



Copley Place Expansion Project
CAC Meeting #19
Wednesday, November 9, 2011
Location: Copley Place – 4th Floor Office Level

CAC Attendees:

David Berarducci, Resident of the South End
John Connolly, Back Bay Association
Nikki Fortes, Tent City Corporation
Dan d'Heilly, St. Botolph Neighborhood Association (SBNA)
Anthony Gordon, Ellis South End Neighborhood Association
Zeina Grinnell, Neighborhood Association of the Back Bay (NABB)
Eugene Kelly, Resident of Back Bay
Meg Mainzer-Cohen, Back Bay Association
Judith Wright, Pilot Block Neighborhood Association

Ex-Officio Attendees:

Massachusetts State Representative Byron Rushing
David Blaisdell, Office of Massachusetts State Representative Marty Walz
Elizabeth Corcoran-Hunt, Office of Massachusetts State Representative Byron Rushing
Elizabeth Nolan, Office of Massachusetts State Senator Sonia Chang-Diaz

City of Boston Attendees:

Heather Campisano, BRA
John Fitzgerald, BRA
David Grissino, BRA
Mary Knasas, BRA
Cecilia Nardi, BRA
Lauren Shurtleff, BRA

State of Massachusetts Attendees:

Robin Blatt, MassDOT
Peter O'Connor, MassDOT
Martin Polera, MassDOT
Bill Tuttle, MassDOT

Simon Property Group Attendees:

Donna Camiolo, R.F. Walsh Collaborative Partners
Kristi Dowd, R.F. Walsh Collaborative Partners
Rob Halter, Elkus-Manfredi Architects
Jack Hobbs, R.F. Walsh Collaborative Partners
Bill Kenney, Simon Property Group

Members of the Public:

Cathy Angelini, Related Companies
Don Carlson, NABB
George Cramer, Cramer's Hair Salon
Grace Gregor, Ellis South End Neighborhood Association

Ann Hershfang, WalkBoston
Michael Hogarth, Resident
Janet Hunkel, Southwest Corridor Park Parkland Management Advisory Board (PMAC)
Barbara Knoch, Copley Neighbors
Lynne Korthenhaus
Ken Kruckemeyer
Sandra Larson, South End News
Susan Mann, Copley Neighbors
Shelia Randolph, Resident of Tent City
Deirdre Rosenberg, NABB
Sheila Pelosi, Tent City Resident Alliance
Emanuela Saporito, Harvard Graduate School of Design
Henrik Schober, Harvard Kennedy School of Government
Jane Siegel, Copley Neighbors
Marvin Wool, NABB
Jackie Yessian, NABB

Meeting Summary

On Wednesday, November 9th, 2011, the nineteenth working session of the Copley Place Expansion Project Citizens Advisory Committee (CAC) was called to order at approximately 8:00 a.m. at Copley Place by Judith Wright, Pilot Block Neighborhood Association and CAC Chairperson.

Judith then turned the meeting over to Jack Hobbs, R.F. Walsh Project Management, who read aloud the CAC's letter issued to the BRA in response to the DPIR and PDA, along with the redlined responses from Simon Property Group. The redlined response letter has been included as an attachment and can be found at the end of these notes.

Heather Campisano, BRA Deputy Director for Development Review, stressed that the BRA is aware of the CAC and wider community's preference that there be no buy-out on the affordable housing. She indicated that the BRA has asked the proponent to explore putting more of the affordable housing units on-site, and has also asked the proponent to provide more clarity on where the off-site units will be built. At this time, the proponent has not formally responded to the BRA about this issue. Until this issue is settled, the project will not appear before the BRA Board.

In response to a question from Massachusetts State Representative Rushing, Heather replied that the BRA will ask the proponent will respond to the minority comment letter as well, which was signed by Nikki Fortes, Tent City Corporation; Anthony Gordon, Ellis South End Neighborhood Association; Zeina Grinnell, NABB; Massachusetts State Representative Marty Walz; and Representative Rushing. Heather added that the BRA will not be asking the proponent to provide 25% of the units in the project as affordable units, nor will the BRA be requesting a Final Project Impact Report for the project. Jack Hobbs agreed to work on this response to the minority comment letter promptly.

