

bxp Boston
Properties

Pelli Clarke Pelli Architects

ARROWSTREET

OJB THE OFFICE OF
JAMES BURNETT
LANDSCAPE ARCHITECTURE

MAGNUSSON
KLEMENCIC
ASSOCIATES

WSP | **PARSONS
BRINCKERHOFF**


McNAMARA · SALVIA

BRIA

AHA
CONSULTING
ENGINEERS


vhb

ARUP

**HALEY
ALDRICH**

RWDI
CONSULTING ENGINEERS
& SCIENTISTS


JENSEN HUGHES

 **Nutter**

THE BACK BAY SOUTH END GATEWAY PROJECT

BOSTON, MASSACHUSETTS

MARCH 01, 2017

PUBLIC MEETING



AGENDA

- Review Of Article 80 Process And Project Status (5 Min.)
- Project Design & Refinements Since PNF/ENF (15 Min.)
- Public Realm Improvements (15 Min.)
- Wind And Shadow (15 Min.)
- Transportation And Parking (15 Min.)
- Public Comment (20 Min.)
- Next Steps (5 Min.)

PROJECT PROCESS

- Article 80 Review
 - PNF
 - **DPIR (Draft Project Impact Report)**
 - FPIR (Final Project Impact Report) Or Supplemental Information As Requested
- MEPA Review (Concurrent)
 - ENF
 - **DEIR (Draft Environmental Impact Report)**
 - FEIR (Final Environmental Impact Report)
- PDA #2 (Planned Development Area)
 - Existing PDA Encompasses Garage Sites + Existing Building
 - Will Be Amended To Include Station Sites + Related Elements

PROJECT STATUS

- Key Dates
 - PNF Filing • March 29, 2016
 - ENF Filing • April 15, 2016
 - CAC #1 • April 28, 2016
 - CAC #2 • May 12, 2016 (Site Visit)
 - CAC #3 • May 26, 2016
 - CAC #4 • June 15, 2016
 - CAC #5 • June 29, 2016
 - CAC #6 • July 13, 2016
 - CAC #7 • October 6, 2016
 - DPIR/DEIR Filing • January 31, 2017
 - CAC #8 • February 23, 2017
 - **Public Meeting • March 01, 2017**

COMMUNITY/AGENCY FEEDBACK

- 85 Comment Letters Received
- Over 1,100 Individual Comments
- Desire For Public Open Space
- Desire To Preserve Architectural Integrity Of Back Bay Station
- Desire To See More Detail On Public Realm Design



PROJECT DESCRIPTION

GARAGE WEST

OFFICE/RETAIL
606,000-618,000 SF

GARAGE EAST

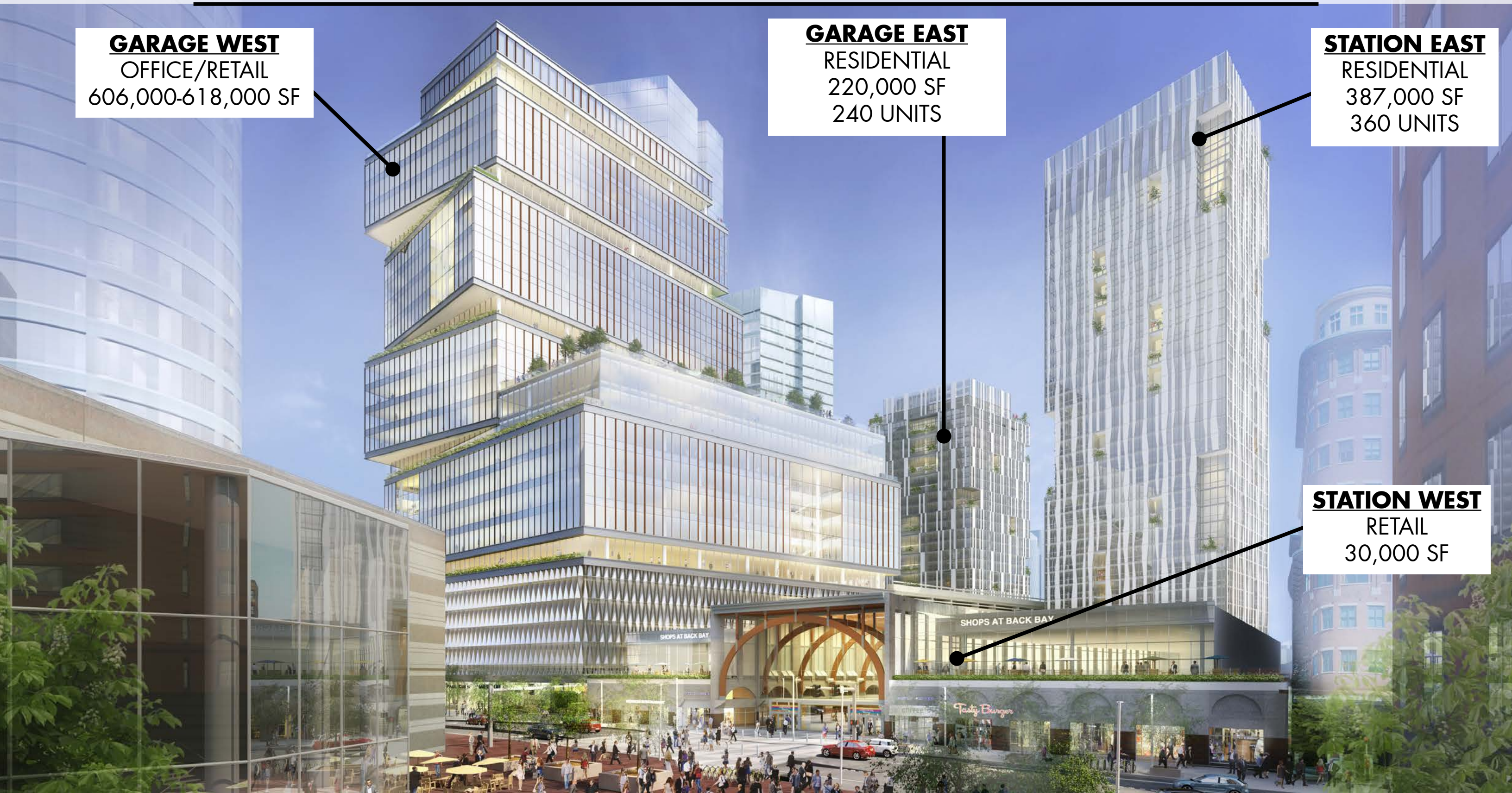
RESIDENTIAL
220,000 SF
240 UNITS

STATION EAST

RESIDENTIAL
387,000 SF
360 UNITS

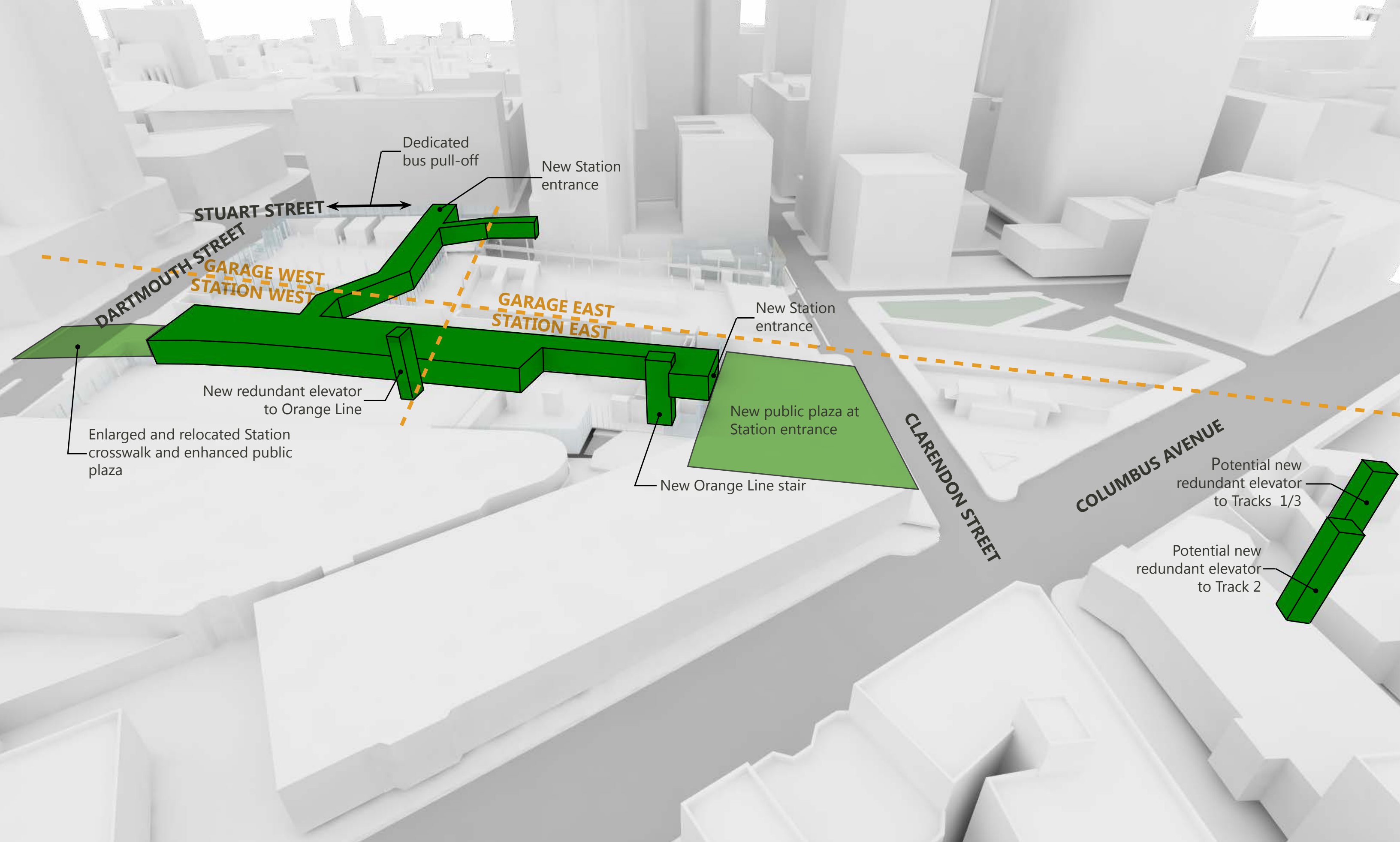
STATION WEST

RETAIL
30,000 SF



PUBLIC BENEFITS

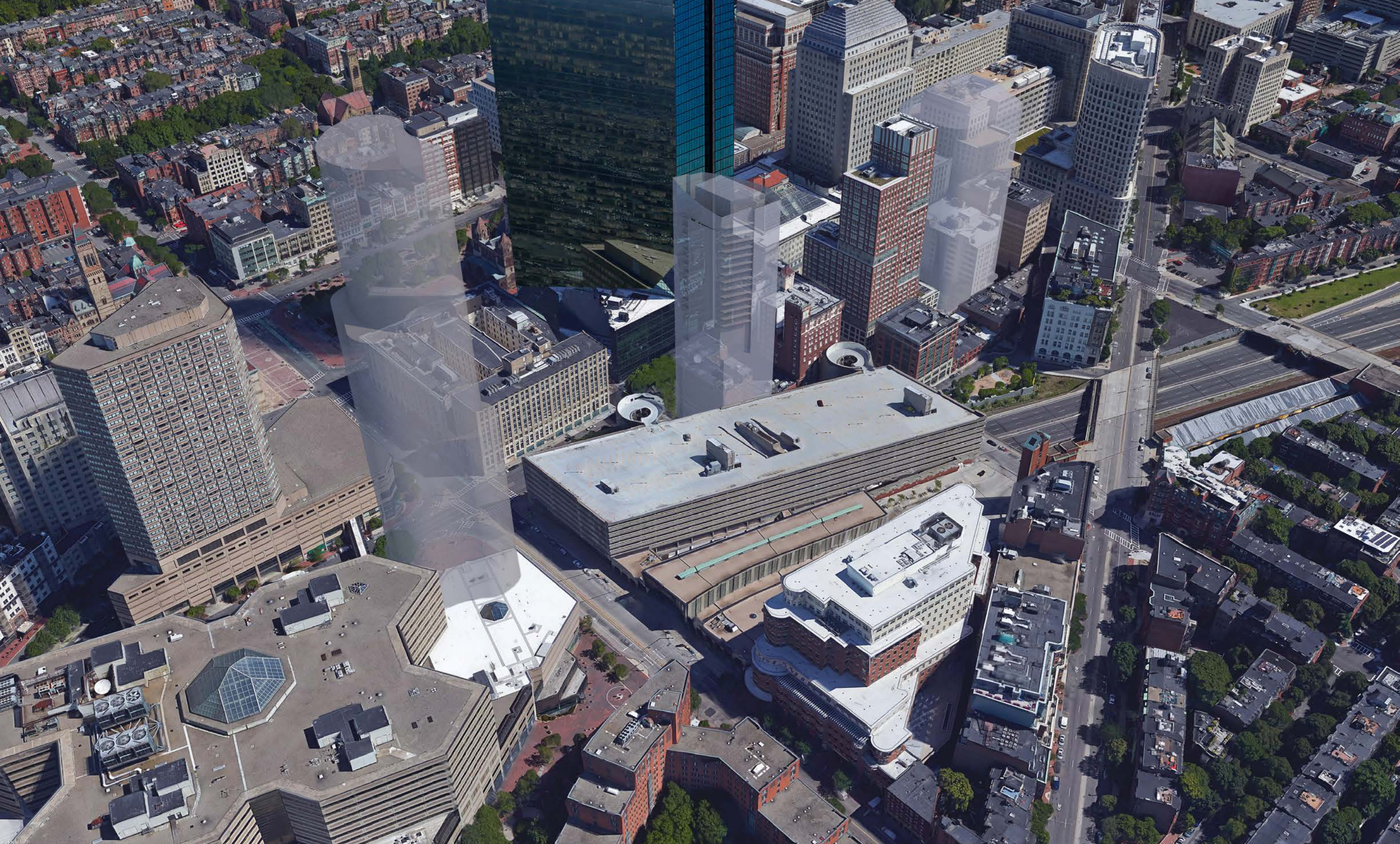
- 2 New Civic-Scale Station Entrances And Accessible Public Through-Block Connectors from Stuart and Clarendon Streets, Increasing Neighborhood Connectivity And Public Safety
- Significant Public Realm Improvements Within The Project Site Including The Creation Of An 11,000sf Public Plaza On Clarendon Street
- A Redundant Elevator To The Orange Line and Redundant Elevators to Commuter Rail, Where Feasible
- Approximately \$15.3 Million In New Annual Real Estate Tax Revenues For The City Of Boston
- Approximately \$5,500,000 In Housing Linkage And \$1,100,000 In Job Linkage Payments
- Approximately 2,500 Construction Jobs And Approximately 3,200 Permanent Jobs Across All Four Air Rights Parcel
- A Variety Of New High Quality Housing Opportunities, Including The Creation Of Affordable Housing
- New And Diverse Retail Opportunities For Neighborhood Residents, Transit Customers And The Public At Large
- Innovative New Workplace Opportunities For A Variety Of Business Types



FEEDBACK BASED ON PROJECT EVOLUTION

- 85 Comment Letters Received
 - Over 1,100 Individual Comments
 - Desire For Public Open Space
 - Desire To Preserve Architectural Integrity Of Back Bay Station
 - Desire To See More Detail On Public Realm Design
-

- Station East
 - Addition Of 11,000sf Public Plaza
- Station West
 - Abandoned Two-Story Addition
- Site Wide
 - Detailed Development & Phasing Of Public Realm Improvements



