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MEMORANDUM BOARD APPROVED **JULY 11, 2019**

TO: **BOSTON REDEVELOPMENT AUTHORITY**
D/B/A BOSTON PLANNING & DEVELOPMENT AGENCY (BPDA)*
AND BRIAN P. GOLDEN, DIRECTOR

FROM: JONATHAN GREELEY, DIRECTOR OF DEVELOPMENT REVIEW
MICHAEL CHRISTOPHER, DEPUTY DIRECTOR FOR
DEVELOPMENTREVIEW/GOVERNMENT AFFAIRS
AISLING KERR, PROJECT MANAGER

SUBJECT: COMMONWEALTH PIER REVITALIZATION PROJECT
200 SEAPORT BOULEVARD, SOUTH BOSTON WATERFRONT

SUMMARY: This Memorandum requests that the Boston Redevelopment Authority (the "BRA") d/b/a Boston Planning & Development Agency ("BPDA") authorize the Director to: (1) issue a Scoping Determination waiving the requirement of further review pursuant to Article 80, Section 80B-5.3(d) of the Boston Zoning Code (the "Code") for the Commonwealth Pier Revitalization Project in the South Boston Waterfront neighborhood of Boston (as further described below, the "Proposed Project"); (2) issue a Certification of Compliance under Section 80B-6 of the Code upon successful completion of the Article 80 review process for the Proposed Project; and (3) execute and deliver a Cooperation Agreement which will include a provision to comply with the Boston Residents Construction Employment Plan, and any and all other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project.

PROJECT SITE

The Proposed Project contemplates the rehabilitation of the Seaport World Trade Center, located at 200 Seaport Boulevard in the South Boston Waterfront neighborhood of Boston. Pursuant to a long-term ground lease with the

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* Effective October 20, 2016, the BRA commenced doing business as BPDA.

Massachusetts Port Authority ("Massport"), which will be amended to accommodate the Proposed Project, the Proponent and its affiliates have owned and occupied the Seaport World Trade Center for over three decades

The Project Site is bounded by water to the east, west, and north, and Seaport Boulevard to the south, and is comprised of filled and flowed tidelands. The entire Project Site is located within Chapter 91 jurisdiction, and most of it is within the South Boston Designated Port Area ("DPA"). Much of the approximately 18.9-acre Project Site is filled (approximately 8 acres) and contained within a granite seawall. All of this filled area is covered with the existing Seaport World Trade Center building, while a narrow strip of the building along the apron and the apron itself, together totaling approximately 3.5 acres, are located over the water on piles. The balance of the Project Site is open watersheet (approximately 7.4 acres).

The Project Site contains the following key components:

- The Seaport World Trade Center building consisting of a headhouse and three (3) connected rear sheds as a continuous structure that currently covers the majority of the 1,200-foot by 400-foot Commonwealth Pier;
- The publicly-accessible walkway around the perimeter of the building (the "apron"), which includes a portion of the Harborwalk; and
- An upper level walkway that carries pedestrian and vehicular traffic from World Trade Center Avenue over Seaport Boulevard to the second story of the building (the "Viaduct").

DEVELOPMENT TEAM

The development team includes:

Proponent: Commonwealth Pier Trust II c/o Pembroke Real Estate LLC
Jack Clark

Developer: Pembroke Real Estate LLC
Edward Johnson IV
Andrew Dankwerth
Jack Clark
Terrence McNeil
Megha Vadula

Architect of Record:	CBT Architects Philip Casey David Nagahiro Maren Reepmeyer Adrian LeBuffe
Architect for Building Renovation:	Schmidt Hammer Lassen Architects Kristian Lars Ahlmark Tiago Pereira
Landscape Architect:	Sasaki Isabel Zempel Steve Engler Mauricio Gomez
Legal Counsel:	Goulston & Storrs Kevin Renna Michael Flannery
Permitting, Transportation, Civil Engineering, and Cultural Resources:	VHB Elizabeth Grob Lauren DeVoe David Black Rick Dupuis Nicole Benjamin-Ma
Chapter 91 Licensing Consultant:	Fort Point Associates, Inc., a Tetra Tech Company Jamie Fay

DESCRIPTION AND PROGRAM

The Proposed Project calls for a significant and impactful revitalization of the Seaport World Trade Center, located on Commonwealth Pier. A fundamental goal of the Proposed Project is to create a vibrant, active, multi-use environment by enhancing and increasing the public's ability to interact with the waterfront.

While the existing building and Project Site require a significant infrastructure investment to enable the adaptive re-use development, the Proposed Project has tremendous potential to create both an exciting, flexible, and creative workspace and a unique waterfront experience for the public. The Proposed Project will enhance its current uses by converting a large amount of the existing exhibition/event space into extensive public realm improvements, expanded ground-floor retail space, additional and upgraded innovative office space, and first-class event spaces. All existing public boat dock operations will be accommodated by the completed Proposed Project through expanded apron areas, new docking facilities, and sheltered passenger waiting areas to support existing and future water transportation services.

The proposed revitalization of the Seaport World Trade Center is a transformative project that will modernize and reposition the existing building and Commonwealth Pier for its next generation of use as a vibrant place to work and visit, including enhanced retail and public amenities within the City of Boston's South Boston Waterfront district.

A key design goal of the Proposed Project is to maximize public access to the waterfront by expanding open space and public realm area on-site at both the Harbor and Viaduct levels. Through revitalization of the Project Site, the Proponent strives to:

- Enhance public access to the waterfront through promotion and activation of the Harborwalk improving the connectivity and permeability of the Pier;
- Accommodate and provide future support for the existing water-dependent tenants within the proposed apron design;
- Improve the pedestrian environment and safety along Seaport Boulevard by relocating service access into the eastern side of the building (off of the public way), and providing drop-off areas;
- Employ resiliency measures to meet the challenges anticipated from forecasted rising tides and increased storm intensity;

- Cultivate vibrancy within the public realm through expansion of public open space;
- Provide a diverse mix of retailers and event facilities;
- Create a clearly defined arrival experience from multiple transit options, including providing accommodations for planned future water shuttle service by the Proponent or others; and
- Improve light and water view permeability and improve access to the Seaport Hotel event space.

Proposed Building Development Program:

Use/Element	Existing GFA	Proposed GFA	Change
Office	501,900	635,920[1]	+134,020
Retail	12,100	45,240[2]	+33,140
Exhibition Hall	132,050	-0-	(-132,050)
Event/Ballrooms	59,650	56,400	(-3,250)
Sub-Total Exhibit/Event	*191,700*	*56,400*	*(-135,300)*
Total GFA	***705,700***	***737,560***	***+31,860***

GFA Gross Floor Area, as defined by the City of Boston Zoning Code
1 Includes lobby, amenity space and any co-working space
2 Includes restaurant uses

MITIGATION AND COMMUNITY BENEFITS

MITIGATION

The Proposed Project includes many benefits to the South Boston Waterfront neighborhood and the City of Boston as a whole, including:

- The revitalization and energization of the Commonwealth Pier by providing several new public realm improvements, including:
    - Approximately 170,445 square feet of new outdoor public realm space, including the apron expansions on either side of the Headhouse on the southernmost portion of the Project Site;
    - Additional waiting and queuing areas for the marine operations that include public restrooms and seating areas;

    - A new publicly accessible and activated open-air plaza with landscaping, seating, lighting and furnishings that overlook the waterfront and Harborwalk;
    - An enhanced and inviting Harborwalk with new lighting, site furnishings, special paving, wayfinding and cultural signage, connectivity to retail/restaurant/café spaces and/or public art and other amenities;
    - Two public lobbies that provide ADA access from Seaport Boulevard to World Trade Center Avenue;
    - The restoration and renovation of the historic Headhouse to preserve an important and unique architectural resource along the waterfront;
    - Creation of a new street-front arcade and a significantly upgraded streetscape along Seaport Boulevard, including removal of four existing exhibition hall loading docks on Seaport Boulevard, construction of a recessed ground floor, and new landscaping to improve pedestrian access and street-level experience;
    - Creation of multiple publicly accessible cut outs (the "Niches") along the perimeter of the building and Harborwalk that will be activated and programmed to further enhance public realm;
    - Significant enhancement of the Viaduct Bridge by removing vehicle traffic and creating a pedestrian connection with landscaping, seating, lighting, and a covered walkway that connects the vehicle drop-off area to the building; and
    - Creation of a large, occupiable stair that is visible from Seaport Boulevard that connects the Viaduct level to the Harbor Plaza and provides a visible path of circulation between both levels.
- The creation of approximately 1,000 to 1,500 new construction jobs.
- The Proposed Project will promote the City's and Massport's Diversity and Inclusion guidelines through procurement.
- The Proposed Project will advance the City of Boston's resiliency objectives by incorporating building and site climate change adaptation strategies and improvements designed to reduce vulnerability based on future climate scenarios and natural events, including sea level rise, severe flooding events, and severe precipitation and heat.

