


FW: Copley Ramp Analysis  
Jack Hobbs [jhobbs@rfwcp.com]  
Sent: Friday, October 28, 2011 8:34 AM  
To: [Jack Hobbs \[jhobbs@rfwcp.com\]](mailto:Jack.Hobbs@rfwcp.com)  
Attachments:  [CAC and Public response Le~1.pdf \(72 KB\)](#)

Members of the CAC,

As you are drafting your comments to the BRA concerning the Copley Expansion project, I want to clarify a few issue raised in the last CAC meeting that upon reflection there appeared to be some confusion.

I have asked Jane Howard of Howard Stein Hudson to provide an overview of the options concerning the Stuart Street off ramp and I have asked Rob Halter to respond to questions that have arisen around the width of sidewalks and public spaces in the public realm.

I also want to reiterate that the design phase of this project will continue and we have committed to continue to our work with the CAC as our design concepts are developed.

If I can answer any questions as you consider the Copley Expansion project please don't hesitate to call me at 617-778-0925.

Thank you for your efforts,

Jack

**Jack C. Hobbs FAIA**  
president and ceo

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**From:** Jane Howard [mailto:jhoward@hshassoc.com]  
**Sent:** Thursday, October 27, 2011 5:07 PM  
**To:** Donna Camiolo; Jack Hobbs  
**Subject:** Copley Ramp Analysis

Donna and Jack:

In response to the comment made by a CAC member that the traffic engineers are not committed to working on a solution for a sidewalk along the south side of Stuart Street, we're sending you this summary of the efforts that we and the design team have completed to date. At the request of the CAC, HSH Principal Guy Busa and Director of Traffic Engineering Dave Matton, supported by mid-level traffic engineers, spent over two person weeks in October analyzing various ramp options in terms of safety, pedestrian amenity, and traffic operations. Intersection levels of service, delay and queue lengths were analyzed using standard engineering practice. In total 19 options were examined, as summarized below. The study team conducted a site walk to examine conditions in the field, and two meetings with Boston Transportation Department and MassDOT were conducted to discuss the various options. The goal is to

improve pedestrian amenity and safety. At the time Copley Place was first built, the idea of a sidewalk on the south side of Stuart Street was explored by the BRA and the state and dismissed for safety reasons. The issue is crossing pedestrians against traffic exiting the ramp.

**Copley Alternatives Assessed (a total of 18 combinations + base condition):**

- Base Build Conditions w/o Improvements (for comparison).
- Option As – Off-ramp at Existing Location w/Stop Control for Pedestrian Crossing
  - A.1 - 3-lane Stuart Street at Dartmouth Street
  - A.2 - 4-lane Stuart Street at Dartmouth Street
- Option Bs – Off-ramp moved east. Pedestrian Crossing w/Stop Control at Off-ramp or Stuart Street
  - B.1 – 1-lane Off-ramp moved 200 feet east w/Stop Control for pedestrian Crossing and 3-lane Stuart Street at Dartmouth Street
  - B.2 – 1-lane Off-ramp moved 200 feet east w/Stop Control for Pedestrian Crossing and 4-lane Stuart Street at Dartmouth Street
  - B.3 – 2-lane Off-ramp moved 100 feet east. Stuart Street w/Stop Control for Pedestrian Crossing and 4-lane Stuart Street at Dartmouth Street
- Option Cs – Off-ramp moved to Dartmouth Street Signal. South Sidewalk between Off-ramp and Stuart Street. Split signal Phasing.
  - C.1 – 1-lane Off-ramp. Stuart Street 3-lanes
  - C.2 – 2-lane Off-ramp. Stuart Street 3-lanes
  - C.3 – 2-lane Off-ramp w/Right Turn Storage at Dartmouth Street. Stuart Street 2-lanes
- Option D – Off-ramp moved to Dartmouth Street Signal. South Sidewalk between Off-ramp and Stuart Street. Stuart Street right turns and Off-ramp left turns *Prohibited*
  - D.1 – 2-lane Off-ramp w/right turn storage lane. Stuart Street 2-lanes

We also assessed the Off-ramp under signal control:

- 1-lane off ramp applicable/interchanged with stop control under Options A.1, A.2, B.1, and B.2
- 2-lane off ramp applicable/interchanged with stop control under Options A.1, A.2, B.1, B.2, and B.3

HSH shares with our client and the CAC the desire to make the Stuart/Dartmouth and Exeter/Huntington intersections and the block in between the safest and most attractive area possible. The 19 options examined did not provide safe and operational solutions. In our professional opinion, and that of many on the CAC, the concepts proposed in the DPIR as finalized in design are the best way to proceed. We will continue to work with MassDOT and Boston Transportation Department and are committed to explore any engineering alternatives.

Jane Howard

*Principal*

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October 27, 2011

Ms. Donna Camiolo  
RF Walsh Collaborative Partners  
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Boston, Massachusetts 02210

Re: Copley Place – CAC Meeting October 26, 2011

Dear Donna:

I wanted to respond to several comments made yesterday at the CAC meeting regarding the dimensional representations made to the committee by Ken Kruckemyer.

1. The height of the Winter Garden entry relative to the sidewalk

As recorded in the meeting minutes by the BRA, Ken stated that the development team has misrepresented the actual height of the winter garden floor with respect to the sidewalk. He stated that the Shaw's market entry was the same condition and an example of the actual height difference which he assumed is approximately six feet above grade. Following our meeting, I personally walked over to the Shaw's entry that he mentioned at the intersection of Huntington Ave and Ring Road. The elevation of the Shaw's entry is considerably higher than our entry and you can see from the attached picture that there is a full height entry door below the main floor. I would estimate this height difference at Shaw's to be nearly 7'-6". Comparatively, our winter garden height differential is 5'-3" above the sidewalk and is accessed by an exterior stair that moves up gently 2'-7 1/2" to a gracious 25'-0" deep indoor/ outdoor landing and finally to an interior 2'-7 1/2" stair and ramp as seen in the 3d Sketch Up image that was presented to the CAC and BCDC the week before.

2. Sidewalk Dimensions

In addition to the height variation, Ken stated that we misrepresented the width of the sidewalks and that the actual dimension is 9'-4" with an effective width of less than 7'-0"

with retail doors opening onto the sidewalk, this is a grossly inaccurate statement. The narrowest point on the existing sidewalk is 12'-9" between the existing egress stair from the commuter rail platform and the existing solid wall of Neiman Marcus. Ken has not participated in the collaborative process that we have been engaged in with the CAC and BCDC and is most likely out of touch and referring to older documents. As presented to BCDC and the CAC in the current working sessions on October 18<sup>th</sup> and 19<sup>th</sup>, we are maintaining a minimum dimension of 12'-0" between all parts of the Copley Place building and the nearest sidewalk element, in many cases we are expanding the sidewalk to 18'-0" wide or more. All retail entry doors will be recessed for safety and environmental reasons so that pedestrians are protected from the out-swinging doors.

3. Travel width of the proposed Dartmouth Street section cut

Ken stated that a bike lane on Dartmouth would not be possible because the lane was only 14' wide. The current documents show that the dimension between the narrowest part of the new curb and the median on Dartmouth Street is 18'-0" clear, we have not shown a bike lane but intend to work with BTM to see if a bike lane would be feasible.

Other comments that were made by community members also did not recognize the current progress the Development Team has made with the CAC regarding:

- improvements to the Community Retail and expansion of the new façade treatment,
- new designs accommodating greater usage and programming of the SWC park,
- new designs accommodating greater accessibility throughout the project and enhanced site seating along the sidewalk,
- opening up of the ground floor retail within the winter garden and on the street,
- and finally new building massing studies that further integrate the winter garden into the exterior landscaping with a new exterior seating area accessible from within the winter garden.

Please let me know if there are any other specific comments that I can respond to as we approach the end of the DPIR period.

Sincerely,  
Elkus Manfredi Architects Ltd

A handwritten signature in black ink, appearing to read "R Halter". The signature is stylized and cursive.

Rob Halter AIA, LEED AP  
Senior Associate





Ring Rd @...