VIEW 7 - AERIAL LOOKING TO THE NORTHEAST - FUTURE EXISTING CONDITION

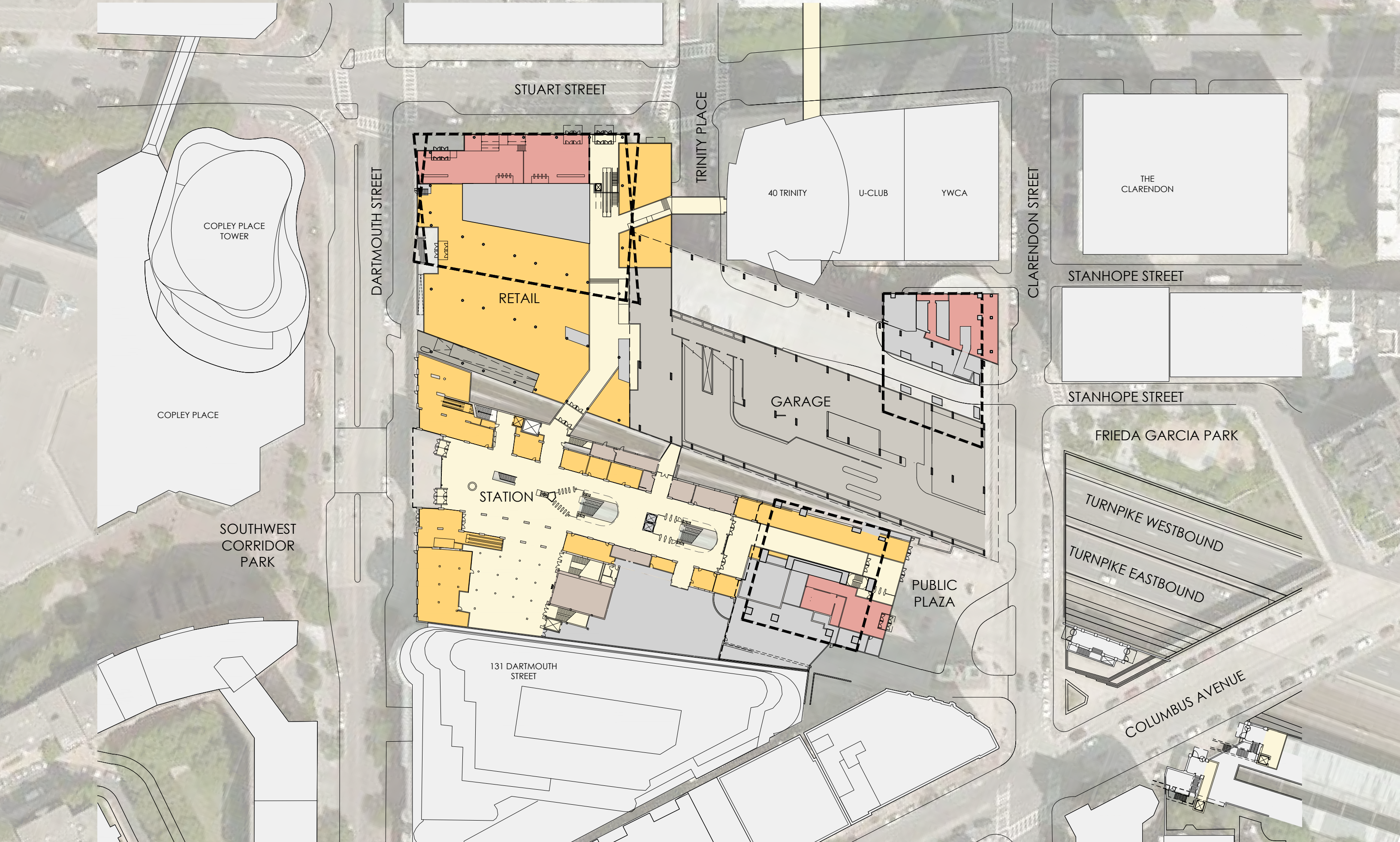


VIEW 7 - AERIAL LOOKING TO THE NORTHEAST - FUTURE PROPOSED BASE SCHEME



VIEW 7 - AERIAL LOOKING TO THE NORTHEAST - FUTURE PROPOSED ALTERNATE SCHEME







VIEW FROM SOUTHWEST CORRIDOR - EXISTING CONDITIONS



**SECOND FLOOR
EXTENSION
ABANDONED**

SHOPS AT BACK BAY

SHOPS AT BACK BAY

BACK BAY STATION

SHOPS AT BACK BAY



VIEW FROM SOUTHWEST CORRIDOR - BASE SCHEME



VIEW FROM SOUTHWEST CORRIDOR - ALTERNATE SCHEME



VIEW FROM DARTMOUTH STREET AND STUART STREET - EXISTING CONDITION



NEW
STATION
ENTRANCE

VIEW FROM STUART AND DARTMOUTH STREET - PROPOSED CONDITION



VIEW FROM STUART STREET AND TRINITY PLACE - EXISTING CONDITION



BRIDGE TO
40 TRINITY

NEW STATION
ENTRANCE

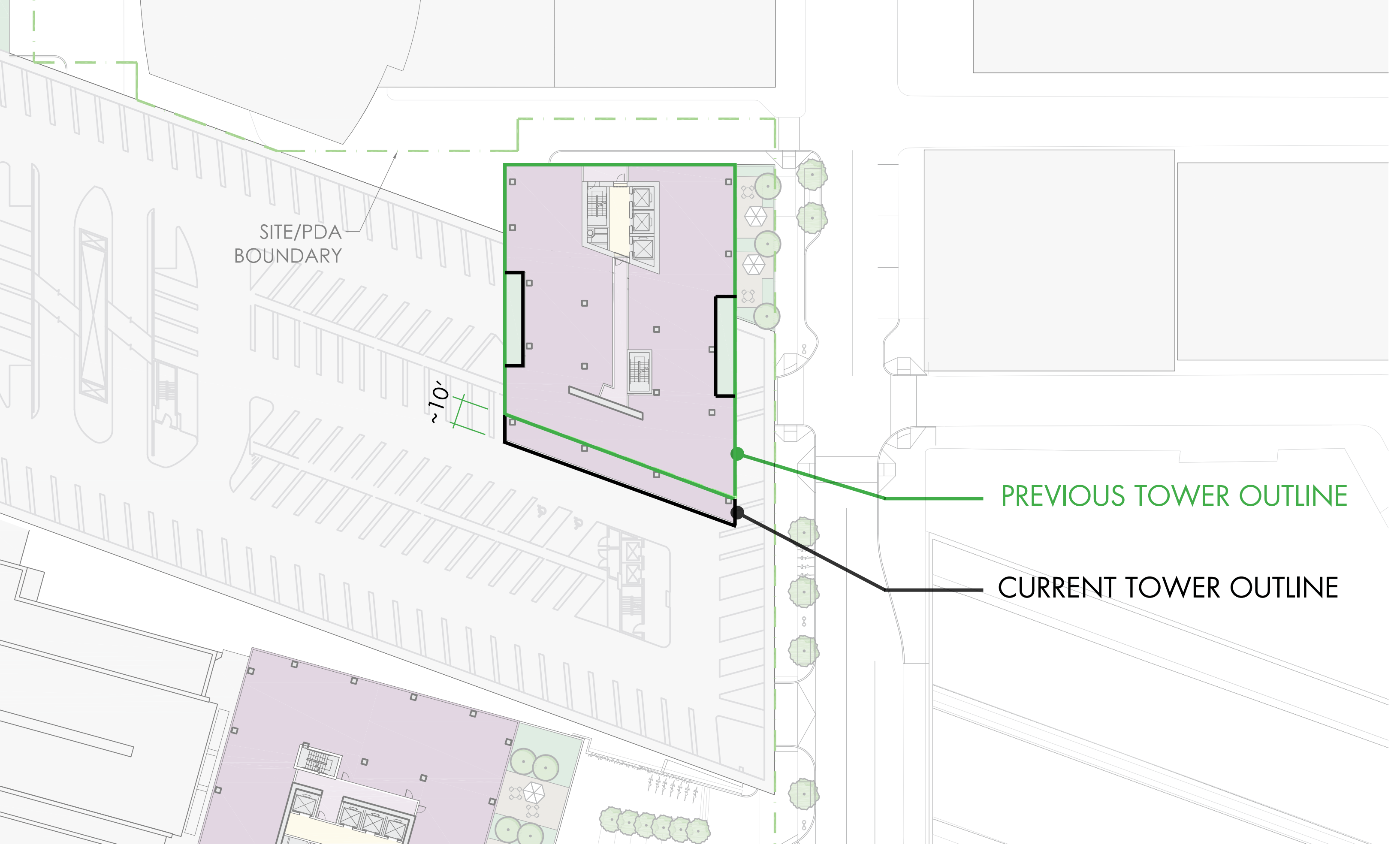
VIEW FROM STUART STREET AND TRINITY PLACE - PROJECT RENDERING



VIEW FROM COLUMBUS AVENUE - EXISTING CONDITION



VIEW FROM COLUMBUS AVENUE - PROJECT RENDERING

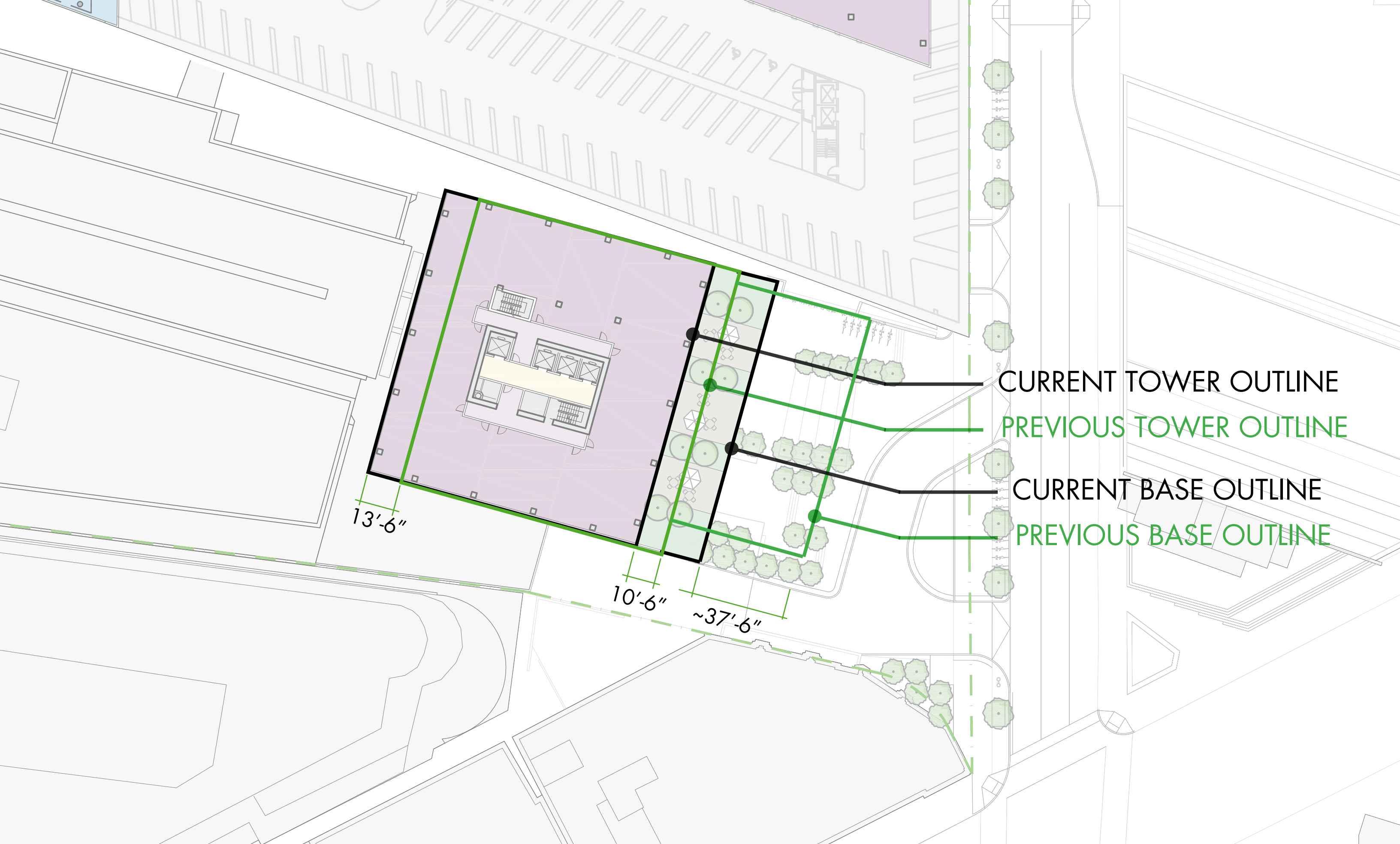


SITE/PDA
BOUNDARY

~10'