- The Project will establish a Design Flood Elevation (DFE) of 21.5 feet Boston City Base (BCB) for the Project. This corresponds to the City's predicted flood elevation for the 2070 one percent storm event with an additional 12 inches of freeboard from the BPDA defined Sea Level Rise Base Flood Elevation (SLR-BFE) and exceeds the Massport Floodproofing Design Guidelines for existing facilities.
- The Proposed Project's design supports future installation of solar photovoltaic (PV) panels and/or battery storage for supplemental energy during power outages.
- Transportation-related benefits associated with the Proposed Project include:
    - Providing approximately one-hundred (100) long- and short-term bicycle parking spaces on-site;
    - Implementing a robust Transportation Demand Management program to encourage employees and visitors to use the multiple public transportation services available to the Proposed Project, including the MBTA Silver Line and Express and local bus routes, as well as water transportation options; and
    - Developing and implementing a curb regulation and management plan, in coordination with Massport, to accommodate a variety of uses, including shuttles, buses, Transportation Network Company services, short-term parking, bicycle accommodations, and limited loading while maintaining and improving traffic flow on Seaport Boulevard as a designated Massport truck route.

COMMUNITY BENEFITS

In addition to the above, the Proponent has also committed to the following:

(1) The Proponent shall contribute one-hundred thousand dollars ($100,000) to one or more local non-profit organizations supporting financial literacy, workforce training, and/or harbor-related uses. This contribution shall be distributed through the BPDA's Community Benefits Application Process. Such contribution shall be made at issuance of initial building permit.

(2) In collaboration with Massport and through consultation with the BPDA, the Proponent shall fund a study that further develops initial findings identified in *Climate Ready South Boston*, that the area along Seaport Boulevard between the Project Site and the Fish Pier is vulnerable to climate change in the near-term. This

study will also incorporate initial design studies for Massport's proposed nearby water transportation facility, to ensure that future flooding mitigation measures are coordinated with or incorporated into the design of such a facility, and provide total project implementation costs associated with the resiliency mitigation measures/water transportation facility to allow solicitation of further funding. Such study-related funding shall not exceed one-hundred thousand dollars ($100,000) and shall be made at issuance of building permit.

(3) The Proponent shall make available for rent approximately 3,000 square feet of space in the Proposed Project, pursuant to a Request for Information process run by the Proponent seeking tenants meeting a variety of goals, such as supporting community uses, fostering greater diversity and inclusion or furthering educational efforts. Such space shall also be available periodically for use by community groups free of charge for after-hours community meetings (at least four evenings per month), subject to compliance with the Proponent's generally applicable rules and regulations and scheduling requirements.

(4) The Proposed Project includes the construction of an additional dock space for a water shuttle on the Project Site, at an estimated cost to the Proponent of approximately five-hundred thousand dollars ($500,000).

ZONING

Due to the Project Site location on land owned by Massport, the Proposed Project is not subject to local zoning regulations. However, as with other projects developed on Massport property, the Proposed Project has voluntarily undergone review by the public and the BPDA under Article 80 of the City of Boston Zoning Code (the "Code"). This section summarizes the City of Boston zoning regulations for informational purposes only.

The Project Site is located within the Waterfront Transition Zone sub-district of the Harborpark: Fort Point Waterfront Zoning District (the "Fort Point/Waterfront District") governed by Article 42E of the Code, and the Restricted Parking Overlay District ("RPOD").

- *Use:* As described, the Proposed Project will not introduce new uses to the Project Site. The existing uses, including retail, restaurant, office, pedestrian facilities, open space, docks for commercial vessels, open/recreation space, and exhibition space are all allowed within the Fort Point/Waterfront District.

- *Dimensional Requirements:* Within the Fort Point/Waterfront District, maximum building height is limited to fifty-five (55) feet, and Floor Area Ratio ("FAR") is limited to a maximum of 3.0. For projects on piers, the minimum side-yard pier width is twelve (12) feet and the minimum end-yard pier width is fifty (50) feet. The Proposed Project does not propose to increase the existing maximum height of the building (although the existing height of the sheds will increase in certain locations) or the size of setbacks along the adjacent pier except to increase the side setback from the pier along certain portions of the building to create increased public realm/open space along the waterfront.
- *Parking and Loading Requirements:* Within the RPOD, commercial parking and parking accessory to any use other than residential and hotel uses is conditional. The Proposed Project does not propose to introduce new parking. Parking for the Proposed Project will continue to be provided off-site in the Seaport Place Garage located across Seaport Boulevard and owned/operated by an affiliate of the Proponent.

The Proposed Project is compliant with the underlying zoning of the Project Site, and does not require zoning relief.

ARTICLE 80 REVIEW PROCESS

On December 7, 2018, the Proponent filed a Letter of Intent ("LOI") with the BPDA for the Proposed Project. An Impact Advisory Group ("IAG") was subsequently assembled based on nominations received from the District City Councilor, local Congressman, State Senator, Mayor's Office of Neighborhood Services, At-Large City Councilor(s), and the BPDA's Planning Department.
The Proponent filed a Project Notification Form ("PNF") with the BPDA on February 15, 2019. The public comment period in connection with the Proponent's submission of a PNF was initially scheduled to conclude on March 18, 2019, and was later extended through April 12, 2019.

The BPDA hosted three (3) IAG meetings in connection with the Proposed Project; on March 11, 2019, April 10, 2019, and June 17, 2019, respectively.

A Public Meeting was held on March 12, 2019 in the Cityview Ballroom of the Seaport World Trade Center. Notice of the Public Meeting was advertised in the local neighborhood newspapers (*South Boston Online* and *South Boston Today*), was posted to the BPDA's calendar, and email notification was sent out to all

subscribers of the BPDA's South Boston Waterfront neighborhood updates. Local elected officials and their staff also received notification of both the Public Meeting and IAG Meetings.

RECOMMENDATIONS

BPDA Staff feels that the PNF adequately describes the Proposed Project's potential impacts, satisfying the criteria for the issuance of a Scoping Determination Waiving Further Review pursuant to Section 80B-5 of the Code. It is therefore recommended that the BPDA authorize the Director to: (1) issue a Scoping Determination waiving the requirement of further review pursuant to Article 80, Section 80B-5.3(d) of the Boston Zoning Code (the "Code") for the Commonwealth Pier Revitalization Project in the South Boston Waterfront neighborhood of Boston; (2) issue a Certification of Compliance under Section 80B-6 of the Code upon successful completion of the Article 80 review process for the Proposed Project; and (3) execute and deliver a Cooperation Agreement which will include a provision to comply with the Boston Residents Construction Employment Plan, and any and all other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project.