At the end of Jack's overview, he reiterated that the BRA has ultimate sign-off on the design of the building, and stressed that a Cooperation Agreement will also have to be signed between the BRA and Simon Property Group before a building permit can be issued.

The following questions or comments were raised by the CAC following Jack's overview:

- David Berarducci, Resident of the South End, expressed his concern that the width of the sidewalk along Dartmouth Street be wide enough for travel, adding that special attention should be paid to the placement of planters so as not to obstruct the pathway. Lauren Shurtleff, BRA Planner, replied that when the Boston Civic Design Commission (BCDC) approved the project with conditions last week, this was one of the conditions. Jack Hobbs added that there will not be a reduction in the width of the sidewalk from the existing condition; there will always be at a minimum, a 12' clear space. Rob Halter, Elkus-Manfredi Architects, also noted that the proponent is not proposing to move the existing location of the curb. Jack also stated that it is in the proponent's best interest to make this entrance as easy for all users as possible, since this will become the primary entrance to Neiman Marcus, Copley Place's flagship retailer.
- In response to a question from Anthony Gordon, Rob Halter replied that the residential entry is located in front of what is now State Police parking, which will have to be removed in order to allow for a drop-off zone.
- Dan d'Heilly, SBNA, stated that the Massachusetts Department of Conservation and Recreation (DCR) should also be listed under the coordinating agencies for the Southwest Corridor Park.
- In response to a query about the Southwest Corridor Park Conservancy from Anthony Gordon, Dan d'Heilly replied that at this point it is too soon to speculate how the \$200,000 lump sum offered by the proponent would be spent. Dan added that the Conservancy is a 501(c)(3) non-profit organization that functions as a Friends group for the entire Corridor.
- Representative Byron Rushing raised the issue of whether a payment of \$200,000 is equivalent to a \$20,000 annual contribution.
- Meg Mainzer-Cohen, Back Bay Association, stated that the developer should not wash their hands of their obligation after making such a contribution, and that some sort of agreement should be created to ensure that they remain a good neighbor to the Southwest Corridor Park as well as Copley Square. Jack Hobbs agreed that this will be done.
- In response to a question from John Connolly, Back Bay Association, Jack Hobbs replied that he was unsure as to how Simon Property Group arrived at the \$200,000 figure versus the \$20,000 annual contribution. John then stated that the contribution should be higher.
- Meg Mainzer-Cohen stated that the pedestrian experience near the Exit 22 off-ramp from the Massachusetts Turnpike represents a significant engineering challenge, noting that Jack had indicated that the proponent has explored 19 potential solutions. She expressed her opinion that it is not fair to say that the project team has not exerted a considerable effort to solve this challenge, noting that she is unaware of anywhere else in the country where a condition like this exists. For this reason, she added, the proponent should be given more time to see what else can be done – beyond the ideas presented by the CAC, which were ultimately not feasible.
- Anthony Gordon stated his opinion that the tower will be a large imposition on the neighborhood, and therefore, if some of the negative aspects of the existing pedestrian realm cannot be solved, the project should not be pursued.
- Eugene Kelly, Resident of the Back Bay, noted that while the CAC will want to be involved in the renaming of the Winter Garden space, the primary focus should be on its accessibility to the wider public.
- David Berarducci expressed his desire to see some more work done to the design of the transition from outside on the street to the inside of the Winter Garden. He added that the

exterior space should offer some sort of a gathering space, particularly near the building's entry.