PREVIOUS TOWER OUTLINE

CURRENT TOWER OUTLINE







VIEW FROM CLARENDON STREET - EXISTING CONDITION



NEW STATION
ENTRANCE

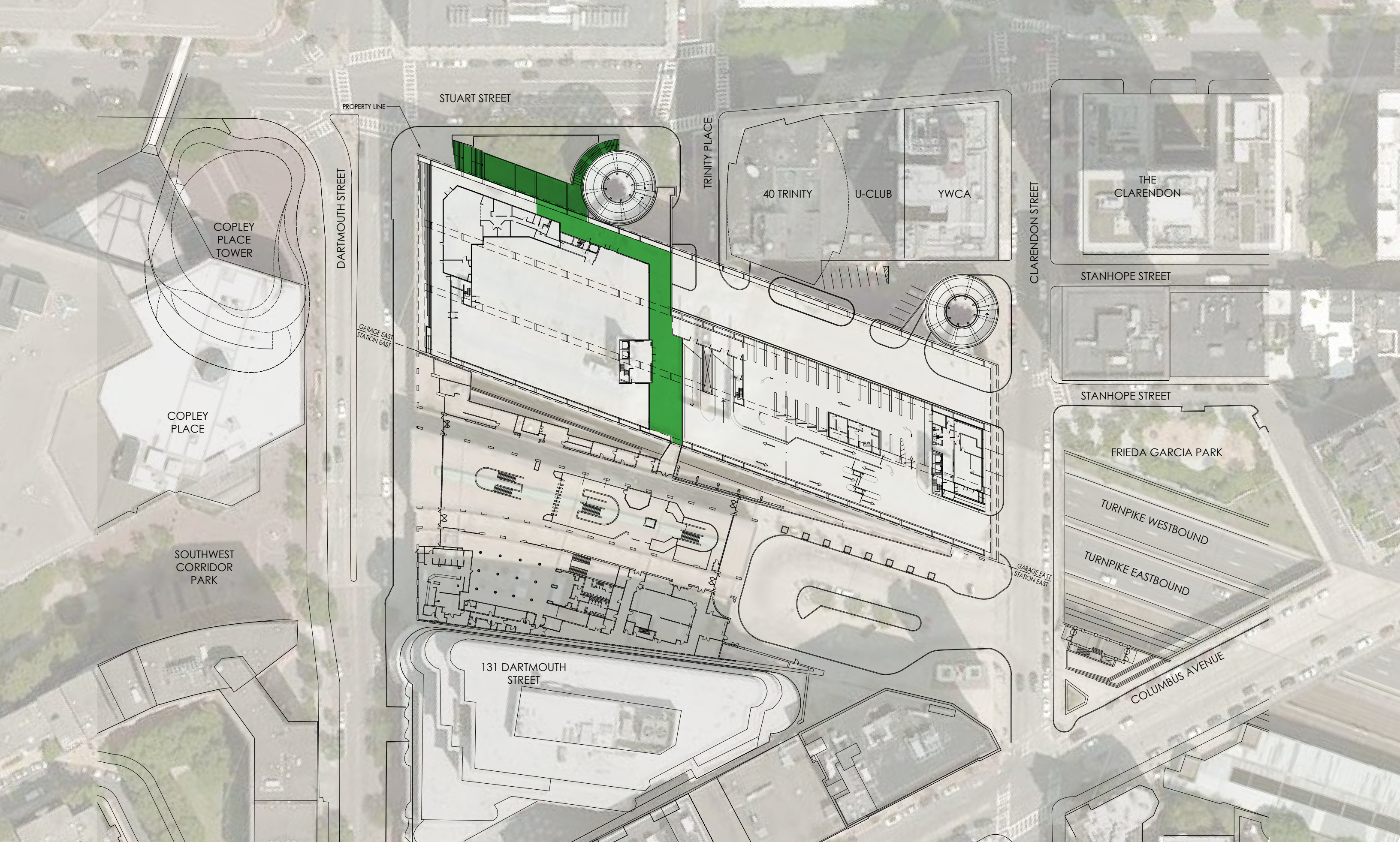
BACK BAY SOUTH END STATION

Y. CREW

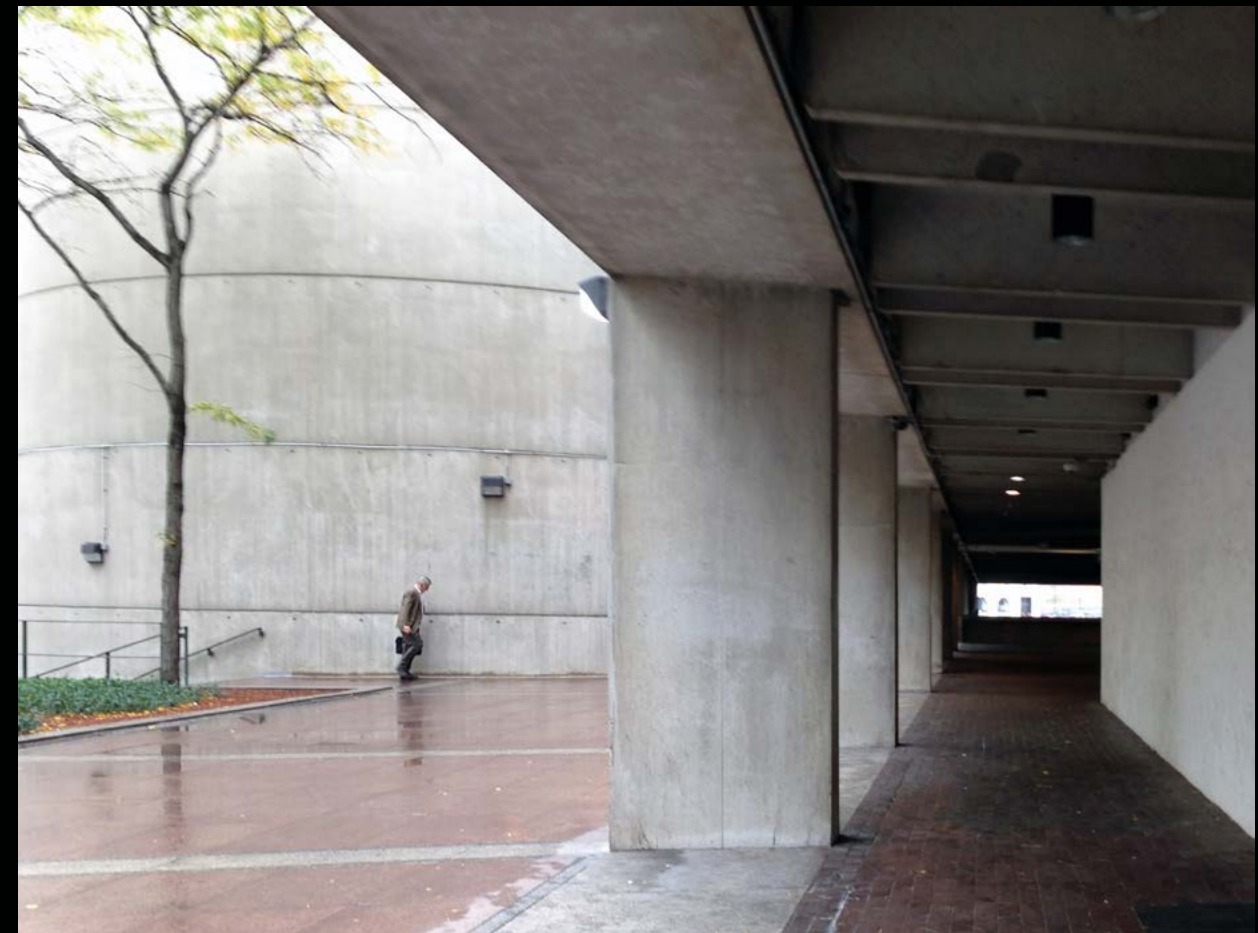
BEST SWISS CLUB NIZZA LE SPORT

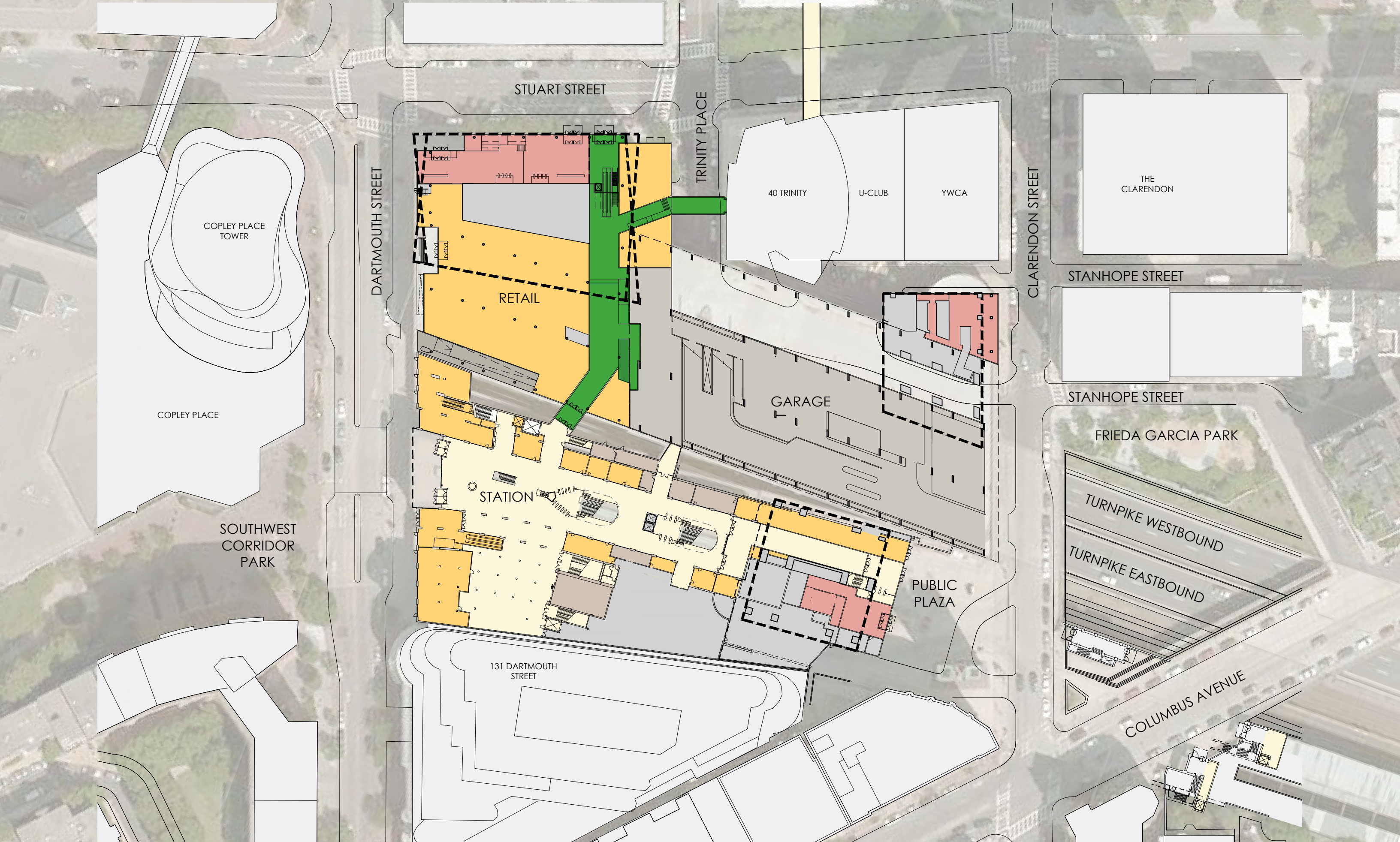
2:45PM NEEDHAM HEIGHTS - ON TIME

NEW 11,000sf PUBLIC PLAZA



EXISTING STUART STREET CONNECTOR







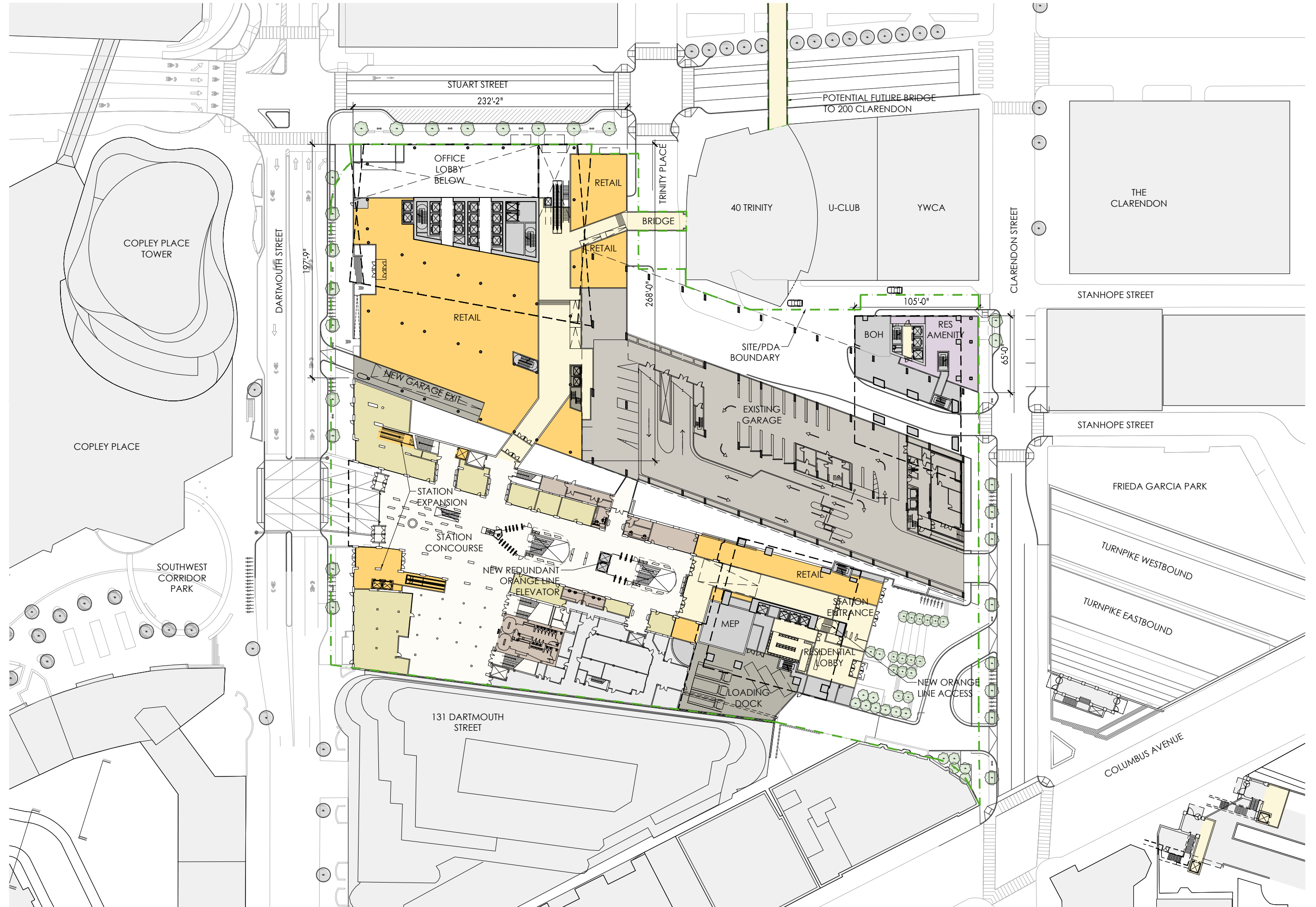