An appropriate vote follows:

VOTED: That the Director be, and hereby is, authorized to issue a Scoping Determination waiving the requirement to file and review a Draft Project Impact Report and Final Project Impact Report for the Commonwealth Pier Revitalization Project (the "Proposed Project") pursuant to Section 80B-5.3(d) of the Code, which Scoping Determination shall (i) provide that the Project Notification Form adequately describes the impacts of the Proposed Project, subject to further BDPA design review, and (ii) include any conditions that the Director deems appropriate and necessary for the mitigation of such impacts; and

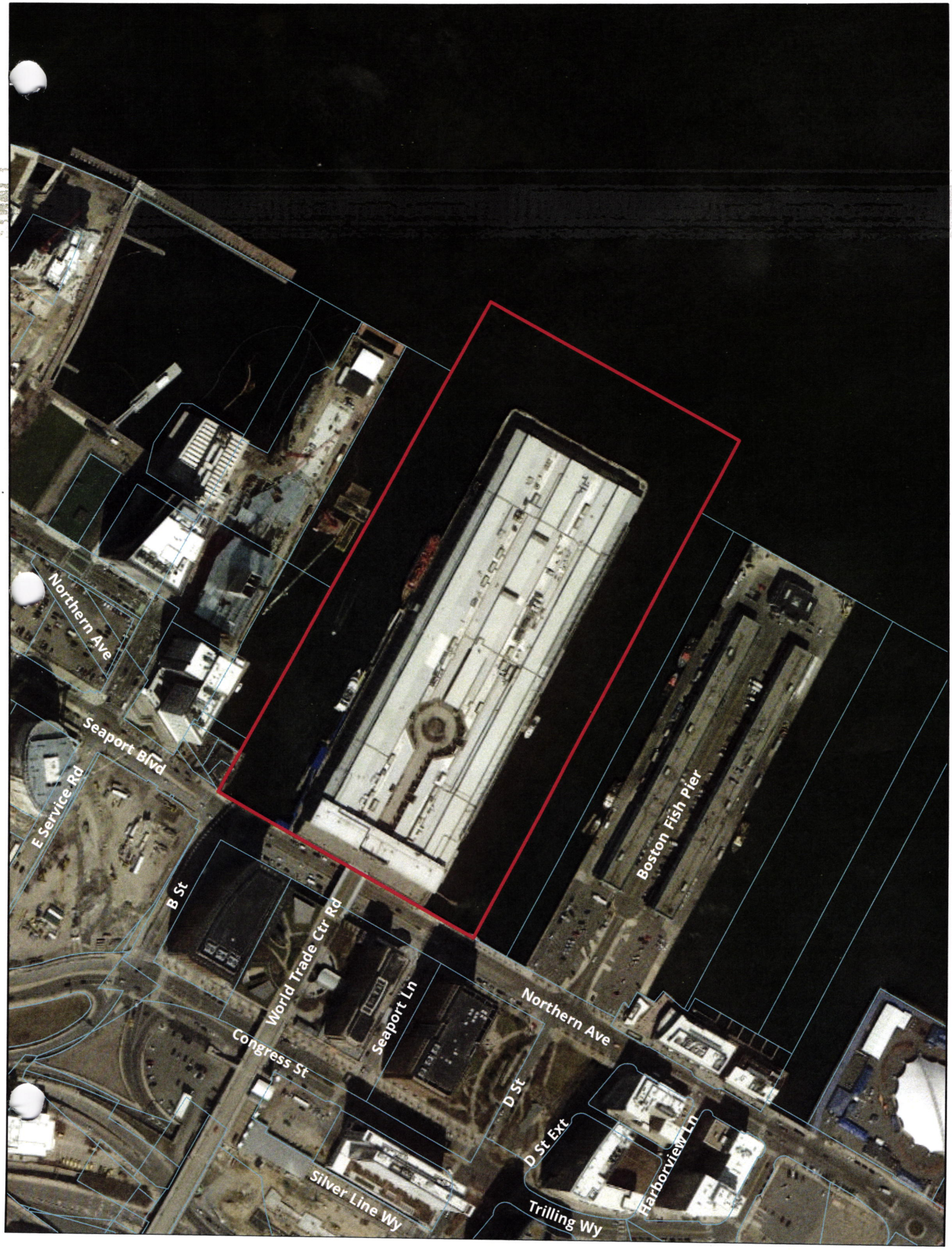
FURTHER VOTED: That the Director be, and hereby is, authorized pursuant to the provisions of Section 80B-6 of the Code, to issue a Certification of Compliance for the Proposed Project upon completion of the Article 80B Large Project Review; and

FURTHER VOTED: That the Director be, and hereby is, authorized to take any and all actions and execute any and all documents deemed necessary and appropriate by the Director in connection with the Proposed Project, including, without limitation, a Cooperation Agreement which will include a provision to comply with the Boston Residents Construction Employment Plan.

Commonwealth Pier, 201 Seaport Boulevard, South Boston

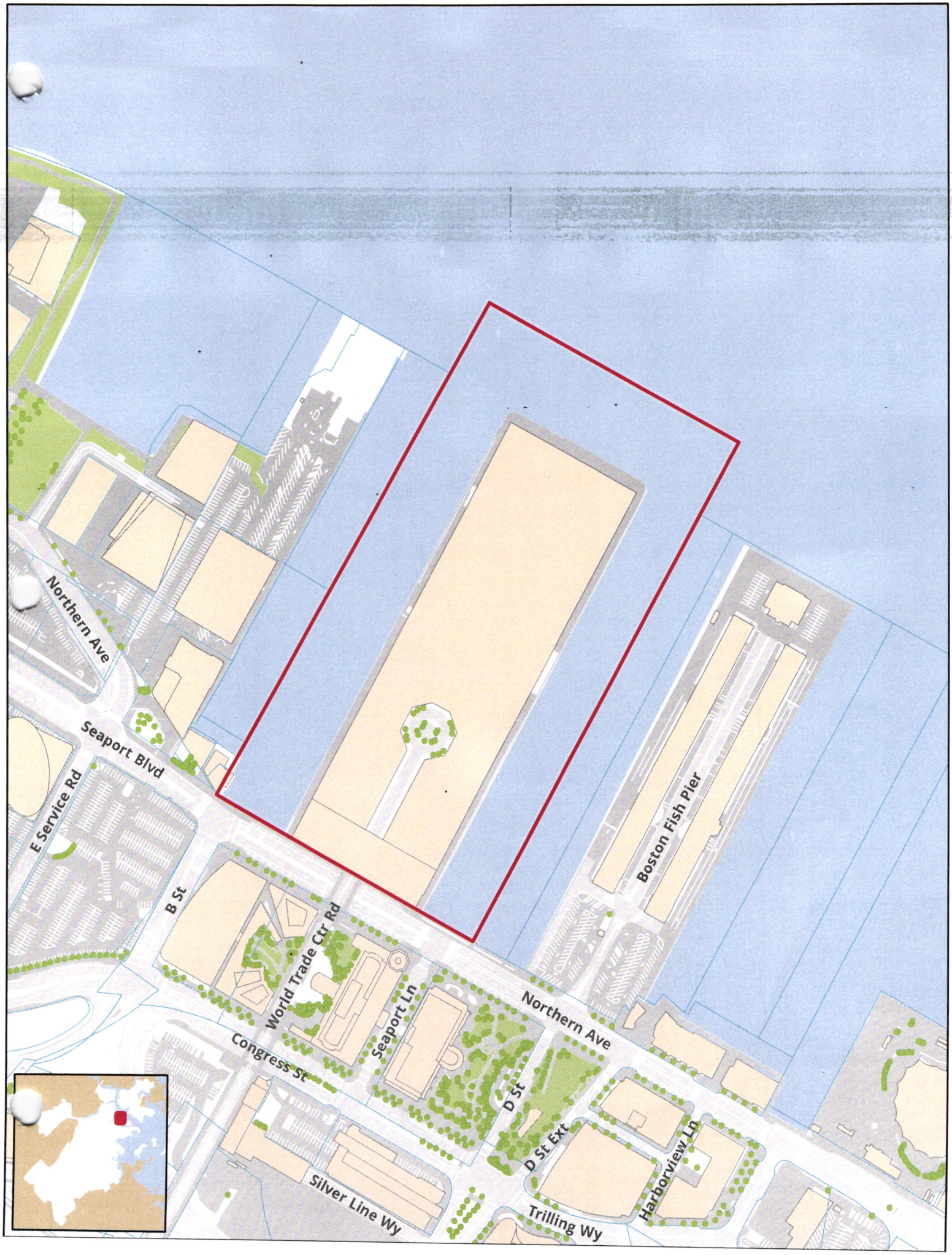
2017 aerial imagery

0 100 200 300 Feet



Commonwealth Pier, 201 Seaport Boulevard, South Boston

1 inch = 300 feet
Feet
0 100 200 300



The Commonwealth of Massachusetts
MASSACHUSETTS SENATE

SENATOR NICK COLLINS
First Suffolk District

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July 11, 2019

Mr. Brian Golden, *Director*
Boston Planning and Development Agency
1 City Hall Square, 9th Floor, Room 900
Boston, MA 02201

Re: Commonwealth Pier Revitalization

Director Golden:

I am writing in support of the proposed revitalization of the Commonwealth Pier and Seaport World Trade Center in the South Boston Waterfront. This proposal would be a dynamic redevelopment of the existing structure and would be a significant investment in the future of this waterfront space.

