0 above for transportation conditions during TD Garden events.

6.2.2 *Parking*

The parking supply proposed for the Project is necessary to support the uses, as evidenced by the mode shares for the area from the BTG that show that 31% of residential, hotel and retail trips, and 43% of office trips, are anticipated to be by automobile. However, the number of new spaces has been limited, as described in the Expanded PNF, acknowledging the Project's location adjacent to North Station and due to the Project's extensive transportation demand management program. Of the 600 new spaces, approximately 450 of these will allow the flexibility to provide shared parking between different uses, as well as to accommodate public parking for access to the TD Garden and the City and regional transportation system. In addition, this public parking portion of the Project is expected to be operational 24/7 and will allow for nearby residents parking overnight.

6.2.3 *Pedestrian Safety*

Pedestrian safety at the Project site and the surrounding area is a priority to the Proponent. As part of the Project, the Proponent will define and enhance pedestrian facilities as follows:

- ◆ Reconstruct sidewalks along the Project site frontage on Causeway Street consistent with and expanding upon the pedestrian improvements contemplated as a part of the City's Connect Historic Boston Initiative along Causeway Street and the Complete Streets Initiative.
- ◆ Street lighting will be provided around the building perimeter and along Causeway Street.
- ◆ Full handicapped access will be provided on-site, including elevators and ramps for barrier-free access. Material selections will also be made with full accessibility in mind.
- ◆ Sidewalks will be constructed so as to be flush with all driveways and garage entrances.
- ◆ Pedestrian warning devices (signs, audio and light devices, mirrors, etc.) will be provided at all garage driveways for pedestrian safety.

- ◆ A direct pathway will be provided from North Station across the vehicular ramp to Portal Park.
- ◆ The Proponent supports the Connect Historic Boston proposal and is working with the City to advance that proposal including cycle tracks. The Proponent is working with the BRA and other agencies to incorporate the related elements of the Causeway Street redesign in a thoughtful and seamless way.

6.2.4 *Loading/Truck Activity*

The Project has been designed to accommodate all loading and delivery functions on-site in enclosed areas in a safe and efficient manner, with all turning movements internal to the site rather than on the street. The loading areas will be managed by the building management team further ensuring pedestrian safety. This loading dock management, along with a warning system alerting pedestrians, drivers, and employees that a truck is moving at the dock, will minimize the impact of the loading and truck activity. The design also ensures that trucks are able to maneuver into the loading docks with minimal disruption to on street traffic. Current plans for Causeway Street will create a median that will only allow right-in and right-out maneuvers for trucks for the western loading dock. This has resulted in design changes to the loading dock, so that the western loading dock will accommodate smaller trucks than previously proposed, minimizing impacts to pedestrians in front of the site. Larger trucks will now be accommodated in the eastern loading dock, which will share a traffic signal with the new ramp to the parking garage. In addition, most truck deliveries occur during non-peak periods, minimizing the impact to area traffic.

6.3 Tax Agreement

The Proponent has submitted a Chapter 121A application to the City. The tax certainty provided by the 121A agreement will allow the Project to move forward and secure the mix of uses and public benefits long-desired by the community, including the supermarket. The proposed tax agreement would apply only to the first phase of the Project, excluding the hotel, office tower, and residential tower. The tax agreement will be a direct benefit to the tenants of in the project and will allow the Project to attract businesses who might not otherwise locate to Boston. Under the proposed design, the Project is estimated to provide over \$51 million in tax revenues over the life of the agreement. This amount significantly exceeds the current tax revenue generated by the site as it exists today.

6.4 Signage

The marquee sign was previously placed across the entrance to Champions Row. In response to community feedback, the signage has now been placed on the façade of the west block portion of the building, and since this portion has been set back 10 feet from the street, the visual impacts of the sign from the nearby residential areas have been decreased.

6.5 Phasing

The Proponent seeks to start construction of Phase 1 within the next year, with construction occurring over approximately 24 months. Phase 1 will be able to stand alone as a project, and the site will not look as if it is still under construction. The construction of the residential and office towers will occur in the future based on market demands as it is important for both the Proponent and the community that these projects be successful. Since Phase 1 will be in operation at the time of the construction of the towers, it is in the Proponent's interest to ensure minimal impact on the Project site and surrounding area. Phase 1 has been designed to allow for space to contain future construction staging and to minimize the impacts of construction of the immediate and surrounding areas.

6.6 Construction

The Proponent will coordinate with the City to ensure that the construction of the Project and nearby developments are coordinated. A Construction Management Plan will be filed with the City to codify the requirements of the Proponent and its contractors during construction.

6.7 Affordable Housing

The Proponent supports the provision of affordable housing in the West End neighborhood and will comply with the Mayor's executive order that 15% of the market rate units be affordable. The Proponent has agreed to provide the affordable housing onsite or offsite in the neighboring communities. If provided off site, the Proponent will either provide units within the surrounding neighborhoods or request to the City that in lieu of payments be used to build affordable units in adjacent neighborhood. The Proponent will continue to study innovative strategies to provide affordable units on site including the research of best practices.