VIEW OF STUART STREET CONNECTOR - PROJECT RENDERING



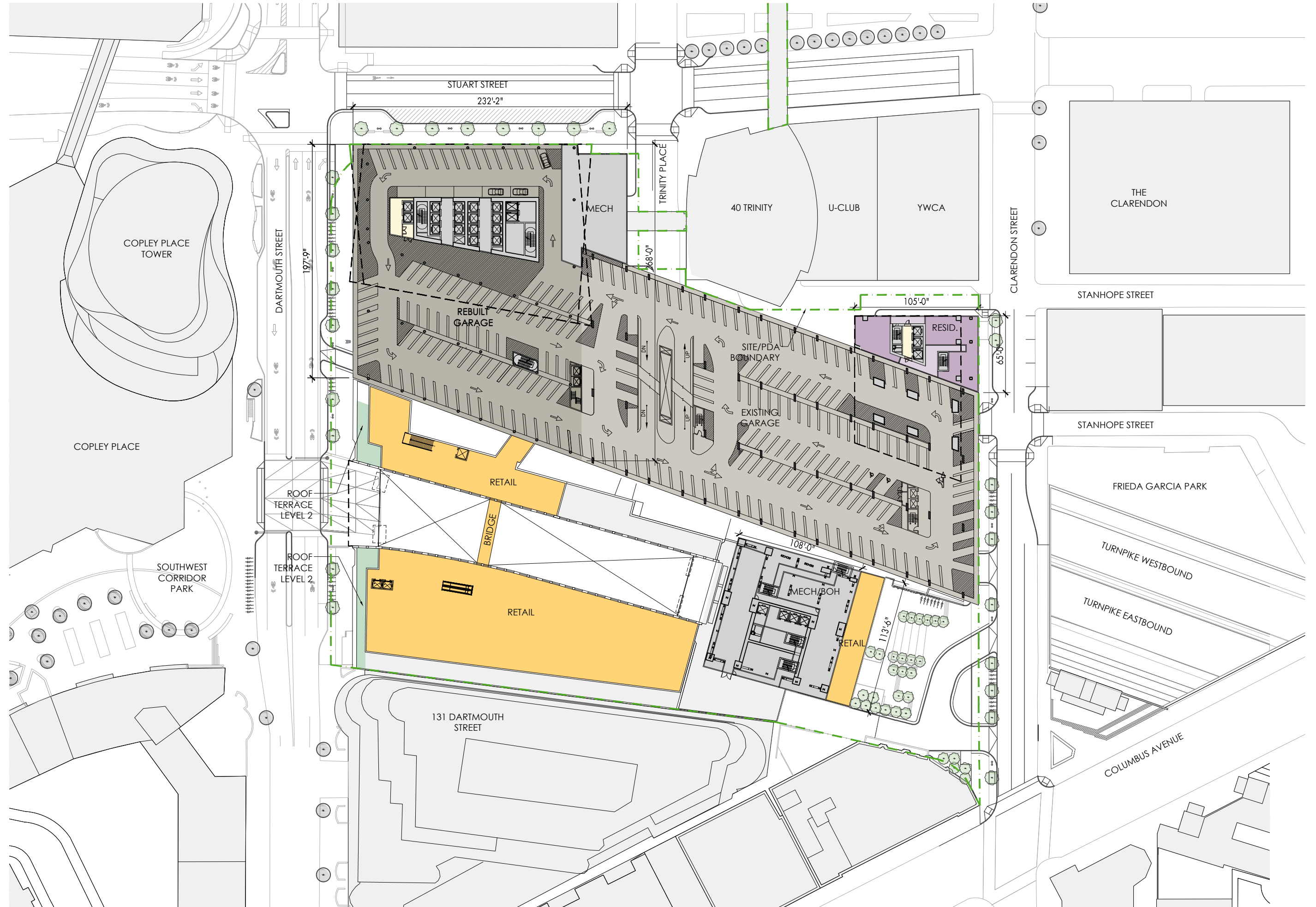
VIEW FROM DARTMOUTH STREET - EXISTING CONDITION



VIEW FROM DARTMOUTH STREET - PROJECT RENDERING

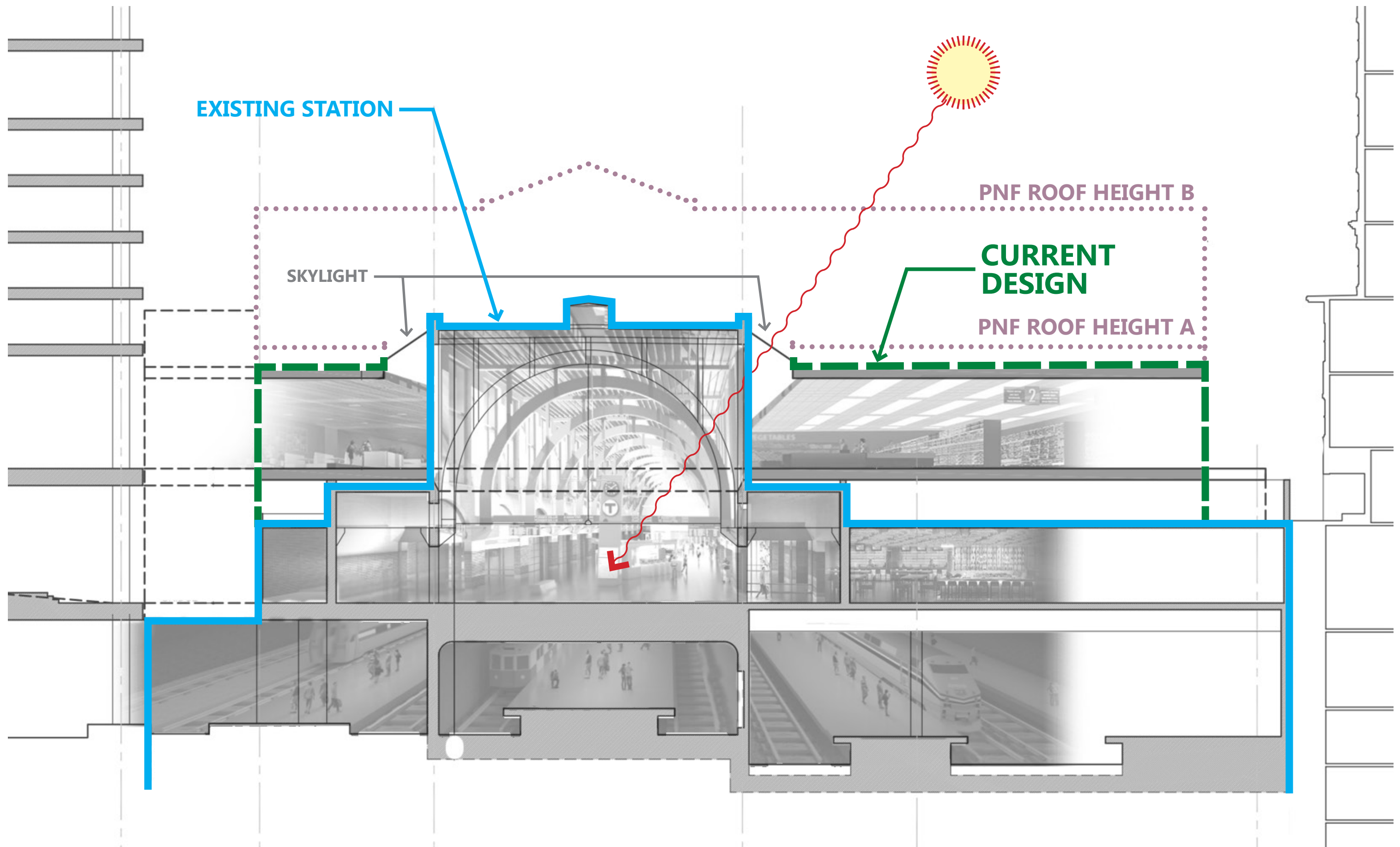


STATION CONCOURSE LEVEL





STATION WEST - VIEW OF CENTRAL HALL FROM DARTMOUTH STREET ENTRY



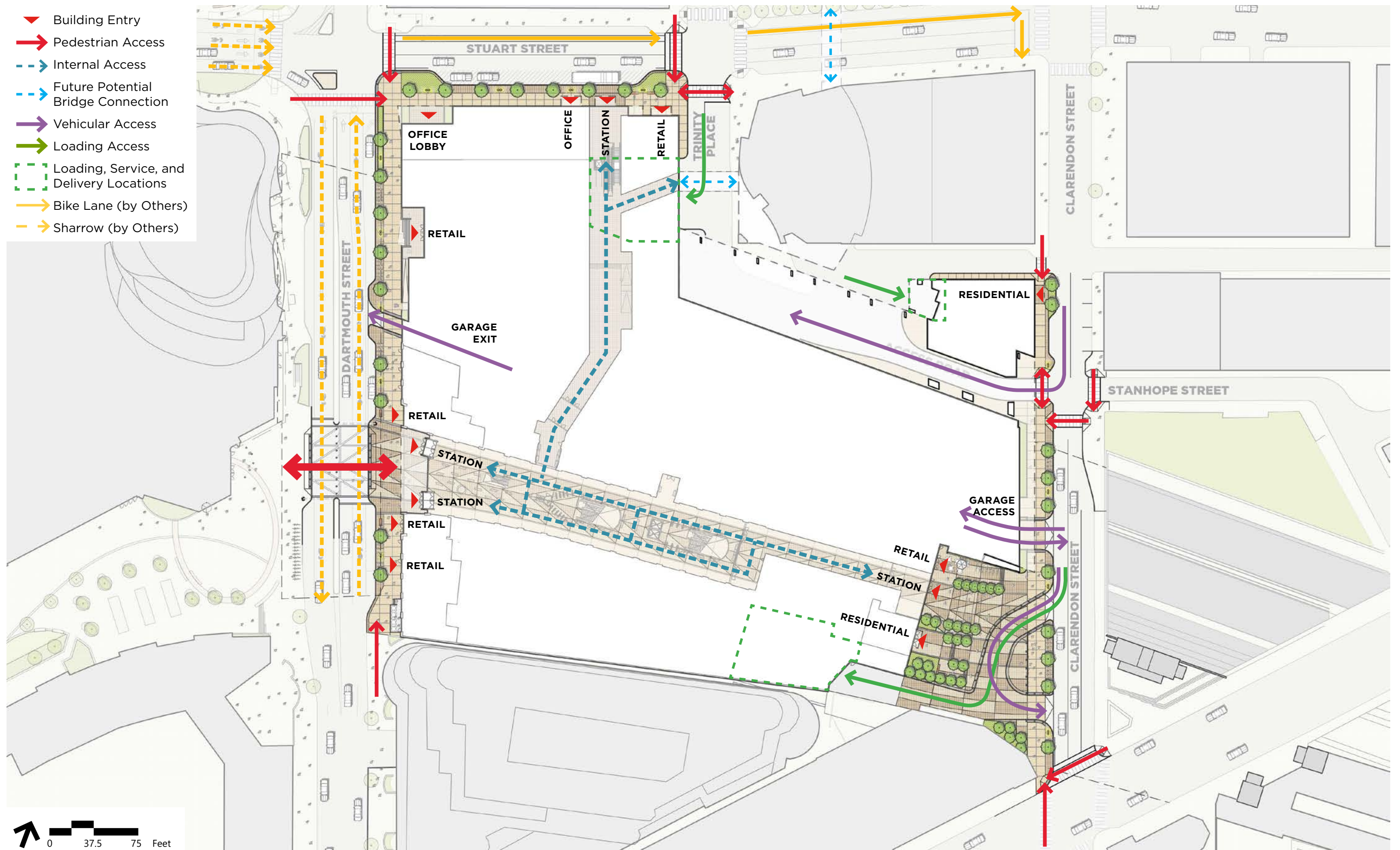


STATION WEST - VIEW OF POTENTIAL PEDESTRIAN BRIDGE