The Seaport World Trade Center is a major fixture of the South Boston Waterfront's commercial and exhibition industries. The proponents have demonstrated a well thought out commitment to the long term success and vibrancy of the space, including active public spaces, flexible workspace, and first-class event spaces. Furthermore, the improvements to public and open spaces, especially along the water's edge, represent an enduring commitment to the area's civic livelihood and welcoming environment.

It is for these reasons that I am in support of the proposal, and respectfully request that the Board approve their plans. If you have any questions, please do not hesitate to contact my office.

Sincerely,

NICK COLLINS
State Senator

cc: Aisling Kerr, *Project Manager*
Mike Christopher, *Deputy Director for Development Review / Government Affairs*

MEMO:

To: Aisling Kerr, Project Manager
From: BPDA Urban Design Staff
Date: March 18, 2019
Subject: Back Bay South End Gateway Project Scoping Comments

Commonwealth Pier Trust II (the proponent) proposes the revitalization of the Commonwealth Pier located at 200 Seaport Boulevard and bounded by the Boston Harbor on three sides. The project aims to modernize and reposition the existing building and pier for the existing tenant (Fidelity Investments) and public access, primarily along the Harborwalk. An increase of retail along Seaport Boulevard is intended to enhance the existing office and hotel uses in the area. Architect for the Building Renovation is Schmidt Hammer Lassen Architects. Architect of Record is CBT.

BPDA Urban Design staff have had two meetings on the project, with preliminary comments. The general approach and focus on improving the Harborwalk and public realm around the pier is appreciated. The BPDA Urban Design staff look forward to continuing to work with the proponent on the interface of the project with the public realm and the reconceptualization of the head house and the main shed building. The scoping comments below reflect some of the issues that are notable at this moment in the design and development timeline. BPDA Urban Design staff anticipates working closely with our colleagues in Transportation and Climate Change and Waterfront Planning on how the design progresses. Also note that Boston Civic Design Commission (BCDC) comments will be issued as an addendum to this memo, as the project has not yet been reviewed by the Commission.

General Urban Design Comments

The project proposes bring the building out of the 1980s rehabilitation that isolated the building from the active South Boston Waterfront neighborhood. Key to this are the invigoration of the Harborwalk and removal of the loading docks along Seaport Boulevard. More information is needed on several items:

- In general, providing more documentation of the building and the proposal will be useful. Larger scale sections through the arcade, the niches, and other key elements will be helpful in addition to existing condition drawings.

- The basic concept of revitalizing the shed with the use of cut-outs at carefully selected locations is one with a strong public realm connection. The relationship of those cut-outs to the new facade and to the local environmental conditions should be illustrated in diagram and review in meetings. This is both a design issue; how the different facade treatments relate or do not relate and an issue of what are those spaces like to inhabit.
    - The clarity of a volume of one facade with the cut-outs in another is visible on the east and west elevations but then the cut-out facade is shown on the north

elevation, subverting that reading. Explain the design process behind this decision. Showing the development of the idea in meetings may also be useful.
  - Provide more information is the nature of the niches. What is the materiality, size relationship to the Harborwalk and to the interior of the building. How are they different on the east, west or north side. These exposures will have very different experiences explain why all of the niches are designed at the same size and scale (excluding the major west facing space).
  - Figure 2.3b and 2.3c are the same. Provide the east elevation.

- The exterior of the shed portion of the building was significantly changed in the 1980s. Clarify how the proposed elevations of the main body of the shed relate to the historic facade and to the 1980s facade.

- There are improvements planned for the Harborwalk and more information should be provided at a finer grain on how those will work and relate to the building.

- Provide more information on the head house revisions. Most specifically the design of the sidewalk in front of the proposed arcade and how the arcade will work with the sidewalk, cross walks and widened Harborwalk apron as a piece of public realm. The success of the arcade and the wider Harborwalk entry areas will depend on how these elements are designed to work together.

- The lower portion of the head house was significantly altered in the 1980s. Previously, the four train entries read a distinctive elements on the elevation. Is there a way to reintroduce that reading, providing a trace of that former use on the proposed arcade? This could be a vertical interpretation of the historic facade and/or locating the former train tracks in the paving or other ideas.

- The proposed arcade is essentially half-filled with storefronts. Were other options considered during the design process? It would be interesting to see how this space might respond more directly to the history of the building.

- The PNF describes a covered walkway at the viaduct. Figure 2.5a shows what appears to be a fabric structure. Provide more information about the covered walkway and how it relates to the rest of the proposed project.

- Is it possible to improve the condition under the viaduct through skylight like openings to above, lighting, or other treatments that will make that space more interesting and welcoming.

- Provide information on the proposed materials for the building facades and landscaped areas.

We reserve the right to add additional concerns during the course of the process of combined BPDA staff 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 BPDA) 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) Photographs, 8" x10" minimum, 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. 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 BPDA should approve the view locations before analysis is begun. View studies should be cognizant of light and shadow, massing and bulk. Views should include:
    a) Distance views on Seaport Boulevard from each direction
    b) Views from the Viaduct at World Trade Center and Summer Street.
    c) Views from East Boston.
6) Site sections at 1"=20' or larger (or other scale approved by the BPDA) showing relationships to adjacent buildings and spaces. Sections should extend, at a minimum, up the front facade of adjacent building or buildings across the street. In this case adjacent building should be understood to include the Fish Pier and Fan Pier.
7) Site plan(s) at an appropriate scale (1 "=20' or larger, or as approved by the BPDA) 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

8) Digital 3D model including surrounding context and accurate topography. Model should include architecture, landscape architecture, other infrastructure (bridges, bus stops, etc.) at a level of detail that gives real-world impression. Given the resources known to be available to the design team, we encourage the full use of new modeling and virtual reality tools to explore representation of the Master Plan.
9) Massing model (ultimately in basswood) at 1":40'0" for use in the Authority's Downtown Model.
10) Study model(s) at 1" = 16' or 1" = 20' showing preliminary concept of setbacks, cornice lines, fenestration, facade composition, etc. are recommended.
    a) Larger scale models of the proposed arcade and niches may be useful.
11) Drawings at an appropriate scale (e.g., 1":16'0", or as determined by BRA) describing architectural massing, facade design and proposed materials including:
    (a) Building and site improvement plans
    (b) Neighborhood elevations, sections, and/or plans showing the
    (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
12) A written and/or graphic description of the building materials and its texture, color, and general fenestration patterns is required for the proposed development.
13) Electronic files describing the site and Proposed Project.
14) 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.
15) Proposed schedule for submission of all design or development-related materials.
16) Diagrammatic sections through the neighborhood (to the extent not covered in item #2 above) cutting north-south and east-west at the scale and distance indicated above.
17) True-scale three-dimensional graphic representations of the area indicated above either as aerial perspective

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

Infrastructure Systems Component

If not defined elsewhere, 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
I. 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 MBT A 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.

Aisling Kerr <aisling.kerr@boston.gov>

BPRD comments on the joint ENF/PNF for Commonwealth Pier Revitalization at 200 Seaport Boulevard in South Boston

Carrie Marsh <carrie.marsh@boston.gov> Thu, Mar 14, 2019 at 2:12 PM
To: Teresa Polhemus <teresa.polhemus@boston.gov>, Jonathan Greeley <jonathan.greeley@boston.gov>, Aisling Kerr <aisling.kerr@boston.gov>
Cc: Christopher Cook <christopher.cook@boston.gov>, Carl Spector <carl.spector@boston.gov>, "Liza Meyer, ASLA" <liza.meyer@boston.gov>, Alisha Pegan <alisha.pegan@boston.gov>

The Boston Parks and Recreation Department (BPRD) has reviewed the concurrent ENF/PNF for the proposed project at Commonwealth Pier at 200 Seaport Boulevard in the South Boston Designated Port Area. The project will consist of office, retail and event space. There will not be any residential use. A portion of the existing structure will be removed to create a publicly accessible plaza which will be connected to the Harborwalk.

The proponent will revitalize an existing property which is leased from Massport. The project is not subject to local zoning. It is going through a voluntary Article 80 review process. The entire project site is located within Chapter 91 jurisdiction, and is going through MEPA review. The State's review includes requirements for publicly accessible open space and other public benefits.