- Zeina Grinnell, NABB, stated that more landscaping should be introduced along the sidewalks and also at the building's entry.
- Judith Wright commented that she is unhappy with the way in which the proponent has addressed the potential for windows that open to be installed in the Winter Garden.
- In a follow-up comment, Judith asked if it is possible to have the Winter Garden space be codified as public space for 99 years, which is the same amount of time as the proponent's lease with MassDOT. Jack Hobbs replied that the proponent cannot do this due to the potential in the future for events that are unforeseen; they need to reserve this flexibility. Meg Mainzer-Cohen asked if some legal language could be prepared to acknowledge this that would still allow the space to retain its public nature. Jack replied that the proponent will look into this.
- Zeina Grinnell stated that none of these issues are insurmountable, and implored the proponent to take the CAC's concerns seriously.
- Eugene Kelly stated that while he is unsure if the shadow impacts to Copley Square are a long-term issue for that public space, the \$200,000 contribution proposed by the proponent sounds like a buyout.
- David Berarducci stated that the \$500,000 proposed for public art is not enough. This is a once in a lifetime opportunity for Boston to have a monumental contemporary sculpture installed, potentially at the entry to the Southwest Corridor Park, and as such, more money will be needed. As an example, David referenced Claes Oldenburg's "Paint Torch" sculpture installed this past summer in Philadelphia, at a cost of \$1.5 million.
- Meg Mainzer-Cohen also noted that the amount proposed is significantly less than 1% of the total development cost, which many other projects elect to contribute to public art.
- Anthony Gordon expressed his opinion that Transportation Access Plan Agreements (TAPAs) are not enforced for other projects, and stressed that the one prepared for this project have more "teeth".
- Zeina Grinnell emphasized that communication before, during, and after construction will be critical.
- Judith Wright asked that the proponent develop plans for improving the loading dock condition along Harcourt Street.
- In response to a follow-up question from Judith, Rob replied that the canyonization around the project site effects the wind conditions more than the downwashing from the tower would, as opposed to the Hancock Tower. Judith added that it is in the proponent's best interest to have the wind conditions at the site be amenable, so that people will want to visit the site.
- David Berarducci added that the CAC still wishes to see solutions to addressing the canyonization effect from the proponent.
- Judith Wright noted that once the building is built, pedestrians crossing in front of the Turnpike ramp on Stuart Street will no longer be crossing to the existing mall entry point, since the Winter Garden will be in its place.
- Dan d'Heilly asked if new signage elements could be added to the Southwest Corridor Park that are similar to the ones at Roxbury Crossing. Mary Knasas, BRA Senior Planner, replied that this is something that the proponent's landscape architect is looking into.
- Nikki Fortes stated that for Tent City residents, the proponent's answers indicating that they "agree" with the CAC are not acceptable; Tent City residents want something more concrete. Jack Hobbs acknowledged that mitigation is expected to be a part of this project,

but noted that the rules for developers are set for all projects Citywide, and added that the proponent has followed these rules. He added that the proponent says that they agree because they do want to resolve these issues.

- Zeina Grinnell commented that many people want to see more affordable units built as part of this project, and asked that the proponent find a compromise somewhere in the middle, since the issue is one that will not be going away.

The following questions were raised by members of the public:

- In response to a question from Deirdre Rosenberg, NABB, about the original lease for Copley Place, Heather replied that since the City is not a signatory on the lease, it is not really their issue to discuss. Robin Blatt, MassDOT, replied that the original lease as part of the original project stipulated that 25% of any units built at the time, for that project only, would have to be affordable. This was extinguished when the Harcourt Street residences were constructed. Moreover, this part of the lease had a sunset clause that expires after 15 years.
- Shiela Pelosi, Tent City Resident Alliance, asked who the signatories on the original lease were. Robin replied that the lease was signed between the Urban Investment Development Corporation (UIDC) and the Massachusetts Turnpike Authority. He also stressed that if there was a provision in the lease that called for 25% of the units to be affordable, the State would be adhering to that.
- Ann Hershfang, WalkBoston, commented that the median on Dartmouth Street should not be removed, since some pedestrians need to use it. She also stated that the placement of the bus shelter will be very important, even though they are not really used. Additionally, she mentioned that the Avalon Exeter Apartments are being built with 25% of the units designated as affordable. Finally, she expressed her opinion that dog stations only attract more dog walkers, to which Anthony Gordon disagreed. Sheila Pelosi also disagreed with Ann, and noted that the bus shelters in this location are heavily used.
- A member of the public commented that the Winter Garden space represents a real opportunity to turn a space that is currently not used into one that will be used by many people.
- Michael Hogarth, Resident, commented that he would rather see public benefits focus on youth sports, rather than public art. He also commented that the BRA should tell the proponent where to place the off-site affordable units.
- Ken Kruckemeyer congratulated the CAC and developer for working through these issues together. He commented that the Turnpike should solve its own problems with the ramp internally, and also added that the project should be built with 25% of its units designated as affordable.
- In response to a question regarding the affordable housing from Marvin Wool, NABB, Jack Hobbs asked that everyone stay tuned, since the proponent is actively working out what units will go where. Once they are ready to go public with this information, they will.