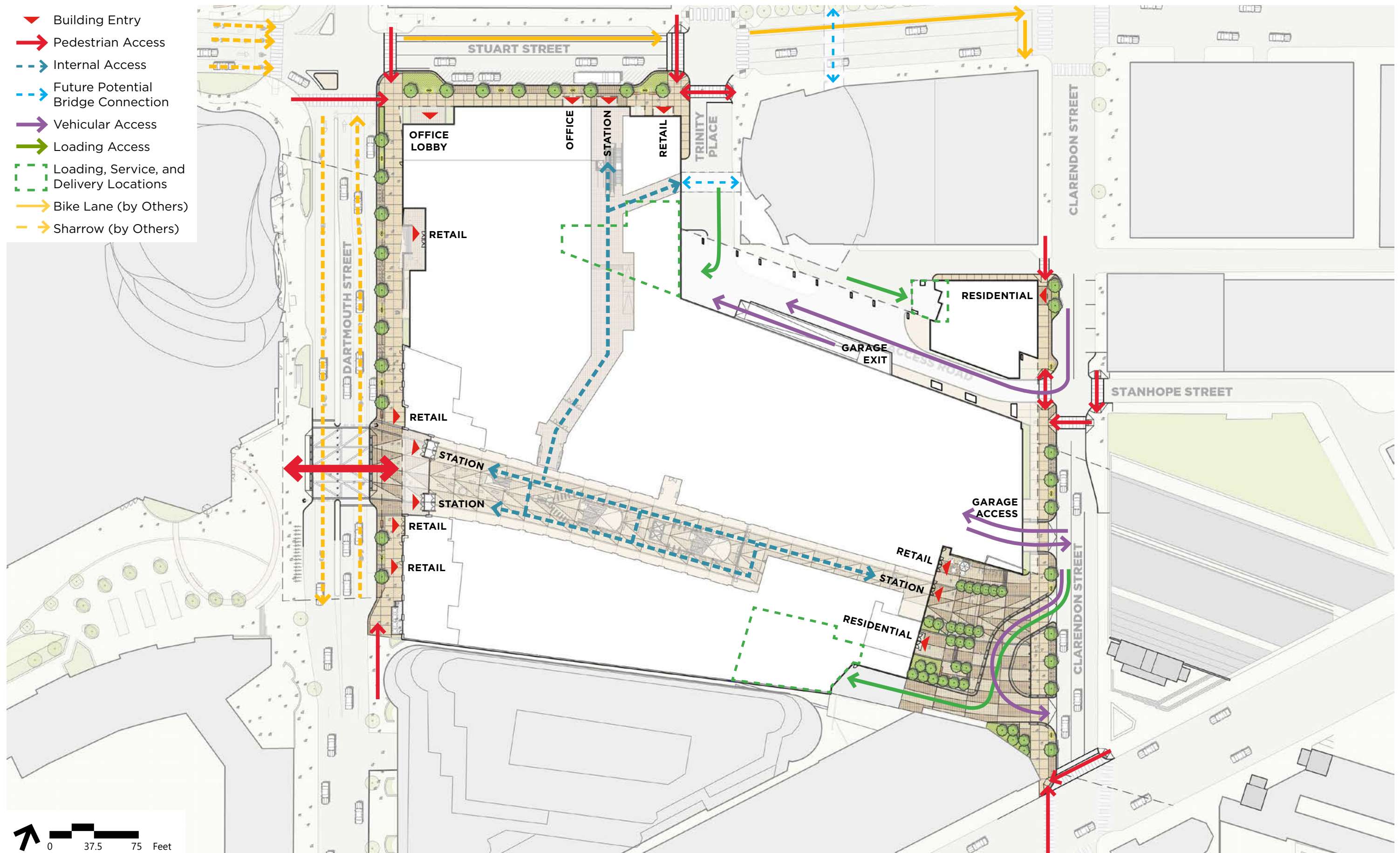
PUBLIC REALM IMPROVEMENTS



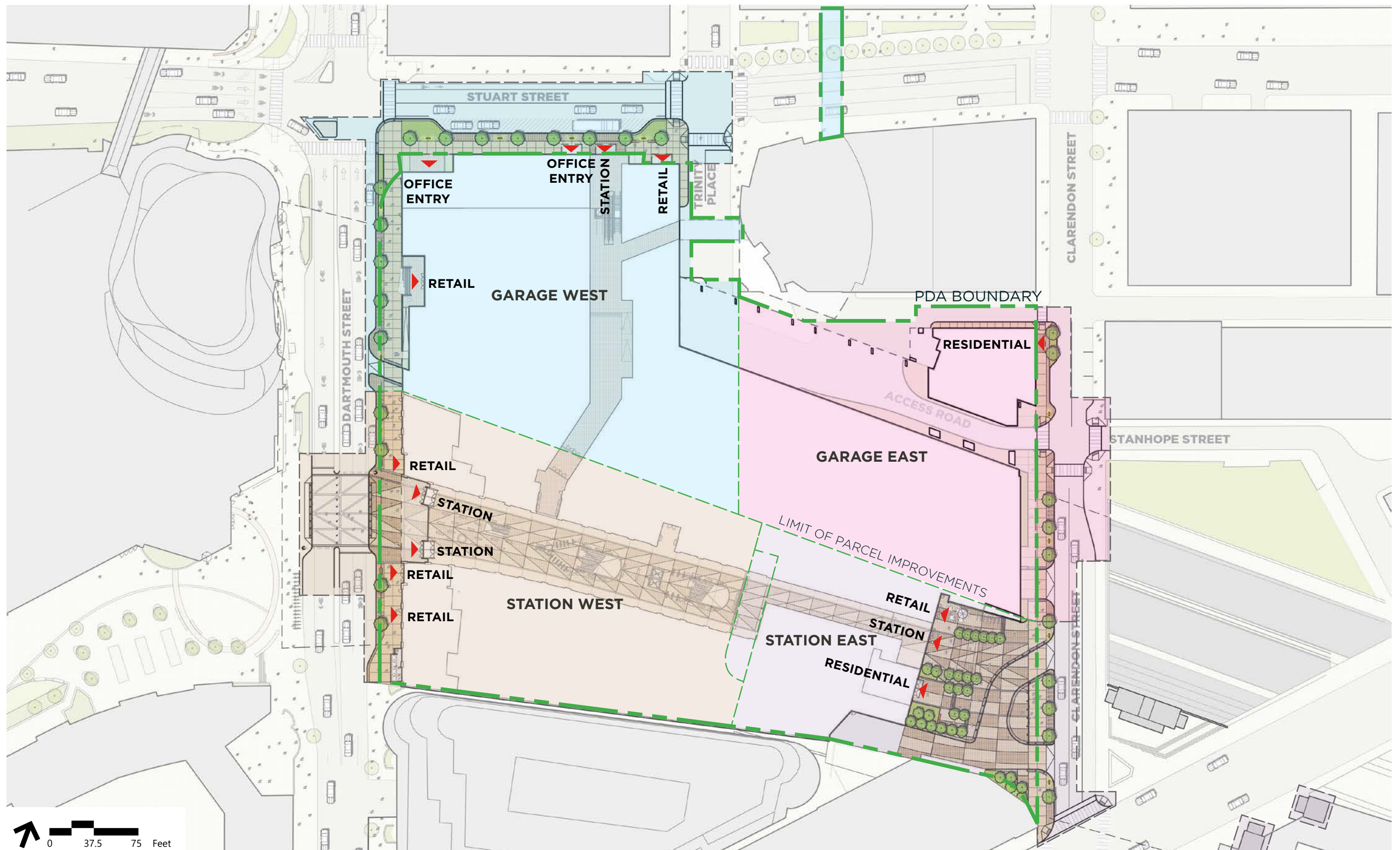


Source: OJB / PCPA / Arrowstreet / Parsons Brinkerhoff

CIRCULATION AND ACCESS PLAN - BASE SCHEME

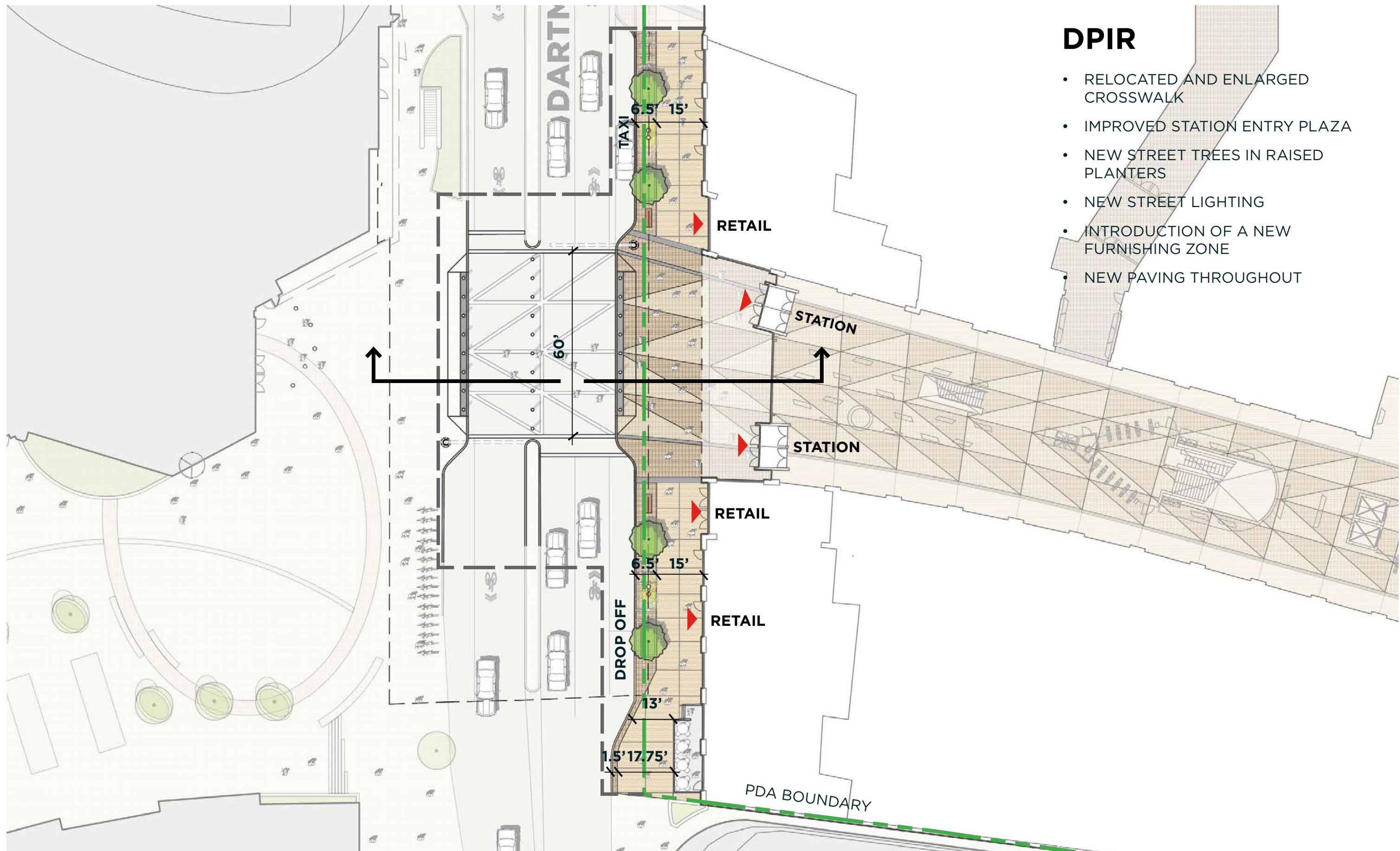


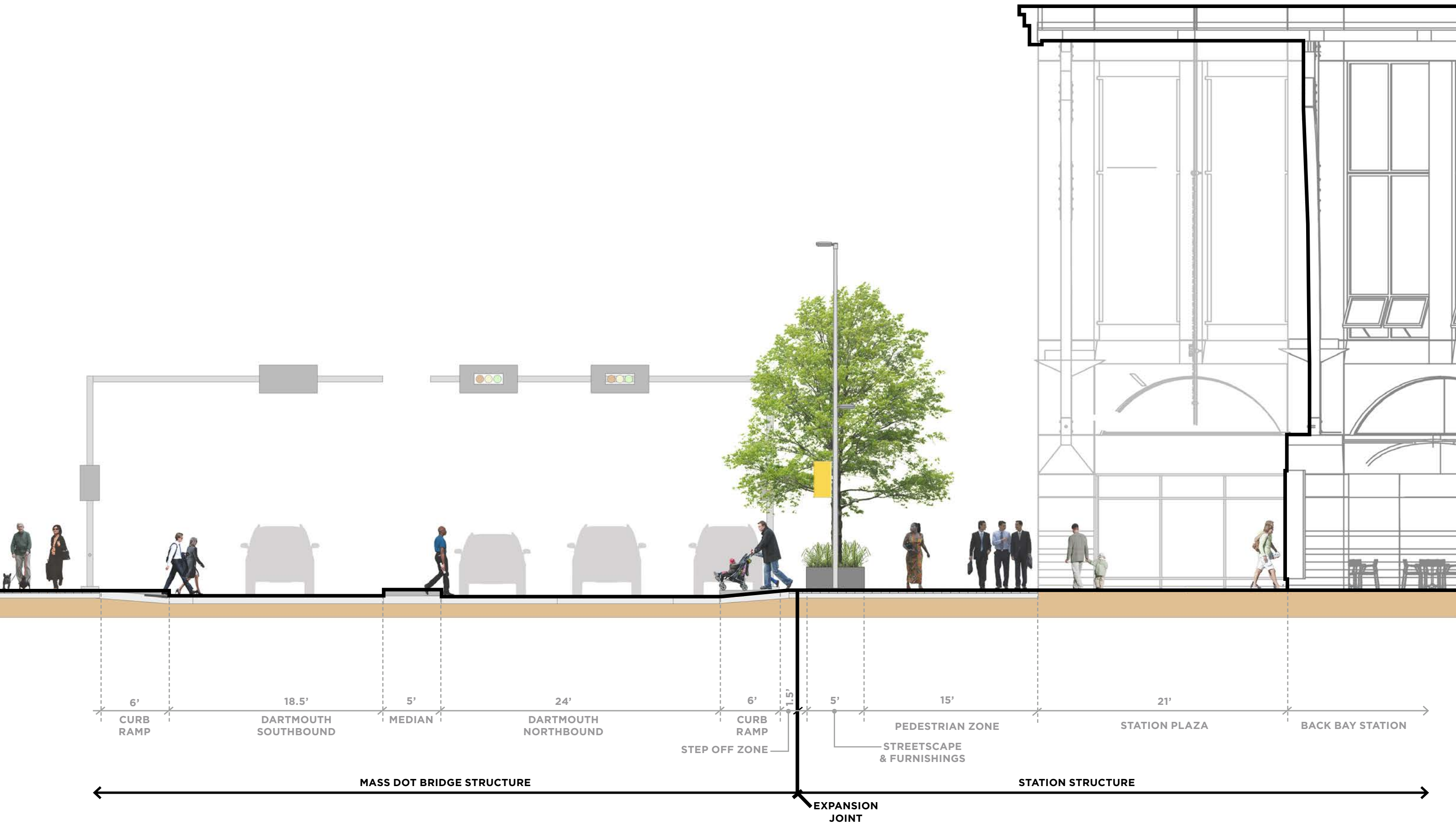
CIRCULATION AND ACCESS PLAN - ALTERNATE SCHEME



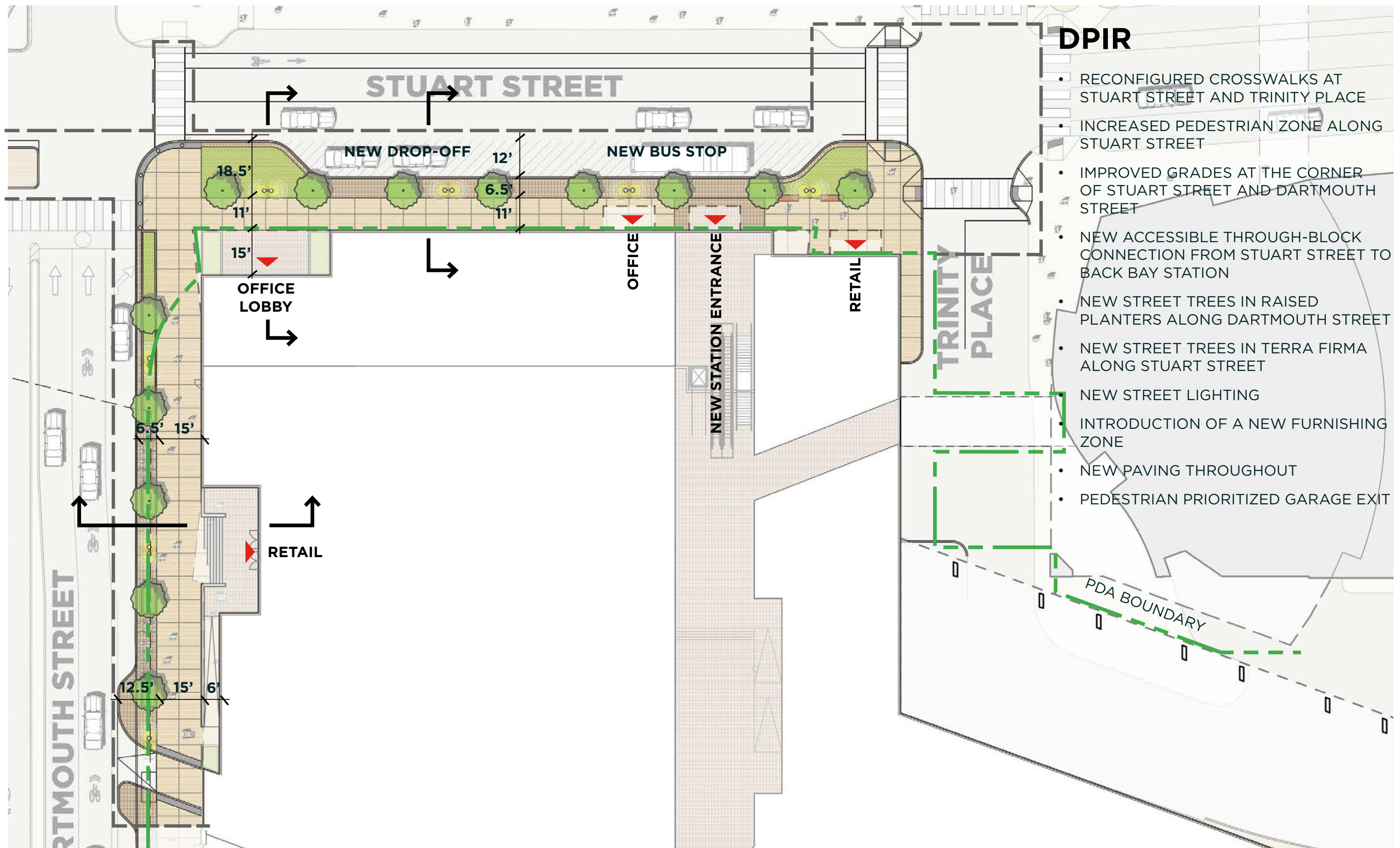
Source: OJB / PCPA / Arrowstreet / Parsons Brinkerhoff