The City's *Open Space and Recreation Plan* notes that South Boston is currently underserved by permanently-protected, publicly-accessible open space, particularly that which is suitable for active recreation use. New development in the Seaport and South Boston neighborhoods will further impact the limited amount of public open space.

Martin's Park is a new public open space which will be an amenity to the neighborhood and beyond. BPRD respectfully requests that the Commonwealth Pier project provide a community contribution to the Fund for Parks to be used as an endowment for maintenance of Martin's Park.

Additionally, the project is in an area that will need significant public realm improvements to protect the neighborhood from coastal flooding. BPRD and the Boston Environment Department respectfully request a contribution to the implementation of climate resiliency measures in South Boston, in accord with the City's *Resilient Harbor Vision* and *Climate Ready Boston*.

From a design perspective, the impact of shadows on the proposed plaza and landscaping within the project should be evaluated. Also, the berthing of large boats along the pier in front of the plaza may impact the experience and visual accessibility of that space and should be considered.

Please share these comments with the proponent, the IAG and the general public.

Thank you.

CARRIE M. MARSH
Executive Secretary
Boston Parks and Recreation Commission
1010 Massachusetts Avenue, 3rd floor

Boston, Massachusetts 02118
617-961-3074 (direct) 617-635-4505 (main)

CITY of BOSTON
Martin J. Walsh, Mayor

To: Aisling Kerr, BPDA

From: Zachary Wassmouth, PWD

Date: March 18, 2019

Subject: Commonwealth Pier - Boston Public Works Department Comments

Included here are Boston Public Works Department comments for the Commonwealth Pier PNF.

Site Plan:
The developer must provide an engineer's site plan at an appropriate engineering scale that shows curb functionality on both sides of all streets that abut the property.

Resiliency:

The developer shall conform with the City's Climate Reslience Guidelines (https://www.boston.gov/departments/public-works/climate-resilient-design-standards-and-guidelines) for all work associated with this project.

Consideration for permanent mitigation to address sea level rise per the City's Climate Resilience Guidelines shall be applied to this project. The use of deployable barriers shall only be considered for use as a *temporary* measure if alternative permanent measures cannot be implemented due to infeasibility. The developer will need to provide adequate justification for the implementation of deployable temporary barriers as an alternative to permanent sea level rise mitigation.

Massport Coordination:
Since this project abuts a public roadway that is under the care, control, and custody of Massport, the developer should coordinate with Massport for any and all impacts to the public right-of-way (ROW) associated with this project within their jurisdiction.

Comments listed below are general comments that apply to any City-owned segments of the Public ROW that may be associated with this project, where applicable.

Construction Within The Public ROW:
All proposed design and construction within the City-owned ROW associated with this project shall conform to Boston Public Works Department (PWD) Design Standards. Any non-standard materials (i.e. pavers, landscaping, bike racks, etc.) proposed within the City-owned Public ROW will require approval through the Public Improvement Commission (PIC) process and a fully executed License, Maintenance and Indemnification (LM&I) Agreement with the PIC.

Sidewalks:
The developer is responsible for the reconstruction of the sidewalks abutting the project and, wherever possible, to extend the limits to the nearest intersection to encourage and compliment pedestrian improvements and travel along all sidewalks within the ROW within and beyond the project limits. The reconstruction effort also must meet current American's with Disabilities Act (ADA)/ Massachusetts Architectural Access Board (AAB) guidelines, including the installation of new or reconstruction of existing pedestrian ramps at all corners of all intersections.

PUBLIC WORKS DEPARTMENT
Boston City Hall • 1 City Hall Sq Rm 714 • Boston MA 02201-2024
CHRIS OSGOOD • Chief of Streets, Transportation, and Sanitation
Phone (617) 635-2854 • Fax (617) 635-7499

Plans showing the extents of the proposed sidewalk improvements within the City-owned ROW associated with this project must be submitted to the Public Works Department (PWD) Engineering Division for review and approval.

The developer is encouraged to contact the City's Disabilities Commission to confirm compliant accessibility within the Public ROW.

Driveway Curb Cuts:
Any proposed driveway curb cuts within the City-owned ROW will need to be reviewed and approved by the PIC.

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

Easements:
Any and all easements within the City-owned ROW associated with this project must be processed through the PIC.

Landscaping:
Developer must seek approval from the Chief Landscape Architect with the Parks and Recreation Department for all landscape elements within the City-owned ROW. Program must accompany a LM&I with the PIC.

Street Lighting:
Developer must seek approval from the PWD Street Lighting Division, where needed, for all proposed street lighting to be installed by the developer within the City-owned ROW, and must be consistent with the area lighting to provide a consistent urban design. The developer should coordinate with the PWD Street Lighting Division for an assessment of any street lighting upgrades that can be considered in conjunction with this project. All existing metal street light pull box covers within the limits of sidewalk construction in the City-owned ROW to remain shall be replaced with new composite covers per PWD Street Lighting standards. Metal covers should remain for pull box covers in the roadway within the limits of City-owned ROW.

Roadway:
Based on the extent of construction activity within the City-owned ROW, including utility connections and taps, the developer will be responsible for the full restoration of the roadway sections that immediately abut the property and, in some cases, to extend the limits of roadway restoration to the nearest intersection. A plan showing the extents and methods for roadway restoration shall be submitted to the PWD Engineering Division for review and approval.

Project Coordination:
All projects must be entered into the City of Boston Utility Coordination Software (COBUCS) to review for any conflicts with other proposed projects within the City-owned ROW. The Developer must coordinate with any existing projects within the same limits and receive clearance from PWD before commencing work.

Green Infrastructure:
The Developer shall work with PWD and the Boston Water and Sewer Commission (BWSC) to determine appropriate methods of green infrastructure and/or stormwater management systems within the City-owned ROW. The ongoing maintenance of such systems shall require an LM&I Agreement with the PIC.

Please note that these are the general standard and somewhat specific PWD requirements applicable to every project, more detailed comments may follow and will be addressed during the PIC review process.

PUBLIC WORKS DEPARTMENT
Boston City Hall • 1 City Hall Sq Rm 714 • Boston MA 02201-2024
CHRIS OSGOOD • Chief of Streets, Transportation, and Sanitation
Phone (617) 635-2854 • Fax (617) 635-7499

If you have any questions, please feel free to contact me at zachary.wassmouth@boston.gov or at 617-635-4953.

Sincerely,

Zachary Wassmouth
Chief Design Engineer
Boston Public Works Department
Engineering Division

CC: Para Jayasinghe, PWD

BOSTON HARBOR NOW
Are you on board?

15 State Street, Suite 1100
Boston, MA 02109
617.223.8671
bostonharbornow.org

March 12, 2019

Via email to: aisling.kerr@boston.gov

Aisling Kerr
Boston Planning & Development Agency
1 City Hall Square
Boston, MA 02201

Re: Commonwealth Pier Revitalization

Dear Ms. Kerr,

Boston Harbor Now is pleased to submit comments for the Commonwealth Pier Revitalization Project Notification Form (PNF) submitted by VHB on behalf of Commonwealth Pier Trust II on February 13, 2019. A member of the Boston Harbor Now staff was present during the February 26 FPNA community meeting.

We commend the proponent for its public engagement initiative and commitment to present the project plans to Boston Harbor Now and its stakeholders.

Project Description
As presented in the PNF this proposal is for the revitalization of the World Trade Center located at Commonwealth Pier. The existing 1,200-foot-by-400-foot pier consists of the headhouse, three rear sheds, a Harborwalk, and the "viaduct"—a pedestrian/vehicular access bridge that stretches across Seaport Boulevard.

Waterfront Development Plan
The project site is within filled and flowed tidelands subject to Chapter 91. Although under the jurisdiction of Chapter 91, this portion of the South Boston Waterfront is governed by a Memorandum of Understanding between DEP and Massport—the current landowner. Certain Special Planning Areas within the existing MOU may develop a Waterfront Development Plan (WDP). As proposed, the revitalization project will need to develop a preliminary WDP to qualify and receive a Chapter 91 license.

We look forward to reviewing and providing comments as the project progresses through permitting.