Heather stated that the BRA will be taking all of these comments into account, and noted that several responses are needed from the proponent in the interim – the first being a response to the minority Comment Letter, and the second being a response to today's concerns.

Next, Lauren provided the CAC with a Projected Timeline moving forward, emphasizing again that the CAC's involvement will continue into next year:

COPLEY PLACE EXPANSION PROJECT

Projected Timeline as of 11/9/2011

All dates are subject to change.

*Thursday, November 17th, 5:30 p.m.: BRA Board Meeting – Public Hearing – Present DPIR & PDA Development Plan (Room 900, Boston City Hall)

*Alternate date: Thursday, December 15th, 5:30 p.m.

**Wednesday, December 14th, 9:00 a.m.: Zoning Commission – Public Hearing – Present PDA Development Plan (Room 900, Boston City Hall)

**Alternate date: Wednesday, January 18th, 9:00 a.m.

CAC involvement continuing into 2012:

- Continued development of project design/public realm improvements
- Affordable Housing
- Public Art Advisory Group
- Cooperation Agreement – codifies Public Benefits associated with the project
- Construction Management Plan
- Transportation Access Plan Agreement

Finally, Heather stated that a decision on whether to bring the project to the BRA Board next week or at a later date will be made by no later than Tuesday, November 15th.

The meeting was adjourned at approximately 10:30 a.m.

October 31, 2011

Peter Meade
Director
Boston Redevelopment Authority
One City Hall Plaza
Boston, MA 02201

Dear Director Meade:

The Citizens Advisory Committee “CAC” was convened to advise the Boston Redevelopment Authority “BRA” through the Article 80 Process for the Copley Place Retail Expansion & Residential addition.

The CAC appreciates the efforts put forth to date and is aware that a great deal of time, energy, and resources expended by its members as well as the project team to explore various design ideas that can result in a project that benefits the proponent as well as the community. However, we continue to have areas of concern, and we strongly urge the BRA to further pursue and resolve these issues as outlined in this letter.

This letter represents the views of the CAC members who are in agreement and have signed it.

Southwest Corridor & Project Landscaping, Streetscape, and Accessibility

The overall landscaping plan and specifically at the entrance to the Southwest Corridor between Harcourt and Dartmouth Streets has evolved over time to incorporate feedback from the CAC. The CAC objective for the Southwest Corridor is that it be an urban park where pedestrians walk, pass, gather and linger. In order to achieve that objective, the following issues will need to be addressed:

- a) A clear plan showing appropriate locations for trees within the space to provide shaded seating opportunities that will not interfere with visibility and/or circulation patterns needs to be presented.

RESPONSE:

The Proponent agrees.

- b) In order to ensure that accessibility meets or goes beyond the minimum ADA standards, the proponent needs to arrange an immediate onsite meeting with Kristen McCosh, Commissioner of Persons with Disabilities for the City of Boston. The purpose of this meeting would be to review the landscaping plans, including travel paths and materials, to ensure that there is parity in experience and accessibility for all as well as to provide the opportunity for the design to be modified to include welcoming accessible circulation that is both functional and part of the design. A review of accessibility at the Harcourt Street entrance (where the post and chain barrier is installed) ensuring accessibility at this location as well as a review of the entrance to the new Public Square should occur at that meeting.

RESPONSE:

The Proponent agrees. The Proponent will arrange for an onsite meeting with Kristen McCosh to review all areas noted.

- c) Active uses in the landscaping plan, such as chess tables as well as seating and social gathering spaces that are separate from the “private” café spaces are absent and need to be incorporated into the design. Additionally, dog sanitary stations should be installed at regular intervals along the corridor to Massachusetts Avenue as well as low fencing as dog barriers for green areas between Dartmouth and Harcourt.

RESPONSE:

The Proponent agrees to incorporate active uses in the landscaping plan. The Proponent will install dog sanitary stations at regular intervals along the corridor to Massachusetts Avenue as well as low fencing as dog barriers for green areas between Dartmouth and Harcourt Streets.

- d) The final selection of paving materials, streetscape design elements and site furnishings should be presented to the CAC for review. We discourage the use of unit pavers that can present a slippery and uneven surface in areas of pedestrian circulation.