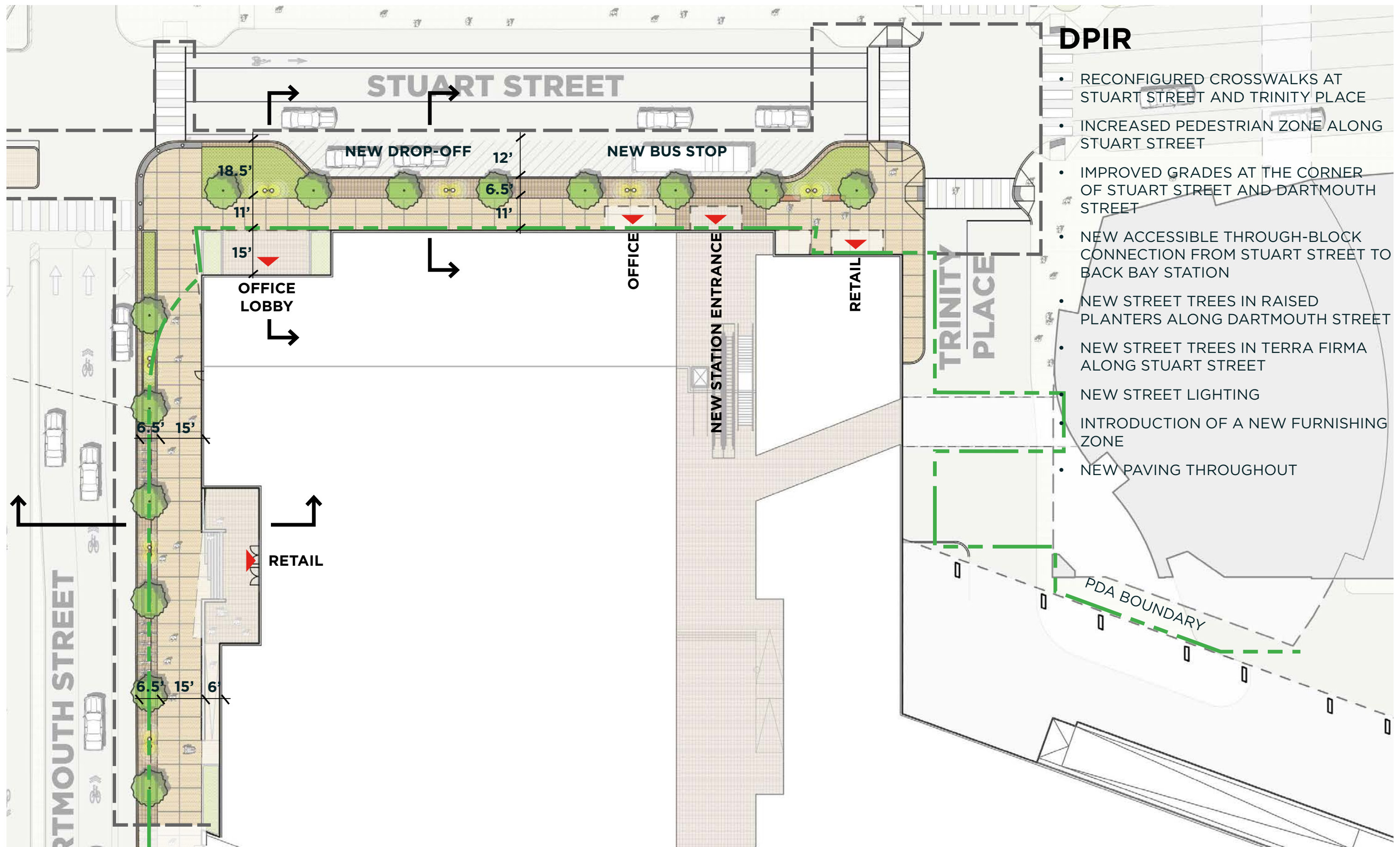
OVERALL PUBLIC REALM IMPROVEMENTS

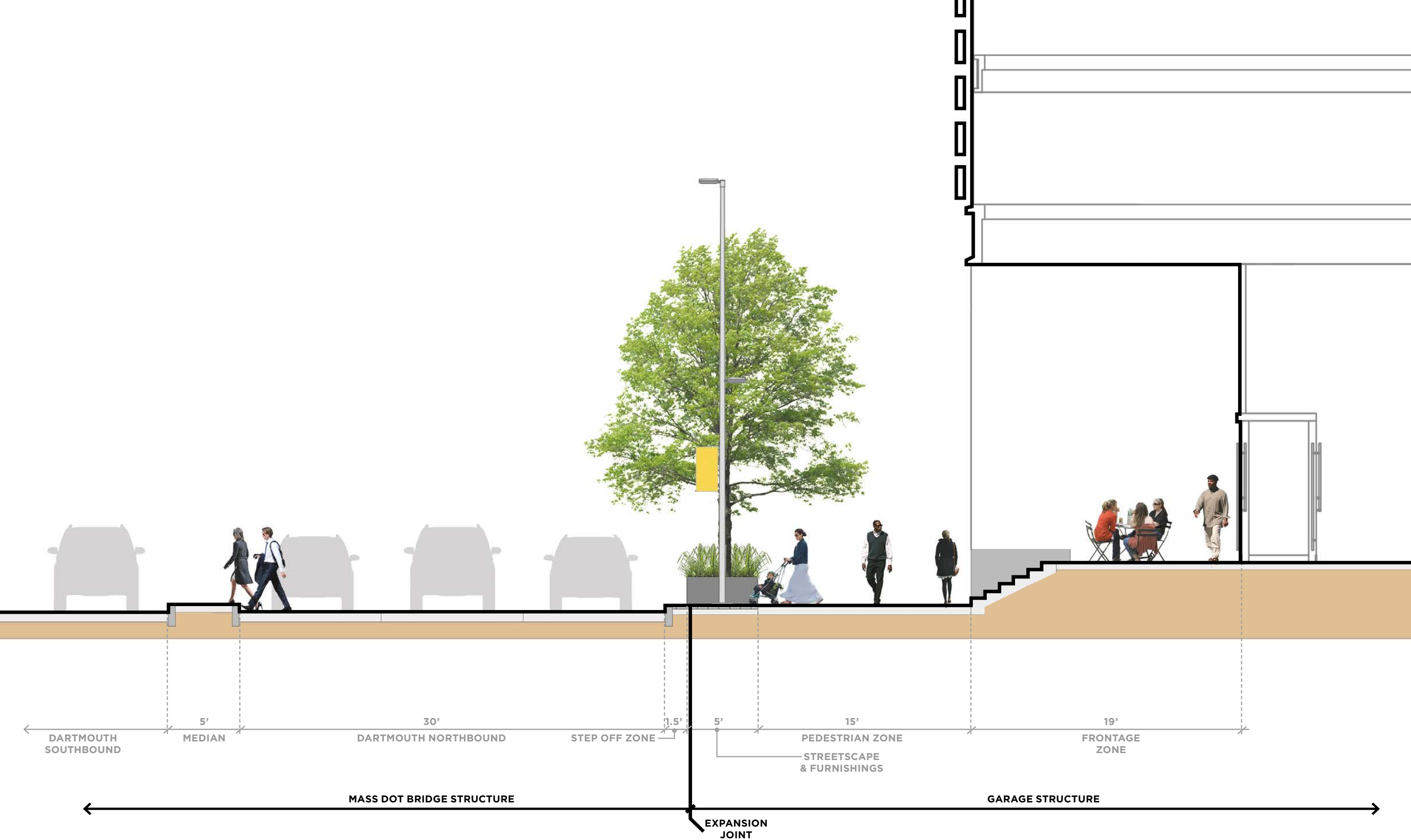




DARTMOUTH STATION PLAZA SECTION







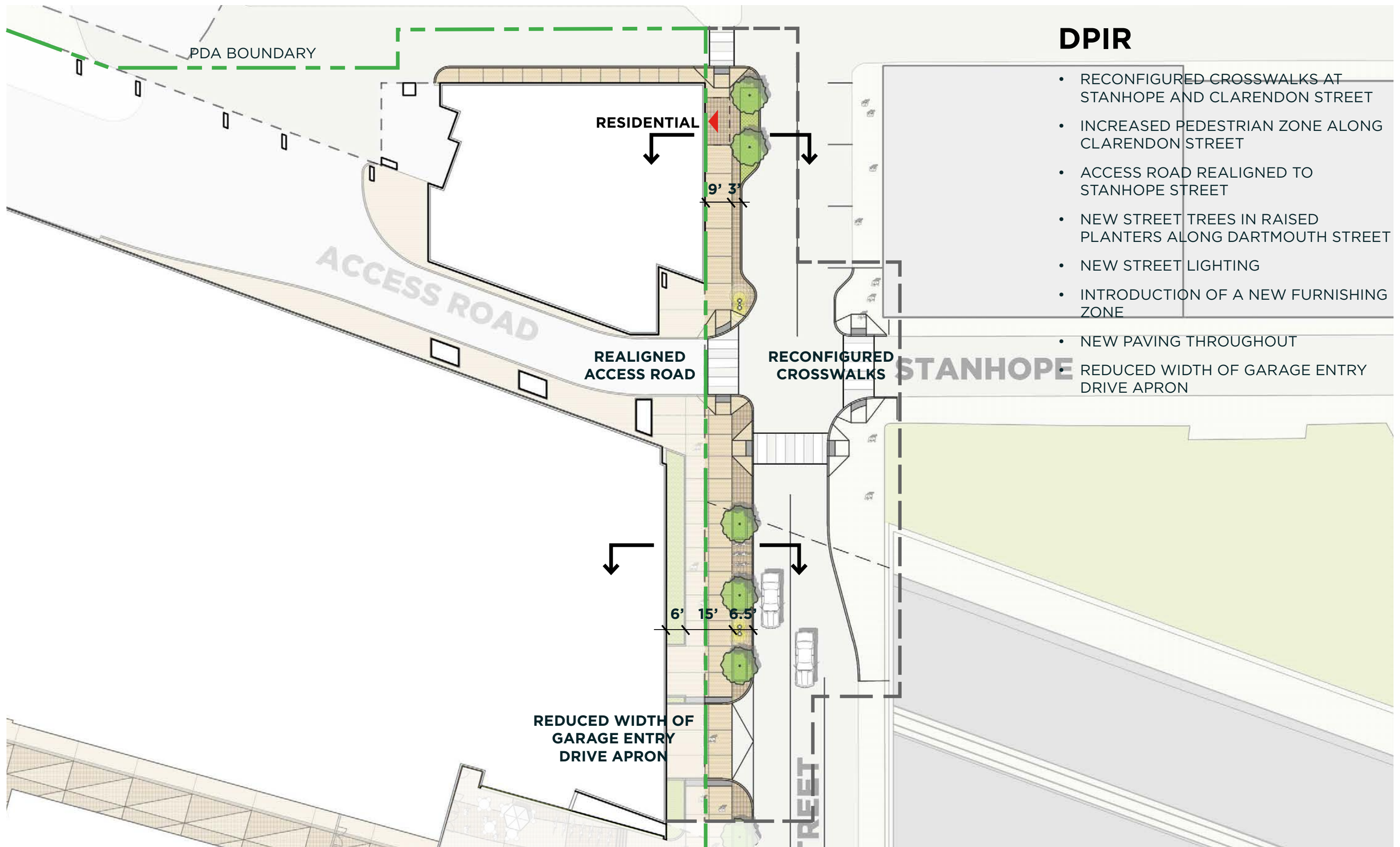
DARTMOUTH STREET RETAIL SECTION

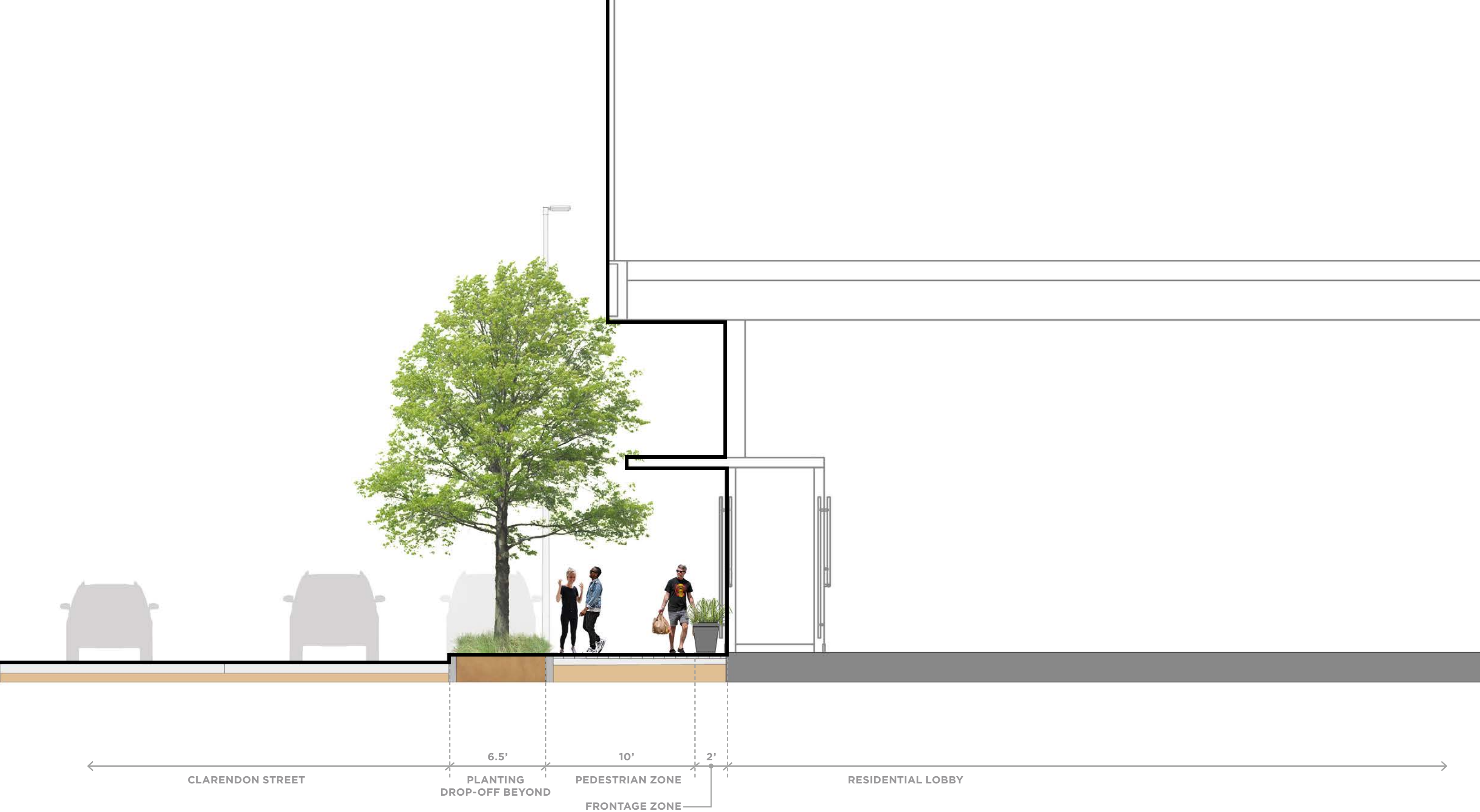


STUART STREET SECTION AT OFFICE LOBBY ENTRY

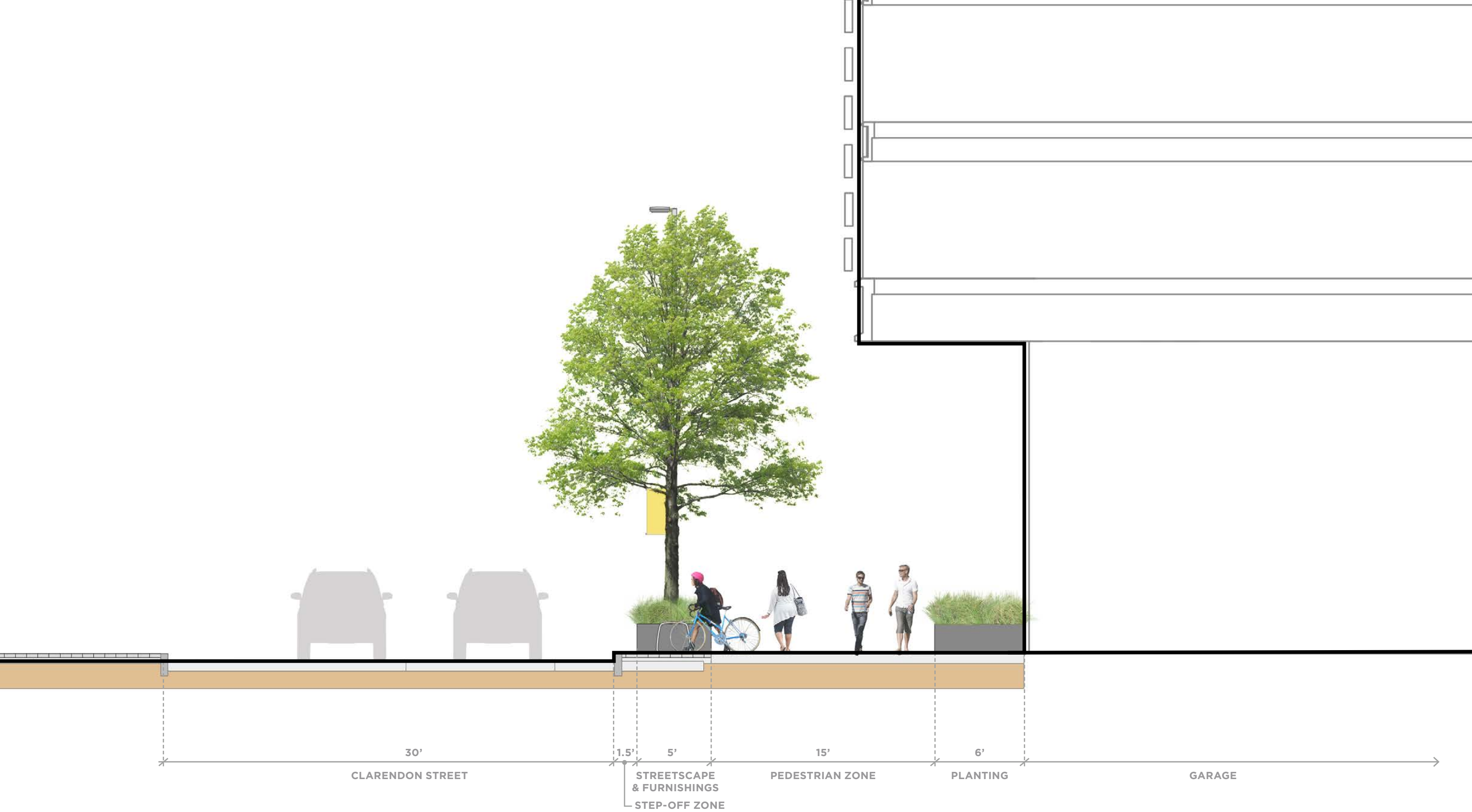


STUART STREET SECTION TYPICAL





CLARENDON STREET SECTION AT RESIDENTIAL TOWER



CLARENDON STREET SECTION AT GARAGE





NEW STATION
ENTRANCE

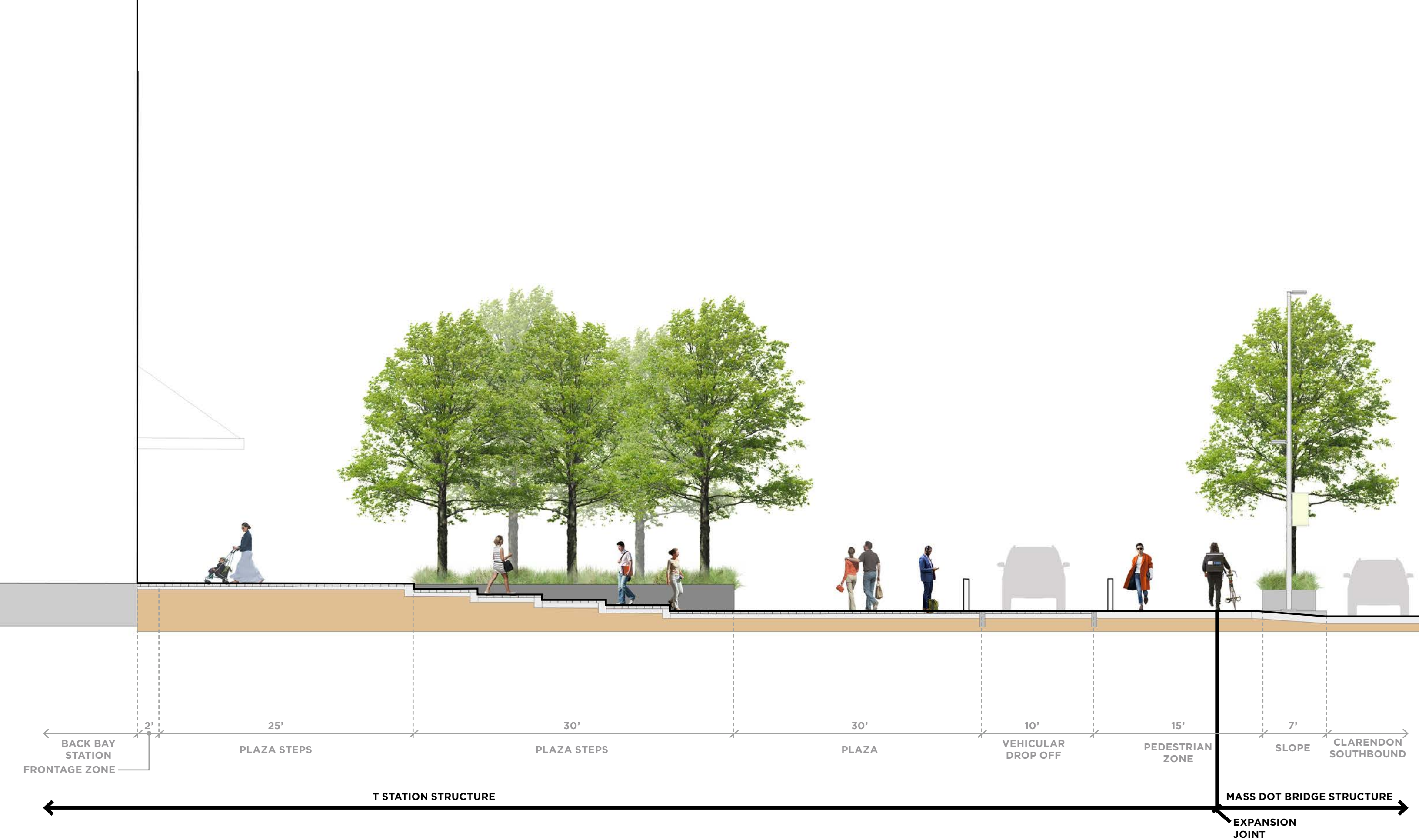
BACK BAY SOUTH END STATION

Y. CREW

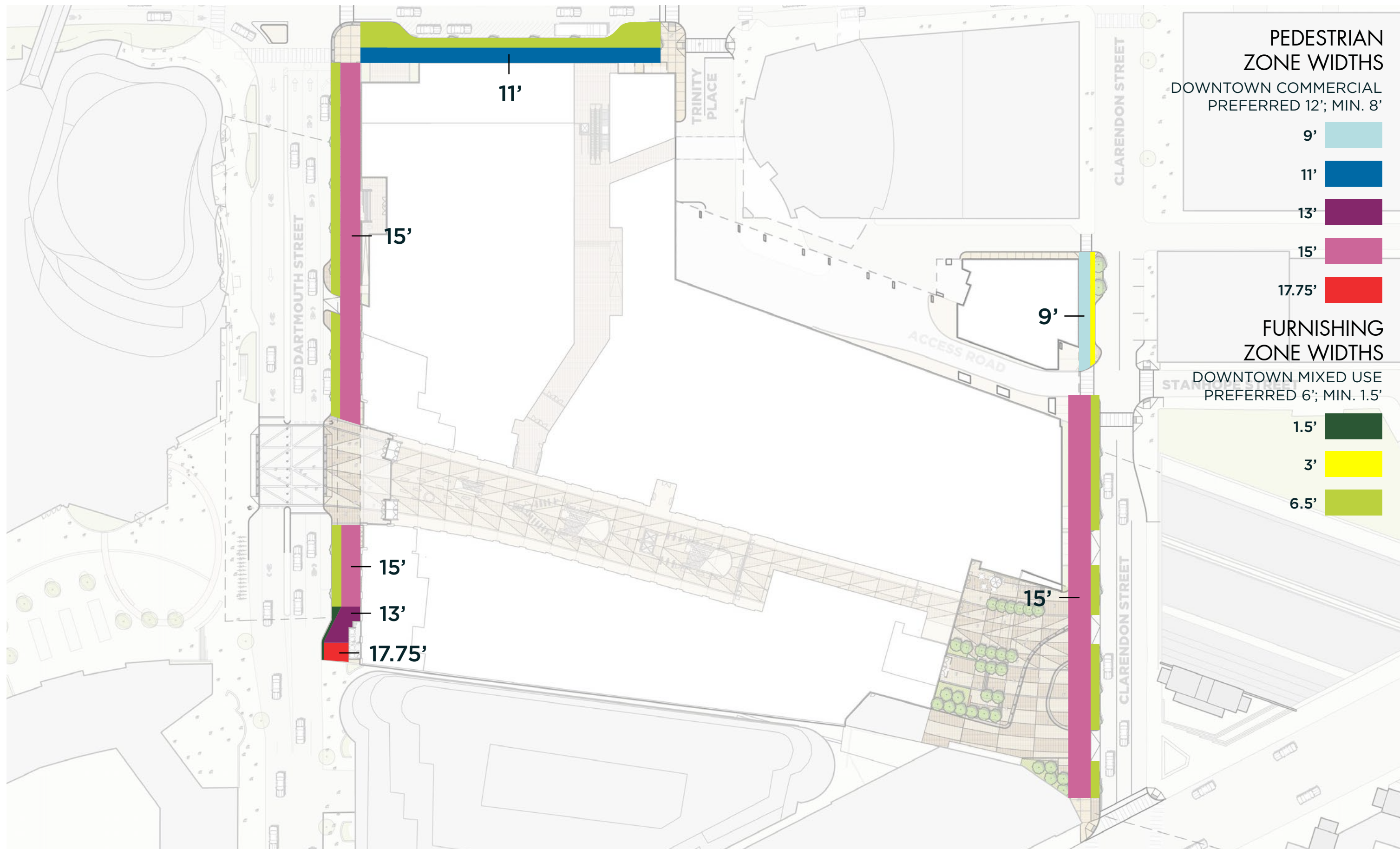
BEST SWISS CLUB NIZZA LE SPORT

2:45PM NEEDHAM HEIGHTS - ON TIME

NEW 11,000sf PUBLIC PLAZA