Open Space & Access

The project site is located along the South Boston waterfront and is the first parcel located within the South Boston Designated Port Area. As such, the public access experience at the Pier and along the apron serves to improve the city and working waterfront connection. We are pleased to hear that the project will create 170,445 SF of public space including an improved and expanded Harborwalk with lighting, furnishing, special paving, and wayfinding signage. To create a more inviting space, the project will also incorporate:

- A recessed ground floor to improve pedestrian-access along Seaport Blvd.
- A new waterfront public plaza
- Five publicly accessible cut-out "niches" along the perimeter of the building
- An improved elevated pedestrian connection across Seaport Blvd., and
- Loading bays relocated from Seaport Blvd. to the East side of the building.

A portion of the Harborwalk on the East side of the building will share truck access with the relocated loading bays. Much like the Pier 6 Harborwalk that combines both pedestrian and vehicular access, we strongly recommend incorporating pavement materials and rumble strips that clearly define pedestrian access. This will promote both safe pedestrian access and truck operations at Commonwealth Pier.

Table 4-2: Chapter 91 Use Summary of the PNF makes a distinction between public open space (open to the sky) and public realm space (unenclosed areas within building footprint). This is an unusual way to describe public open space and may lead to confusion as the project moves through permitting. We suggest using regulatory defined terms and note that "public realm space" is not defined or included in the current Chapter 91 regulations.

We applaud the proponent for its willingness to incorporate signage into the revitalization project. The Friends of the Boston Harborwalk, a group dedicated to promoting the use of the Boston Harborwalk, has created a successful neighborhood signage master plan that tells the story of Boston Harbor through interpretive signage placed throughout eight waterfront neighborhoods. To further improve the pedestrian experience at Commonwealth Pier, we recommend a robust interpretive and wayfinding signage program.

Water-dependent business operations at Commonwealth Pier are a critical component of Boston Harbor's working waterfront. We support the proponent's commitment to minimize detrimental effects to the existing water-dependent industries during and after construction.

Resiliency

According to the PNF, the project site is within FEMA flood zone AE at a base flood elevation of 17.46 BCB. We commend the proponent for voluntarily exceeding the Massport resiliency guidelines for existing facilities and including the following in the project's resiliency plan:

- Elevating critical mechanical systems above predicted flood elevation for the 2070 one percent storm plus 12 inches to an elevation of 23.5 BCB,
- Incorporating deployable flood barriers for additional flood protection, and
- Installing a 3-foot waterproof concrete curb wall around the perimeter of the building.

Recent studies from the IPCC appear to indicate that climate change is occurring at a more rapid rate than prior studies had anticipated. For this reason, we support the proponent's initiative to examine the possibility of incorporating additional flood protection measures along the apron perimeter. Any permanent installations should be designed so as not to restrict public access to the Harborwalk along the perimeter of the site.

Climate Ready South Boston identified the need for flood pathways along Seaport Blvd to be addressed in the near term (before 2030). With that in mind, it will be important to ensure that whatever is permitted onsite at Commonwealth Pier will not inhibit the introduction of effective resilience measures along adjacent sections of Seaport Blvd.

Thank you for your time and consideration.

Sincerely,

Jill Valdes Horwood
Director of Policy

BOSTON PRESERVATION ALLIANCE

The Otis House
141 Cambridge Street
Boston, MA 02114
617.367.2458
bostonpreservation.org

April 8, 2019

Aisling Kerr
Boston Planning and Development Agency
Boston City Hall
Boston, MA 02201

Dear Ms. Kerr,

The Boston Preservation Alliance is Boston's primary, non-profit advocacy organization that protects and promotes the use of historic buildings and landscapes in all of the city's neighborhoods. With 40 Organizational Members, 125 Corporate Members, and a reach of 35,000 friends and supporters we represent a diverse constituency advocating for the thoughtful evolution of the city and celebration of its unique character. We appreciate the opportunity to offer comments on projects that impact the historic character of the city.

After an initial review of the project, we understand that the revitalization plan calls for the demolition of a portion of the historic sheds, the removal of the historic gantry, modification of the historic shed roof profile, and modifications to window and door openings. Because Commonwealth Pier Five is individually listed in the State and National Registers of Historic Places, we appreciate the opportunity to more completely understand the impacts of these interventions to the site's historic context. We plan to meet with the project team soon for further dialogue and look forward to engagement in the full review process.

Thank you,

Greg Galer
Executive Director

CC:

Purvi Patel, MEPA
Brona Simon, Massachusetts Historical Commission
Rosanne Foley, Boston Landmarks Commission
Nicole Benjamin-Ma, VHB

200 Seaport Blvd., Suite 50 - Lower Level
World Trade Center
Boston, Massachusetts 02210
Phone: 617-748-1428
Fax: 617-439-6071
Web: www.baystatecruisecompany.com

April 12, 2019

Ms. Aisling Kerr
Boston Planning and Development Agency
1 City Hall Square
Boston, MA 02201

RE: Letter of Support for the Commonwealth Pier Revitalization Project

Dear Ms Kerr,

My company, Bay State Cruises, has been a tenant at Commonwealth Pier since 1980. In the past 40 years, we have operated passenger ferry service and harbor tours. We have 150 employees and carry roughly 200,000 people a year in and out of Comm Pier.

We have an affection for the historical elements of Commonwealth Pier and believe that its revitalization will significantly improve upon the existing condition by providing enhanced and expanded public space including the Harbor Walk, a new Harbor Plaza, and a significantly improved streetscape and pedestrian experience along Seaport Boulevard.

We applaud the plans which include expanding public areas across the ground and upper Viaduct levels. The updated landscaping and programming that will enable more access and interaction with the waterfront.

We are particularly enthusiastic over the fact that the project prioritizes the operation of the marine activities by providing more space for waiting and queuing, upgraded and expanded apron areas. We are pleased by the improved infrastructure for continued operation of marine industrial uses. The project also preserves and protects an existing historic resource that has been part of the South Boston waterfront for more than a century and will encourage residents and visitors to come to and interact with the pier.

Although we will be amongst the most inconvenienced by the construction process, we are confident that the short term disruption will be worth the wait.

Respectfully,

Michael Glasfeld, Owner

SAVE THE HARBOR
SAVE THE BAY

Making Waves Since 1986
www.savetheharbor.org

212 Northern Avenue - Suite 304 West - Boston, MA 02210
Telephone: 617-451-2860

March 17, 2019

Boston Planning and Development Authority
Attention: Aisling Kerr
1 City Hall Square, 9th Floor
Boston, MA 02201

Submitted via email to aisling.kerr@boston.gov
Copy sent via email to Purvi.Patel@state.ma.us

Aisling,

I am writing to you today with Save the Harbor/Save the Bay's comments on the combined Environmental Notification Form (ENF) and Project Notification Form (PNF) for the Commonwealth Pier Revitalization submitted in February by VHB on behalf of Commonwealth Pier Trust II and Pembroke Real Estate LLC.

As you know, Save the Harbor/Save the Bay has been an active participant in the municipal harbor planning process for more than 15 years. We chaired the effort that produced the award winning Fort Point Channel Activation plan and served on the Municipal Harbor Plan Advisory Committee (MHPAC) for the Downtown and the South Boston waterfront, the South Boston Seaport, and for the East Boston waterfront as well.

Our offices are located on Boston's Fish Pier and our free All Access Boston Harbor island excursions, which serve a diverse population of underserved and low-income youth, teens and families from more than 100 youth development and community groups, departs on Bay State Cruise Company's flagship Provincetown II from World Trade Center three days a week in July and August. We experience issues with the truck traffic and see the plans as an improvement

We are familiar with both the current conditions at World Trade Center and the proponent's plans for a revitalized Commonwealth Pier, and are certain that the project will significantly improve the existing conditions on the site and on the street, which can be challenging for pedestrians.

When it is completed, the project will expand the Harbor Walk, and create a new Harbor Plaza. It will also significantly improve the streetscape and pedestrian experience, and move truck traffic off the street.

It will also protect and strengthen existing water dependent uses, including Bay State Cruise Company's operations, which are critical to our efforts to "share the harbor" with thousands of underserved and low-income youth, teens and their families, providing an expanded and resilient apron and more space for passengers and visitors, without competing for space with delivery trucks.

As you may know, Save the Harbor/Save the Bay provides four seasons of free, harbor focused, youth and family programs at 8 sites in the neighborhood, including the Boston Children's Museum and Atlantic Wharf on the Fort Point Channel, Fan Pier, the Water Commons on Pier 4, the Fish Pier, the Rockland Trust Pavilion and the Lawn on D in the Seaport, and at the BCYF Curly Community Center at M Street Beach and the McCormack Bathhouse on DCR's Carson Beach in South Boston.