RESPONSE:

The Proponent Agrees.

- e) Bicycle racks need to be incorporated into the Southwest Corridor design due to the fact that bicycles are already part of the traffic in the Southwest Corridor. The CAC recommends that the racks be placed over the MBTA vent grills as an efficient use of this space.

RESPONSE:

The Proponent Agrees. Exact location of bicycle racks will be coordinated with Boston Transportation Department and MassDOT for acceptance of proposed locations.

- f) The proponent has agreed to upgrade the irrigation and watering systems on the block between Harcourt and Dartmouth, and the CAC requests that be noted.

RESPONSE:

The Proponent agrees to upgrade the irrigation and watering systems on the block between Harcourt and Dartmouth Streets.

- g) The project proponent has confirmed that the width of the Dartmouth sidewalk will not decrease from the current existing width, and the CAC requests that be noted.

RESPONSE:

The Proponent agrees.

- h) A Memorandum of Understanding (MOU) shall be established to memorialize all agreements for the maintenance of the park as well as specifying the quarterly meeting schedule between the General Manager of Copley Place and the Parkland Management Advisory Committee (PMAC) to review the management and maintenance and other operational issues for this parcel between Harcourt and Dartmouth. In addition, monthly meetings with the General Manager of Copley Place maintenance and consistent planting will need to occur to ensure that public spaces are well maintained and activated. We also request that a \$20,000 for yearly donation be made to the Southwest Corridor Park Conservancy.

RESPONSE:

The Proponent agrees to enter into MOU memorializing all maintenance agreements and quarterly meetings working with the MBTA as owner of site.

The Proponent will make a one-time capital contribution to the Southwest Corridor Park Conservancy in the amount of \$200,000.

Affordable Housing

The CAC values income diversity as part of the overall diversity of our neighborhoods and acknowledges the gentrification of the South End and Back Bay. The CAC supports the 15% affordable housing requirement and urges the BRA to support the following:

- a) The CAC is opposed to the proponent's option of meeting the affordable housing requirement by paying into the linkage fund. This is not an option that the CAC supports.
- b) The CAC recommends that the affordable housing requirement be met, even if only partially, on the project site in the proposed residential tower. For the remaining portion the CAC insists that it be located in the neighborhoods of the South End and/or Back Bay. We request that the proponent work with local community development corporations and the BRA to identify a site to satisfy this affordable housing provision requirement. The BRA is encouraging new development in the "New York Streets" section of the South End, and this should be looked into by Copley.

The CAC is divided with some of its members recommending that an additional 10% of affordable housing for a total of 25% be required of the proponent. This request is based on the fact that the original lease between MassDOT and the original developer/lessee required 25% affordable housing of the residential buildings constructed on Harcourt as part of the original Copley Place development and because the CAC is offering a compromise by recommending that the proponent be allowed to construct the units, even if partially offsite, in the South End and/or Back Bay which will result in reduced costs to the proponent.

RESPONSE:

The Proponent agrees to include 5 affordable units in the building. The Proponent agrees to construct the remaining obligation in the Back Bay and/or South End neighborhoods. The Proponent agrees to a 15% total obligation which is in compliance with the Mayor's Executive Order.

Copley Place Street Wall Expansion & Connections along Stuart/Dartmouth and Traffic Calming Measures on Massachusetts Turnpike Ramp

To date no satisfactory resolution of the dangerous pedestrian and traffic conflict that occurs along Stuart Street and at the intersection of Dartmouth Street. The CAC would like further analysis on this issue and does believe that improvement here is a once in a life time opportunity to make a walking city such as Boston more pedestrian friendly.

RESPONSE:

The Proponent supports the CAC's desire to find a satisfactory resolution. The Proponent will continue to work with BTM and MassDOT to develop an approvable solution that the Proponent will review with the CAC.

The CAC requests that traffic calming measures on the Massachusetts turnpike ramp be introduced and enforced through a collaborative effort between the project proponent and the MassDOT. MassDOT must develop more rigorous physical measures and electronic signage to slow traffic both while in Exit 22 and as it merges into Stuart Street. The CAC would like to see the end-result of this planning in addition to the creation of a single lane for traffic exiting the pike and merging onto Stuart Street., which is already planned. We expect that these improvements will be implemented.