CLARENDON COURT SECTION

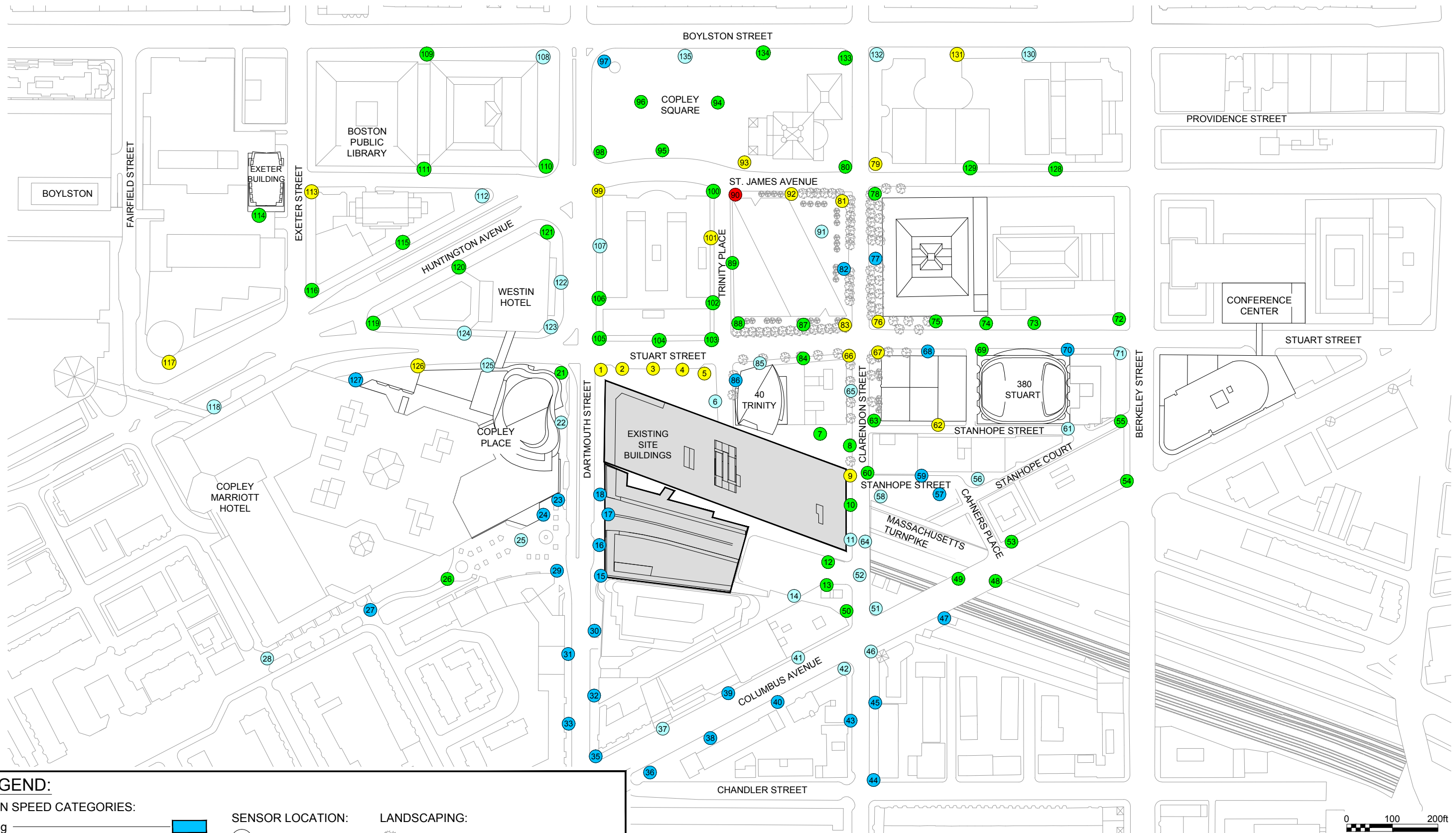


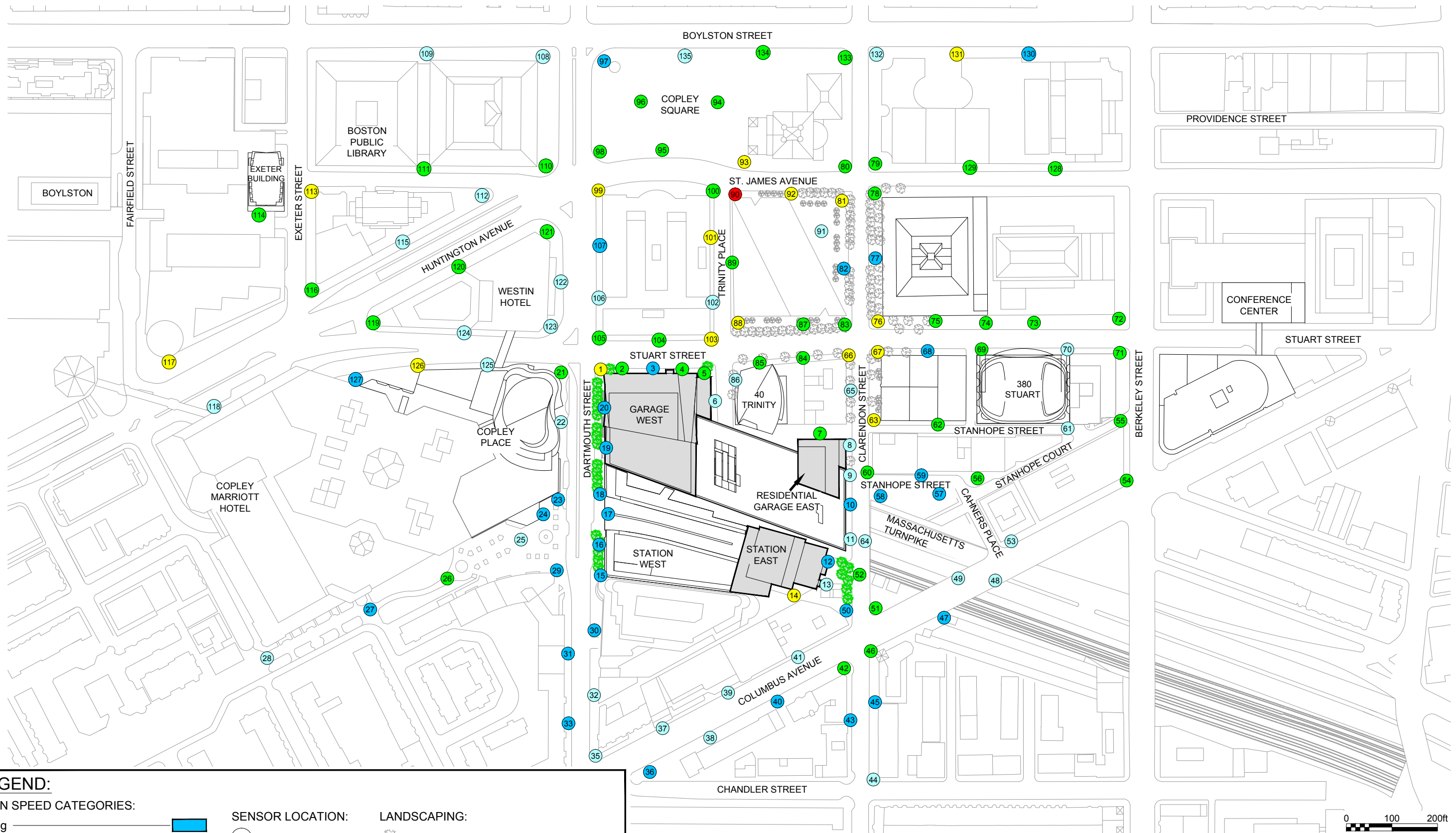
PEDESTRIAN LEVEL WIND STUDY



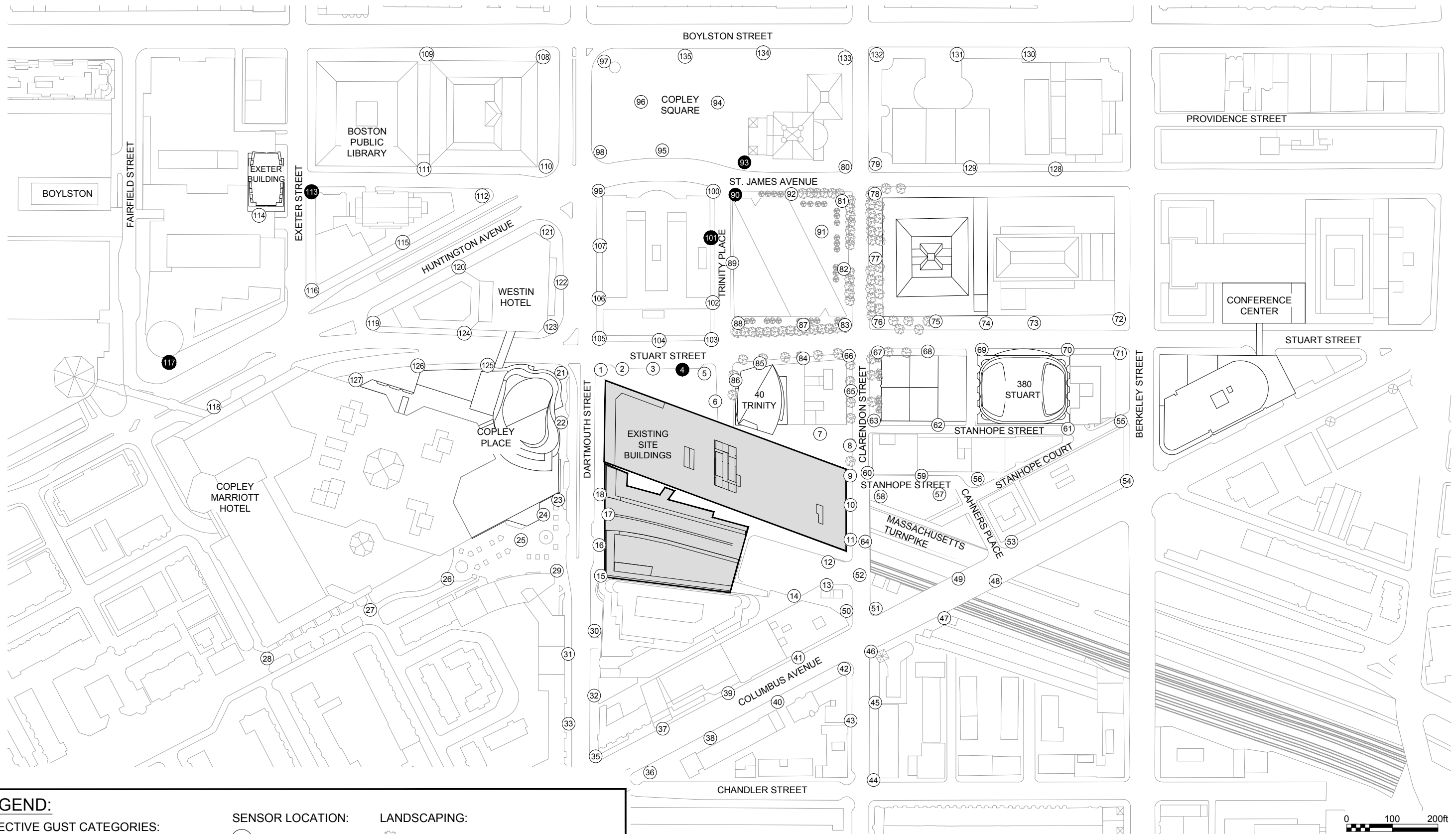
PEDESTRIAN WIND COMFORT SUMMARY

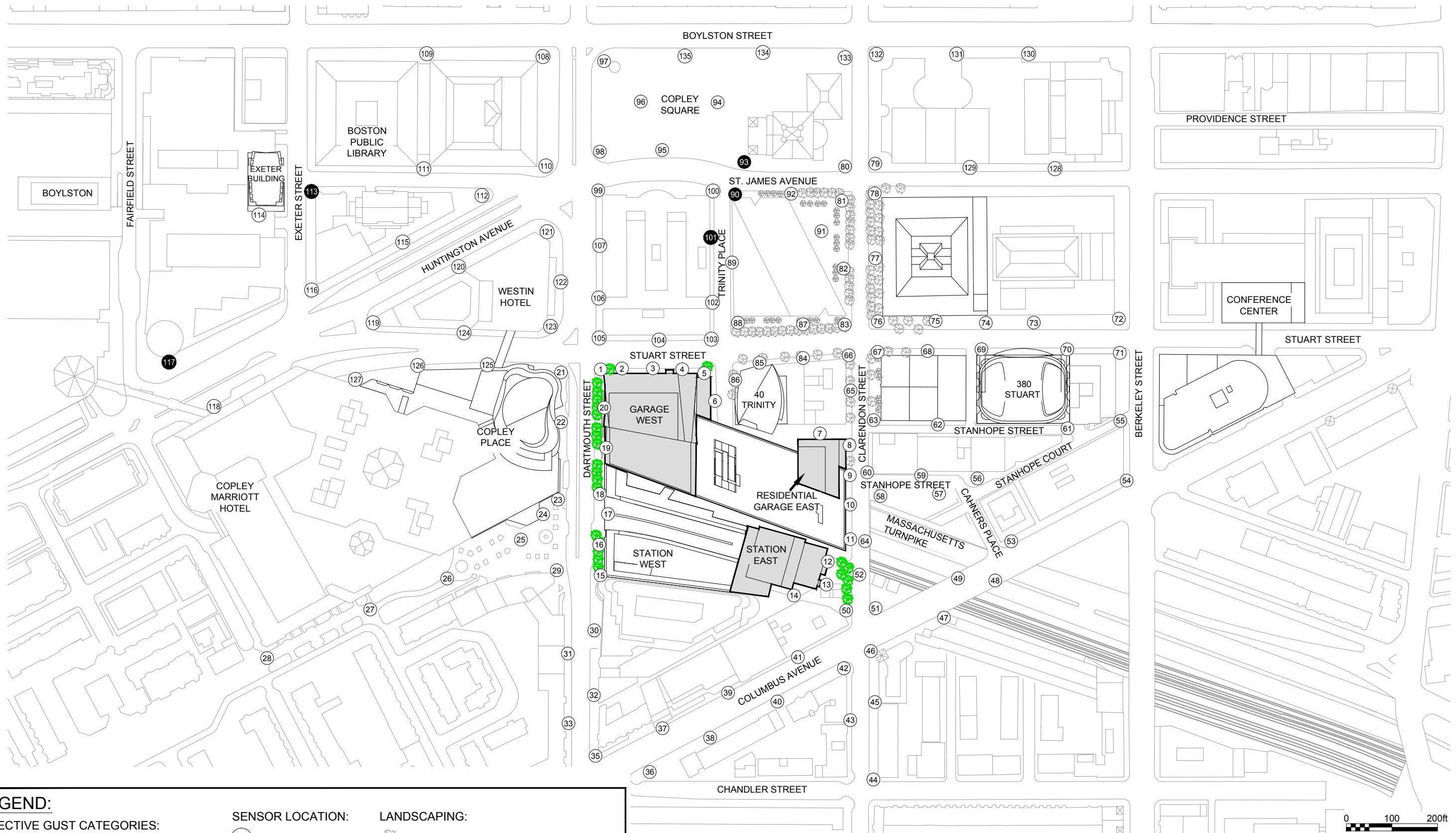
- Base Scheme and Alternate Scheme nearly identical results
- On-Site Wind Comfort Conditions:
 - Similar or better than No-Build conditions at most locations
 - Wind comfort conditions improve at 10 on-site locations
 - Existing uncomfortable conditions improve at 5 on-site locations
- Off-Site Wind Comfort Conditions:
 - Similar or better than No-build conditions at most locations
 - No new uncomfortable or dangerous off-site wind conditions are anticipated