These free programs include Fishing 101, Songs and Stories of the Sea, and Art on the Shore. They also include free concerts on land and sea, and beach festivals featuring our troupe of performing pirates, as well as aerialists, acrobats and jugglers from the Boston Circus Guild.

We believe that one of the most effective ways to "save the harbor" is to "share the harbor" with free events and programs that connect Bostonians and the region's residents to the spectacular urban natural resources we have worked so hard to restore and protect

We are pleased to note that the project proponents clearly understand the important role that free, flexible, and engaging programs will play in making Commonwealth Pier a welcoming and active destination.

When it is completed, the Commonwealth Pier Revitalization project will "daylight" an historic building, create new public spaces, improve public safety and resiliency, protect and strengthen water dependent uses, and provide new programming opportunities that will make the site and the neighborhood a better place to live, work and visit.

We commend the proponents for their thoughtful plan, and look forward to working with them and their team as they proceed with their project.

Thanks for your time and attention to this matter.

Bruce Berman

E. Bruce Berman, Jr.
Director of Strategy and Communications
Save the Harbor/Save the Bay

JOHN STELLA
[redacted]
BEDFORD , MA. 01730

AISLING KERR
BOSTON PLANNING & DEVELOPMENT AGENCY
ONE CITY HALL SQ
BOSTON , MA. 02201
RE: PROPOSED COMMONWEALTH PIER PLAN

FEB. 23, 2019

DEAR MRS. KERR :

I STRONGLY OPPOSED PEMBROKE REAL ESTATE LLC TO PROPOSE TO NEW COMMONWEALTH PIER PLAN AT THE COMMONWEATH PIER .

MANY YEARS AGO MY GRANDFATHER FROM ITALY CAME BY SHIP ARRIVED COMMONWEALTH PIER . MANY IMINGRANTS FROM EUROPE CAME TO COMMONWEALTH PIER . COMMONWEALTH PIER SHOULD BUILD A HISTORY MUSEUM TO LEARN THE HISTORY TO CAME TO THIS COUNTRY FOR BETTER FREEDOM AND OPPORTUNITY . MILLIONS OF PEOPLE WHO CAME TO COMMONWEALTH PIER BY SHIPS FROM FROM ALL OVER THE WORLD . " COMMONWEALTH PIER " IS JUST LIKE " ELLIS ISLAND" IN NEW YORK WHO CAME TO AMERICA FROM ALL OVER THE WORLD. ELLIS ISLAND AND COMMONWEALTH PIER ARE THE MOST FAMOUS SITE WHO CAME TO AMERICA FROM ALL OVER THE WORLD . WE MUST NOT FORGET THE HISTORY OF COMMONWEALTH PIER . IT IS TIME TO SAVE AND PRESERVE COMMONWEATH PIER AS A HISTORIC SITE FOR FUTURE GENERATIONS.

COMMONWEALTH PIER HOSTED PREVIOUS SEVERAL CONVENTIONS AND TRADE SHOWS FOR MANY YEARS . COMMONWEALTH PIER IS POPULAR TOURIST ATTRACTION. TALL SHIPS FESTIVAL WAS DOCKED AT COMMONWEALTH PIER MANY TIMES.

I WOULD LIKE TO RECCOMEND BPDA TO REJECT PEMBROKE PROPOSAL TO TEAR DOWN THE FAMOUS COMMONWEALTH PIER.

LET'S SAVE AND PRESERVE COMMONWEALTH PIER NOW. PLEASE CONTACT SEAPORT HOTEL TO SAVE COMMONWEALTH PIER BECAUSE THE HOTEL OWNS

(over please)

COMMONWEALTH PIER.

THANK YOU FOR YOURCONSIDERATION.

SINCERELY,

JOHN STELLA

Aisling Kerr <aisling.kerr@boston.gov>

Project Comment Submission: Commonwealth Pier Revitalization Project

kentico@boston.gov <kentico@boston.gov> Thu, Mar 28, 2019 at 9:24 PM
To: BRAWebContent@cityofboston.gov, aisling.kerr@boston.gov, jeff.ng@boston.gov, comment_email_processor@o-2zlaqa64yog14nfnqlzmbbrpfox00q4is2vvlpd3irp6a8fovy.36-1heureao.na30.apex.salesforce.com

CommentsSubmissionFormID: 5858

Form inserted: 3/28/2019 9:23:44 PM

Form updated: 3/28/2019 9:23:44 PM

Document Name: Commonwealth Pier Revitalization Project

Document Name Path: /Development/Development Projects/Commonwealth Pier Revitalization Project

Origin Page Url: /projects/development-projects/commonwealth-pier-revitalization-project

First Name: Joshua

Last Name: Johnson

Organization:

Email: [redacted]

Street Address: [redacted]

Address Line 2:

City: Boston

State: MA

Phone: [redacted]

Zip: 02210

Opinion: Oppose

Comments: A transportation analysis was provided with project documents. It is estimated that it will add between 64-78 additional public transit riders to the area. The 2015 South Boston Waterfront Study showed the Silver Line and Route 7 bus operating in excess of its maximum capacity. There is no remediation plan identified in the project documents. The developer should commit to subsidizing additional busses and service to the site similar to Logan/Massport. I also encourage BPDA Board members to take a ride on the Silver Line during morning and evening rush hours to see firsthand how overcrowded the service currently is.

PMContact: aisling.kerr@boston.gov

Project ID: 3222

BOSTON PRESERVATION ALLIANCE

May 23, 2019

Megha Vadula
Pembroke
255 State Street
Boston, MA 02109
megha.vadula@pembroke.com
Re: 200 Seaport Boulevard, Commonwealth Pier

Dear Ms. Vadula,

We appreciate the opportunity to meet with you and the design team for a discussion about the Commonwealth Pier Revitalization project. We have also attended BCDC's design review and have heard feedback from various stakeholders. After considering the public realm improvements and the associated modifications to historic fabric, we feel that the project is beneficial for the site but we do have some concerns that we have encouraged your team to consider. We are submitting these comments for the record though we discussed many of these points in our meeting.

1. We strongly urge your team to embrace a restoration approach to the historic headhouse. It stands as one of the few extant examples of historic fabric in the Seaport District and should be carefully preserved as a part of this project. While we feel the proposed interventions, such is the increase in open space in the arcade, are acceptable, we would expect the highest quality materials and execution in construction throughout the scope of work as well as preservation standards to be utilized in the treatment of the historic materials themselves.

2. We echo many of the concerns stated at the BCDC design review meeting regarding the north end of the pier- this space should be programmed as a destination for the public with adequate seating and placemaking elements. Furthermore, in order to encourage public use of the entire pier, we strongly recommend a robust wayfinding system with signage, maps, etc. so that pedestrians know that the pier is public space, approximately how long it takes to walk the full pier, and the public amenities that are available along the way. In order to create a vibrant space where the public feels welcome to engage with the historic site, special attention should be given to these important details. We also support creative educational elements throughout the site that interpret its maritime history.

3. Though we do not oppose the introduction of the public plaza with removal of some building fabric, we do feel that it creates a visual disconnect between the shed and the headhouse that reduces readability of the site's historic use. We ask the proponent to develop and share concepts that retain the trusses from

The Otis House
141 Cambridge Street
Boston, MA 02114
617.367.2458
bostonpreservation.org

the shed so that the benefits of preserving that historic fabric can be evaluated. Some visual dialog between the headhouse and the shed should remain or be created to provide a perceivable link across this new, large open span.

4. We are not convinced that removal of the gantry system is necessary and are concerned that its loss further dissolves the visual link to the site's historic industrial use. We request an exploration of options to retain all or portions of the gantry with both educational interpretation as well as creative new uses. We feel the gantry could present an opportunity to embrace this unique industrial fabric for a dynamic blend of old and new components.

We look forward to further dialogue and responses to these concerns. Thank you for your efforts to revitalize a historic site in Boston.