RESPONSE:

The Proponent agrees to continue working with BTM and MassDOT to find feasible traffic calming measures on the off-ramp and in the area where the off-ramp merges into Stuart Street.

We designate the CAC Traffic Committee, chaired by member Ted Pietras, to work with the proponent, project team, MassDOT and any other agencies to find solutions to these two issues.

RESPONSE:

The Proponent looks forward to continuing to work with the CAC Traffic Committee, BTM and MassDOT to find solutions to these issues.

Winter Garden as true "Public Square"

The CAC believes that the so called "Winter Garden" needs to be a true public space that functions year round and welcomes all. The current design of this enclosed space is simply an entrance to the shopping mall and does not meet intent of its more public function. The following concerns need to be addressed so that the "Winter Garden" can truly become a Public Square.

- a) The CAC believes that the current title emphasis only one season and does not reflect the intended use of the space. We recommend that it be called the “*Public Square at Copley Place*” or other less seasonal defining and more public descriptive name.

RESPONSE:

The Proponent agrees to a new name for the wintergarden that will reflect its four-season use and that indicates it is open and accessible for public use.

- b) The Public Square is elevated above the intersection of Stuart and Dartmouth requiring two sets of stairs for access as well as a 180 degree (switchback) handicap ramp. The elevated floor makes it difficult to look into the space and, therefore, less inviting to enter while walking around Stuart and Dartmouth where the main point of entry is planned. We would like the Public Square to be made more visible and more accessible from the surrounding sidewalk by including multiple entry points versus the current configuration which uses the a single point of entry and exit. Specifics such as seating, programming, landscaping and other design details need to be shown so that the CAC can provide feedback similar to discussions that have occurred regarding the Southwest corridor programming.

RESPONSE:

The Proponent agrees to investigate additional entry points. The Proponent will continue to work with the CAC and the BRA on seating, programming, landscaping, and other design details.

- c) The CAC continues to seek the incorporation of sliding window-walls for the Public Square and we are *not convinced* that the opening of the window-walls is infeasible in the operation of the HVAC system. We feel this is solvable and an important component to maintaining the “openness” of the space and its four-season identity and would further articulate the accessibility and public-nature expression of this space.

RESPONSE:

The Proponent agrees to investigate sliding window walls.

- d) The CAC seeks a Cooperative Agreement that clearly indicates that the Public Square would perpetually be open and accessible to the public. This in light of the closing of the John Hancock Observatory after September 11th, the Cooperative Agreement should clearly articulate the permanent public access of the space into perpetuity. We are supportive of the property manager closing the public square for maintenance and cleaning purposes nightly for a four hour period.

RESPONSE:

The Proponent agrees to enter into a Cooperation Agreement that indicates the hours the four-season interior garden will be open and accessible to the public. The Proponent also agrees to include the suggested programming of the space in the Cooperation Agreement.

Building Height & Copley Square Shadows

The CAC is aware that the building is a new and prominent addition to the Boston skyline that will have an impact on the city. The CAC also acknowledges that there will be shadow impacts on Copley Square and requests that a yearly donation of \$20,000 yearly be made to the “Friends of Copley Square,” as a mitigating measure for the new shadows that will be cast on the Square from the building.

RESPONSE:

The Proponent will make a one-time capital contribution to the “Friends of Copley Square” in the amount of \$200,000.

The CAC as a group has chosen not to comment any further on the height of the building as, but individual members may choose to offer specific comments about this matter in separate letters. The CAC requests that the developer acknowledge its efforts to focus on the issues in this letter rather than the building height and cooperate to effectively resolve the items in this letter.

Public Art

The CAC believes that an opportunity for one or more monumental works of public art exists and recommends the following:

- a) The CAC recommends a water inspired element as the focal point at the Southwest Corridor Parcel over the MBTA tunnel. The CAC is unconvinced by the feasibility objections the proponent has stated and requires a study demonstrating ideas that incorporate water as well as possibly steam as seen in many great public spaces in other major cities.

RESPONSE:

The Proponent agrees to work with the MBTA on the potential opportunity for a water inspired element.