Thank you,

Greg Galer

Executive Director

CC:

Purvi Patel, MEPA
Brona Simon, Massachusetts Historical Commission
Elizabeth Stifel, Boston Civic Design Commission
Rosanne Foley, Boston Landmarks Commission
Nicole Benjamin-Ma, VHB

June 10, 2019

Aisling Kerr (sent via email)
Boston Planning & Developement Agency
Boston City Hall, 9th Floor
Boston MA, 02201

Re: Impact Advisory Group Input
Commonwealth Pier Revitalization
200 Seaport Boulevard, Boston MA

Dear Aisling:

Attached please find our feedback and input as members of the Impact Advisory Group on the combined Environmental Notification Form (ENF)/Project Notification Form (PNF) submitted by Commonwealth Pier Trust II, c/o Pembroke Real Estate LLC (the "Proponent") on February 13, 2019 for the revitalization of the Seaport World Trade Center (the "Project") located at 200 Seaport Boulevard in the South Boston Waterfront (the "Project Site")

IAG Members:

Valerie Burns

Gary Godhino

Thomas Ready

cc.
Stephen Lynch, U.S. House of Representatives
Nick Collins, Massachusetts State Senate
David Biele, Massachusetts State House of Representatives
Annissa Essaibi-George, Boston City Council
Ed Flynn, Boston City Council
Purvi Patel, MEPA

Safety

In the ENF/PNF the Proponent uses multiple references regarding street usage "*..to maintain and improve traffic flow on Seaport Boulevard which is a designated Massport truck route.*" This includes sections 1.2.3, 1.3, 2.1, 2.5.4, 4.1, 4.3.1, 4.3.2, 5.1, 5.3.2 and 5.5.

Traffic studies conducted as part of the adjacent property PNF submission, 155 Seaport Boulevard, in December of 2015 (none were conducted as part of this Project) indicate significant volume of both cars and heavy vehicles using Seaport Boulevard adjacent to the Project Site.

Tuesday		AM Peak 8am-9am	PM Peak 5pm-6pm
	Cars	957	941
	Heavy Vehicles	121	61
Saturday		Peak 1pm-2pm	
	Cars	565	
	Heavy Vehicles	17	

Source: PNF for 150 Seaport Boulevard

Both MassDOT, through its Separated Bike Lane Planning & Design Guide (1), as well as the City of Boston Transportation Department, through its Complete Streets Manual (2), recognize the need for separated bike lanes from traffic when certain conditions exist along public roadways. The mix of total peak volume and heavy vehicle traffic combined with pedestrian and bicycle use create these conditions along Seaport Boulevard through the Project Site.

The IAG acknowledge the improvements planned to support pedestrian use with widened sidewalks. Shared mode use of the roadway however is a safety issue. The signatory IAG members therefore request that the Proponent implement separated bike lanes along Seaport Boulevard. This would be consistent with the road design of Seaport Boulevard west of the Project Site and align with current roadway design guidelines from MassDOT and BTD.

Urban Design: Neighborhood Context, Public Realm Improvements and Open Space.

In the ENF/PNF section, 2.1-4, the Proponent describes the "*vast growth*" of the neighborhood over the past five years, and describes the neighborhood as a major destination for "*city dwellers and tourists alike*". Missing in this general description of the Seaport neighborhood is the remarkable recent increase in residential development adjacent to Commonwealth Pier. Three large developments, the Echelon, 150 Seaport Blvd and 399 Congress St, within little more than a block of Commonwealth Pier, are now under construction and will be occupied in phases over the next 24 months. The 2,600 residents of these three new developments will be joining the 1,000 residents at 100 Pier 4 and this summer, the Residences at Pier 4. These

3,600 residents will be immediate neighbors of Commonwealth Pier, bringing unprecedented activation to streets, sidewalks and public realm of the area. It is expected that when the project completes the number of residents living in the Seaport will be approaching 15,000. The signatory IAG members would request that the Proponent consider modifying its Public Realm plan to consider the significant residential community in addition to visitors, water transportation users and the workforce employed on site. Given the lack of available civic space in the Seaport District, this includes consideration to making meeting space available to South Boston community groups at no charge a minimum of four times a month. The audio visual equipped meeting space should be able to accommodate up to 100 people. Consideration should also given to offering to South Boston community groups venue space at a discounted rate.

Important public realm improvements are proposed in the Commonwealth Pier Revitalization including the introduction of the new Public Harbor Plaza, a renovated and expanded Harborwalk, enhanced "niches" along the Harborwalk, and the enhanced Viaduct pedestrian connection. This series of public realm spaces create an exciting new linked system of harbor open spaces. All of these improvements should have visible, inclusive and informative signage that clearly invites the public to use and enjoy this new public realm as a linked system of new spaces. The signatory IAG members would request that the proponent consider working with Boston Harbor Now and The Friends of the Harborwalk on an effective signage system.

It is critical for Harbor Plaza to be clearly and fully available to the public. It is essential that the Plaza's relationship to the Harborwalk as the gateway to Commonwealth Pier is clear and inviting to all. The IAG has discussed the significance of the North face of the pier as a prominent destination for Harborwalk users. The unparalleled views of the Harbor make it an important destination for residents and tourists alike. Signatory IAG members request further design development of this unique part of the Harborwalk.

It is important that the "niches" are fully public and lively facilities for public use. With their location along the Harborwalk on the East and West sides of the Pier, they must serve a public purpose and not be used only by building tenants and water transportation operations. While the East and West niches may not offer the drama of the North side, more careful thought needs to be given to their design and programming. Also, it is our understanding that these niches provide building users access to the Harborwalk, but that the public will not be allowed to enter the building at these locations. This condition puts proposed public use at odds with private only access.

A significant user group of the Harbor Plaza and the Harborwalk will be the users of water transportation - daily commuters and tour and charter boat passengers. Signatory IAG members feel that the scale and location of the proposed public restrooms that will be used by Harbor Plaza and Harborwalk users, and by water transportation passengers are both inadequate and inconveniently located.

Resiliency

The IAG acknowledges that the Proponent has undertaken a number of design improvements on the building at 200 Seaport Boulevard aligned with both the MassPort Floodproofing Design Guidelines (3) and the City of Boston's Coastal Resilience Solutions for South Boston report (4).

Regarding sea level rise along Seaport Boulevard, it is noted in Section 3.6.1 of the ENF/PNF that the final recommendations are still being developed by the City of Boston for hardening against harbor level sea rise immediately adjacent to the Project Site. To assist with and

shorten the development timeframes for these standards the signatory IAG members would request that the Project Team consider funding engineering standards development efforts through the City of Boston to complete the coastal resilience solution for this area.

Transportation

The Proponent in Sections 5.1 and 5.3.2 of the ENF/PNF refers to "*A detailed regulation and management plan for Seaport Boulevard will be developed in coordination with Massport to allocate appropriate zones to accommodate a variety of users, including shuttles, buses, TNC-services (e.g. Uber, Lyft), short term parking and limited loading*". The signatory IAG members would request that as the management plan is being developed, the Proponent would consider moving some zones to World Trade Center Ave. Using the Viaduct enhancement with its connection to Summer Street as the TNC pick-up / drop off location for all Commonwealth Pier use would significantly relieve Seaport Boulevard of the congestion of waiting TNC's, and take advantage of the less heavily used Viaduct public realm and roadway.

The Proponent in Section 5.5 of the ENF/PNF refers to the development of a TDM plan to reduce single-occupant vehicle trips and encourage travel by alternative modes. The signatory IAG members would request that as part of this TDM plan, the Proponent consider the impact of the use of dockless electric scooters (e.g. Bird, Lime) and plan for electric scooter corrals (or other mitigating approaches) along Seaport Boulevard to minimize sidewalk clutter of unused vehicles.

Mitigation for Community Benefit

The signatory IAG members would request that the Proponent consider enhancing the social impact of the proposed project through a financial contribution to the Thompson Island Outward Bound Education Center. The Thompson Island Outward Bound Education Center is a non profit headquartered in the Seaport and through its partnership with the Boston Public School System is delivering enhanced Social and Emotional skills development combined with STEM training to over 2,000 underserved middle school aged BPS students annually.

References:

(1) https://www.mass.gov/files/documents/2017/11/08/SeparatedBikeLaneCover_Intro_TOC.pdf
(2) http://bostoncompletestreets.org/#
(3) http://www.massport.com/media/1149/massport-floodproofing-design-guide-revised-april-2015.pdf
(4) https://www.boston.gov/sites/default/files/imce-uploads/2018-10/climatereadysouthboston_final_report_v11.1s_web.pdf