- b) The \$250,000 art allocation proposed by the proponent is appreciated however it is insufficient to create a truly significant, monumental work of art given the scale of the development. The CAC requests that the art budget be \$1.0 million at a minimum.

RESPONSE:

The Proponent agrees to increase the public art budget to \$500,000.

- c) CAC requests that CAC member David Berarducci participates in the art selection process with the appropriate agencies.

RESPONSE:

The Proponent looks forward to Mr. Berarducci’s participation in the art selection process with the appropriate agencies.

Parking, Traffic management, & Construction Management Plan

The CAC recommends the following:

- a) The CAC would like to review the traffic management plan during and after construction.

RESPONSE:

The Proponent will work with BTD to develop the traffic management plan and will review this with the CAC during and after construction.

- b) Given the impact this project will have on the community, the CAC would also like to review the Construction Management Plan.

RESPONSE:

The Proponent will work with BTD to develop the Construction Management Plan and will review the plan with the CAC.

- c) The CAC is not in favor of and recommends against granting the residents of the Copley Square tower City of Boston Resident Parking Permits.

RESPONSE:

The Proponent defers to the direction of BTD.

- d) The CAC requests that the project sponsor set up a website dedicated to the project and update it regularly with construction related plans to keep the community aware and informed of the project details and allow for residents to plan around the project construction. In addition, the developer should compile a list of residents and send email weekly updates regarding progress and construction plans once the project commences. An email address and telephone number should be available to which residents can address complaints and/or concerns.

RESPONSE:

The Proponent agrees.

Additionally, the developer has verbally committed to improving the congestion at the Harcourt St loading dock. We would like feedback on the results of this reported back to the CAC.

RESPONSE:

The Proponent agrees.

Wind Mitigation

While there have been discussions on this, to date the CAC feels there are not enough wind mitigation measures or solutions and, therefore, requests that specifics on wind mitigation/reduction measures be incorporated into the project design and presented to its members, especially at the problematic intersection of Dartmouth and Stuart streets.

RESPONSE:

The Proponent agrees to develop further detail and specifics on the wind mitigation measures that will be employed for the project and review this with the CAC.

Community Retail

The CAC is pleased with the new improved façade treatment of the South Entry and community retail facades and the increased scale which includes the second story. The new South Entry improves internal mall access points to and visibility of the community retail spaces making them more recognizable and more inviting. We request that the landscaping plan provide unobstructed site lines that enhance view corridors to community retail spaces. We would also like to see creative signage ideas incorporated to further ensure that the community retailers are identified. The recommendation for active uses around the community retail in 1c) will further attract pedestrian traffic to the community retail.

RESPONSE:

The Proponent agrees to landscaping plan will provide unobstructed site lines to the community retail spaces.

The Proponent agrees to incorporate signage elements to ensure the community retailers are identified.

The Proponent agrees to program active uses around the community retail to further attract pedestrian traffic to the community retail.

Conclusion

The CAC has made the above recommendations based on presentations by the proponent and its project team that mostly included early schematic design ideas. There remain several fundamental design issues that require further analysis. The CAC will continue to participate in reviewing details of the project as design phases progress. The CAC seeks to remain involved in negotiations between the City of Boston and the developer in outlining benefits to the public.

The CAC members are divided as to whether the DPIR is adequate. Some believe that given the unresolved project issues pertaining to traffic, wind and shadows, among others, the BRA should find that the DPIR is not adequate, should issue a written Request for Additional Materials, and should at this time not issue a Determination waiving further review.

The CAC's request for a one week extension to further comment on this very complicated and significant project was declined by the proponent. The proponent's rejection of this request causes some concern

about its desire to satisfactorily resolve outstanding issues. We do believe that the proponent still has the opportunity to resolve the issues outlined above, at which point we would be able to offer our support. It should be noted that the developer has state on numerous occasions that this is not the end of the process. As CAC members, we will continue to volunteer our time to serve our communities and act in good faith.

We appreciate the opportunity to participate in the public process. We look forward to a continued role to ensure this new development meets the highest standards and works for our neighborhoods.

Respectfully Submitted,

Judith Wright, Chair

Meg Mainzer-Cohen

Ted Pietras

David Bararducci

Eugene Kelly

John Connolly

Dan D'Heilly

Copley Place Retail Expansion and Residential Addition Project Citizens Advisory Committee