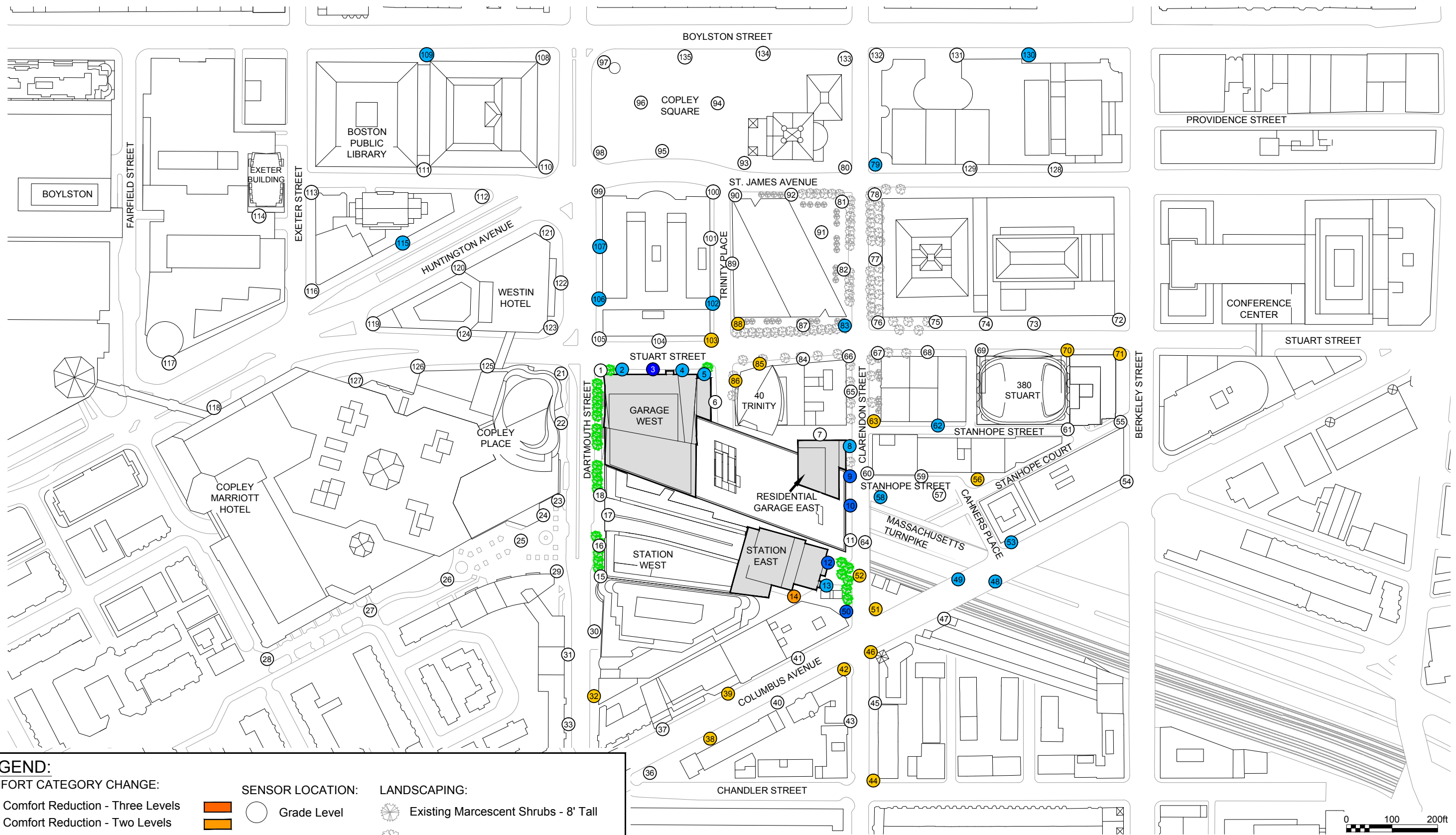




PEDESTRIAN WIND CONDITIONS - MEAN SPEED - BASE SCHEME







SEASONAL SHADOW STUDIES





9:00AM EDT



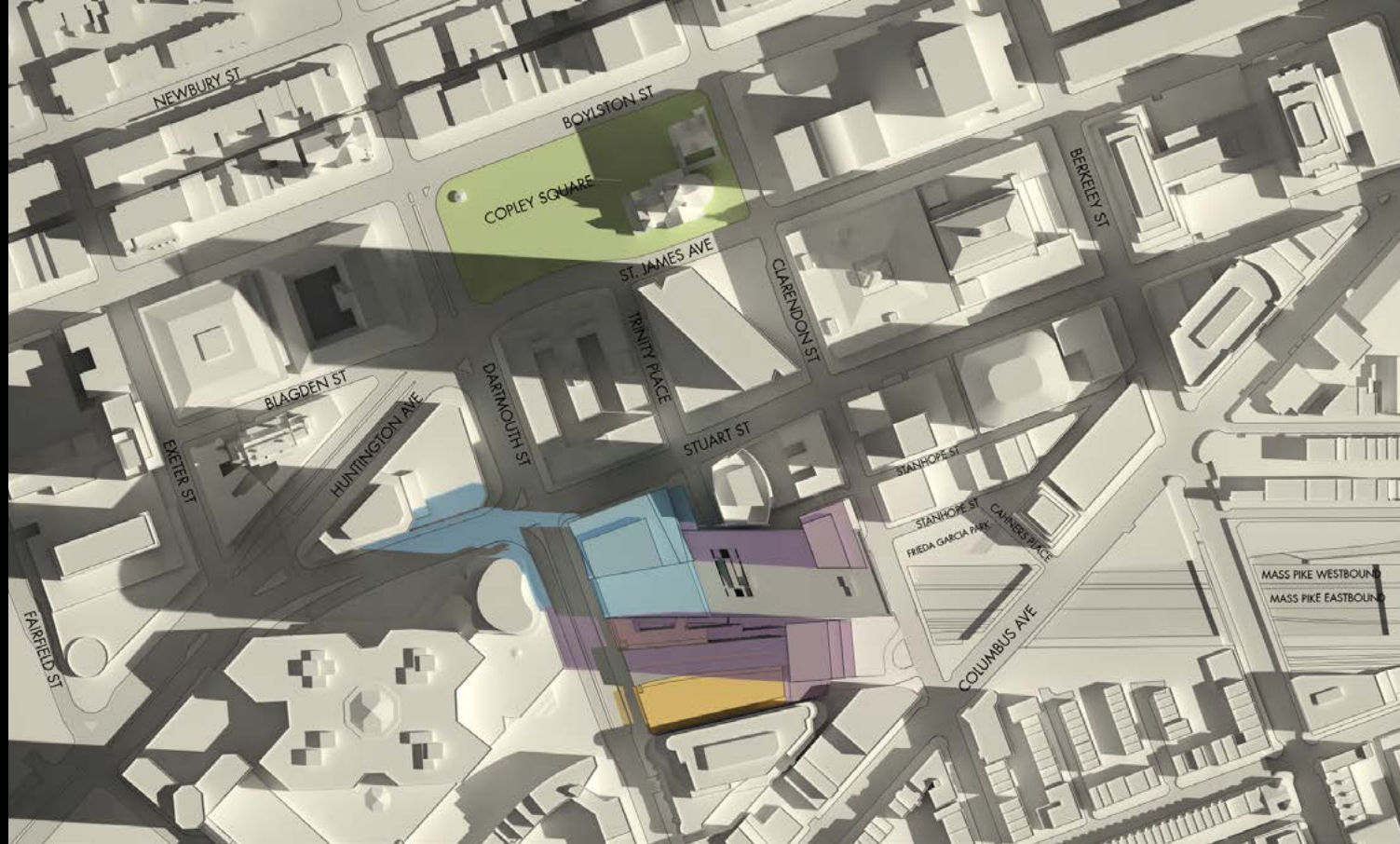
12:00PM EDT



3:00PM EDT

LEGEND

- Commercial
- Residential
- Retail



9:00AM EDT



12:00PM EDT



3:00PM EDT



6:00PM EDT



9:00AM EST



12:00PM EST



3:00PM EST

SHADOW LIMIT ON COPLEY SQUARE





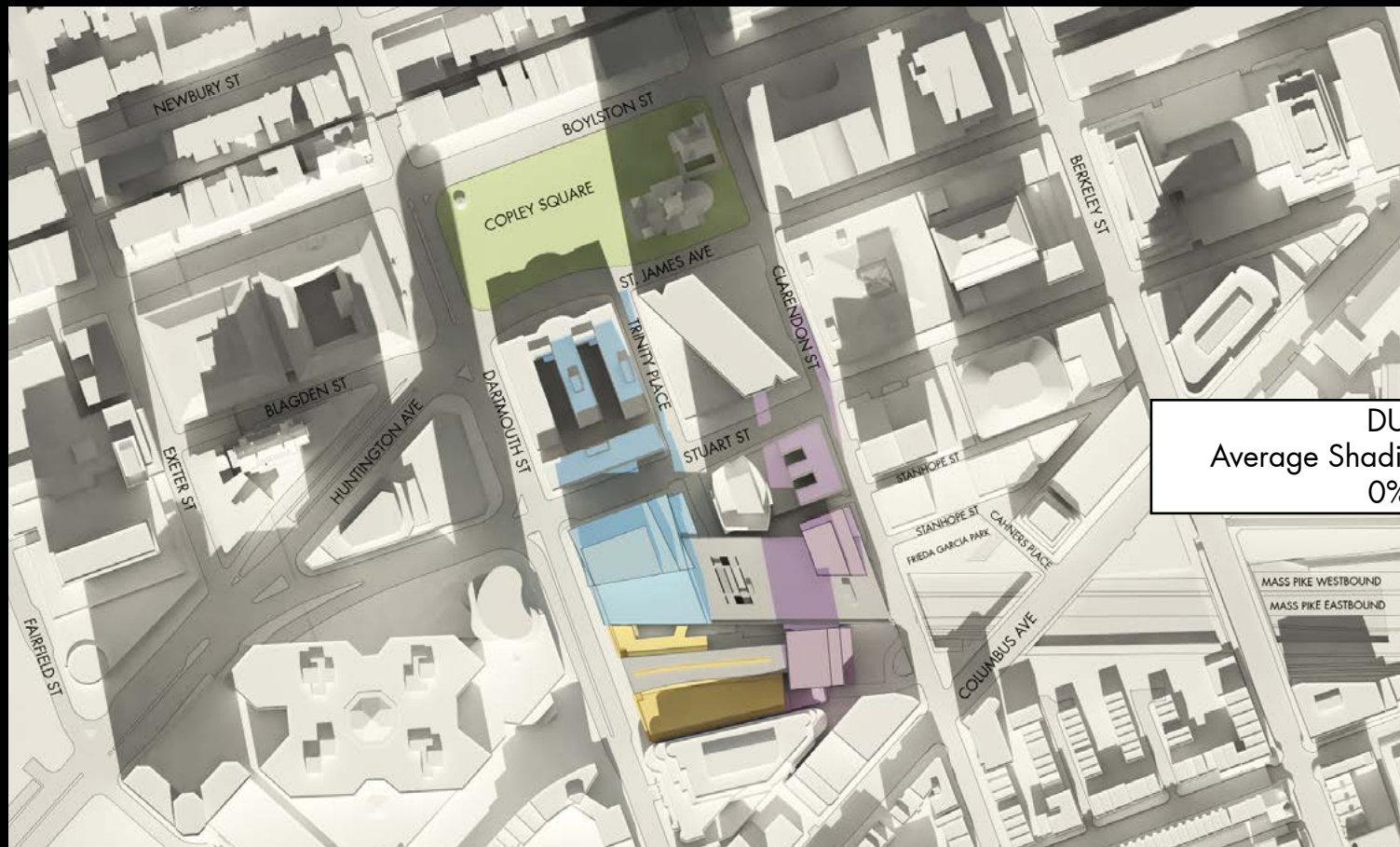
9:00am



10:09AM EDT



11:19AM EDT



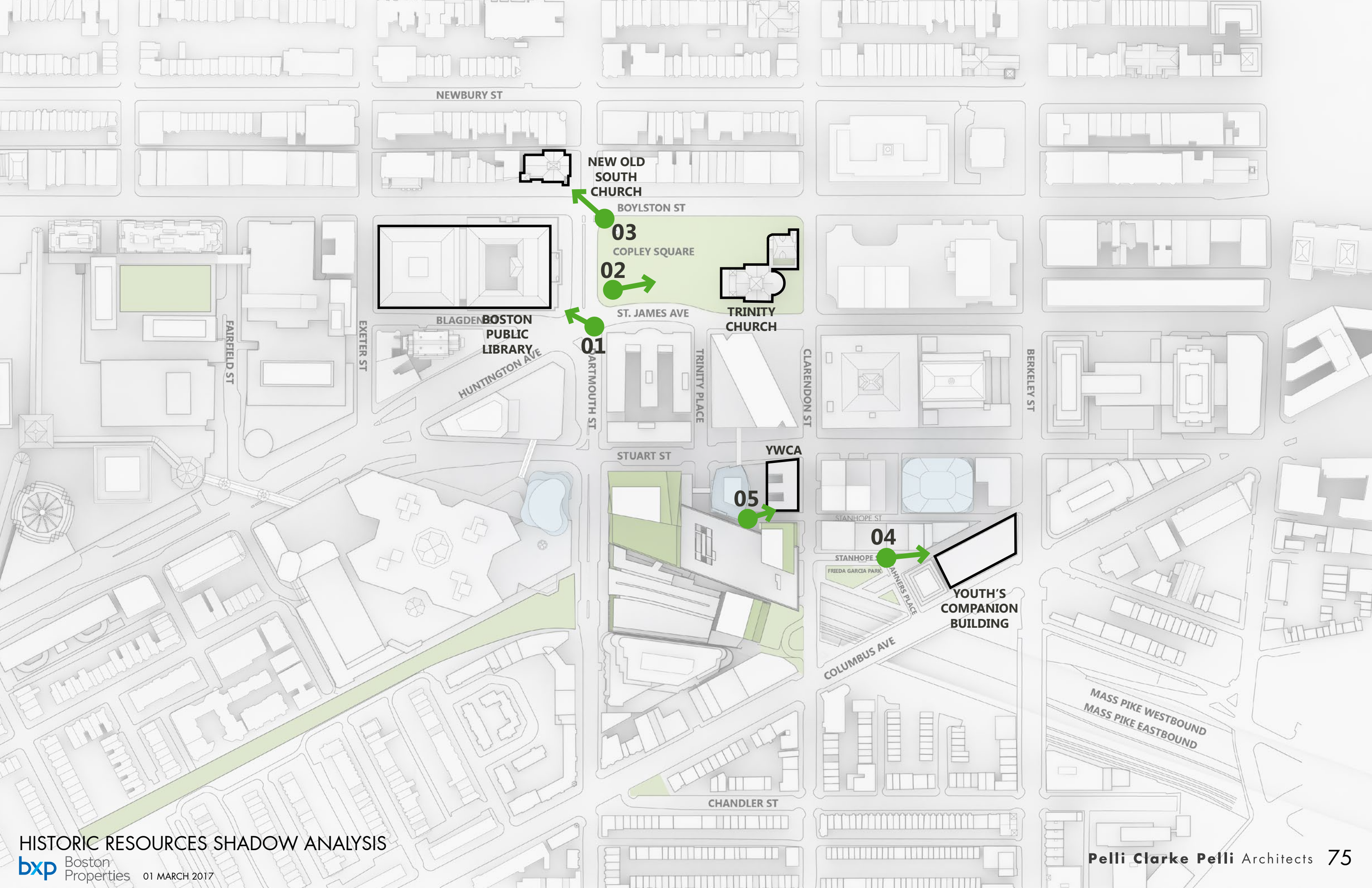
11:53AM EDT



12:37PM EDT

HISTORIC RESOURCE SHADOW ANALYSIS

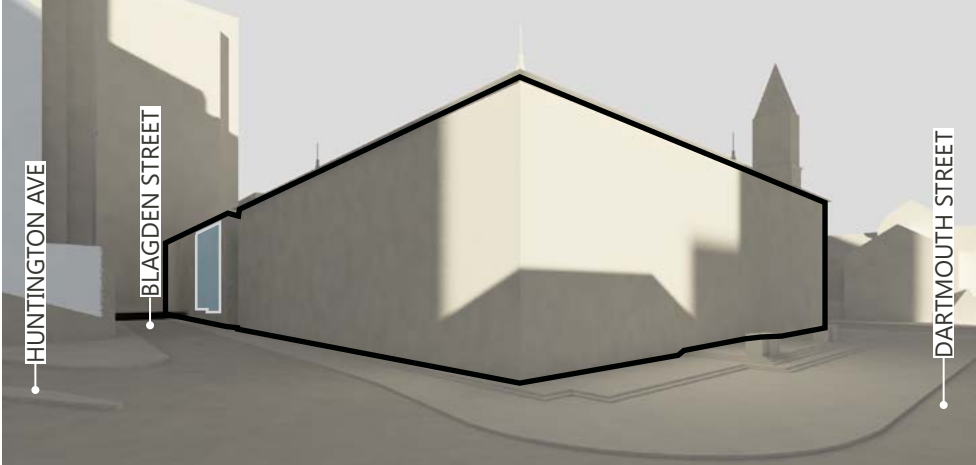




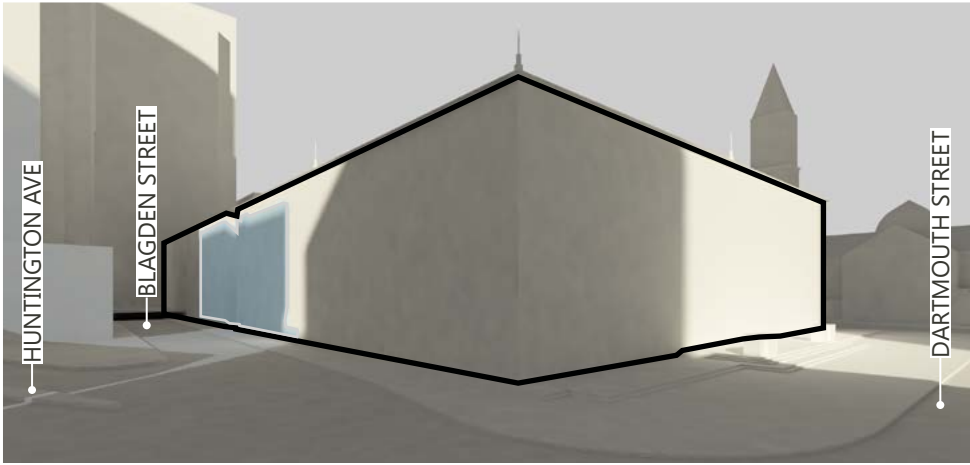
01 - BOSTON PUBLIC LIBRARY

MARCH 21 AND SEPTEMBER 21 (Equinox)

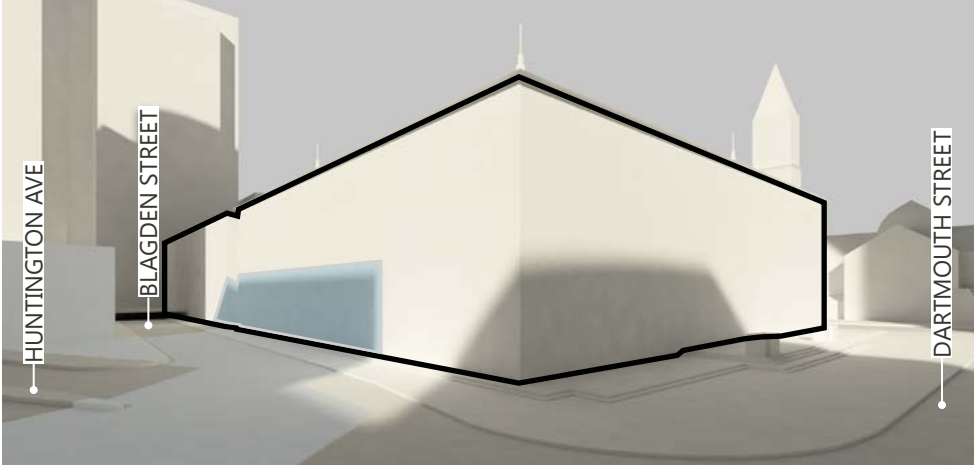
Garage West casts a small amount of net new shadow on portions of the Secondary Facade of the Boston Public Library in the morning from 8:05am to 9:32am for a total of 87 Minutes.



8:20am EDT



8:51am EDT



9:17am EDT

JUNE 21 (Solstice)

No net new shadow impact.



9:00am EDT



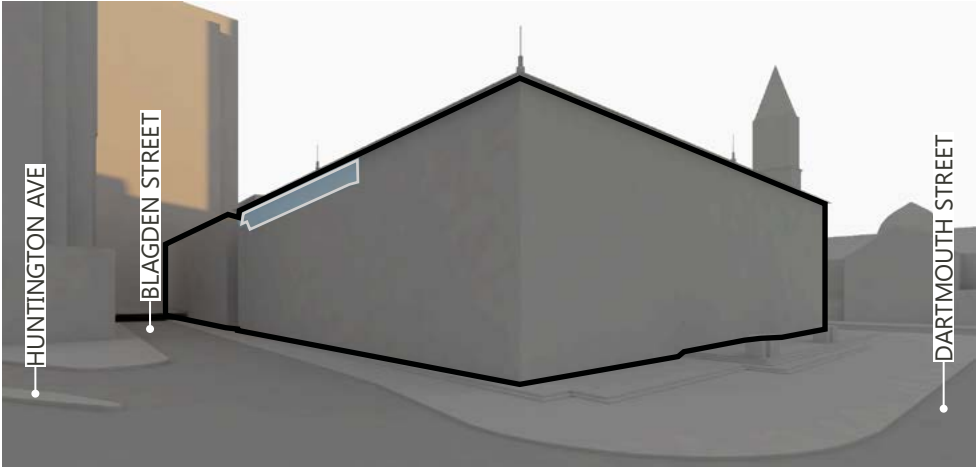
12:00pm EDT



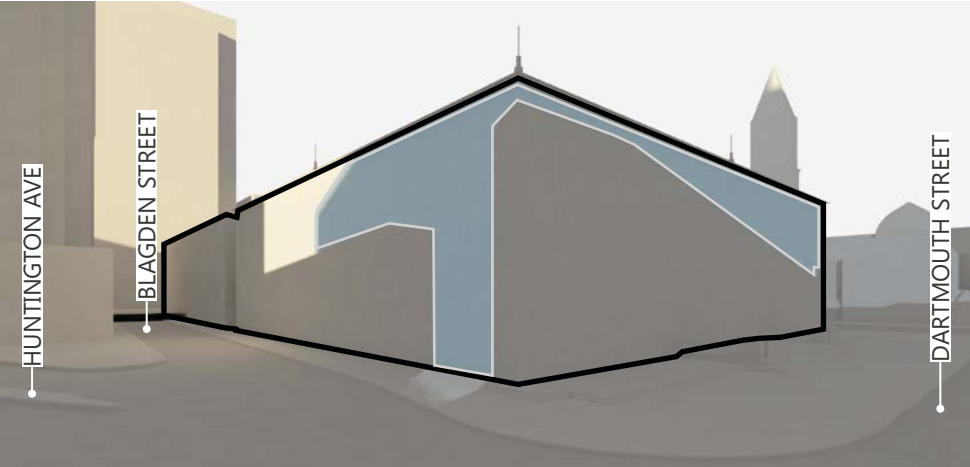
3:00pm EDT

DECEMBER 21 (Solstice)

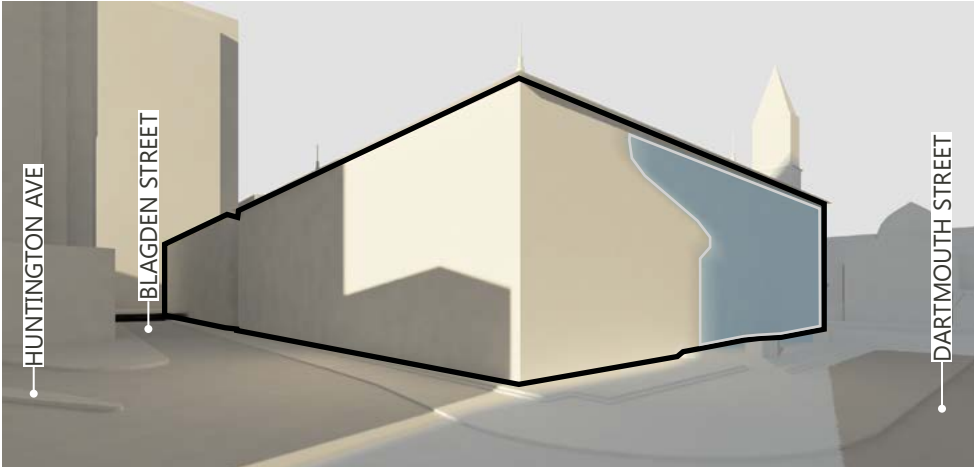
Garage West casts net new shadow on portions of the South and East Facades of the Boston Public Library in the early morning from 7:30am to 9:30am for a total of 120 Minutes.



7:45am EST



8:30am EST



9:15am EST

Legend Area Of Existing Shadow Area Of Net New Shadow From Proposed Office Building Area Of Net New Shadow From Proposed Residential Buildings

02 - TRINITY CHURCH

MARCH 21 AND SEPTEMBER 21 (Equinox)

No Net New Shadow Impact.



No Net New Shadow Impact

9:00am EDT



No Net New Shadow Impact

12:00pm EDT



No Net New Shadow Impact

3:00pm EDT

JUNE 21 (Solstice)

No Net New Shadow Impact.



No Net New Shadow Impact

9:00am EDT



No Net New Shadow Impact

12:00pm EDT

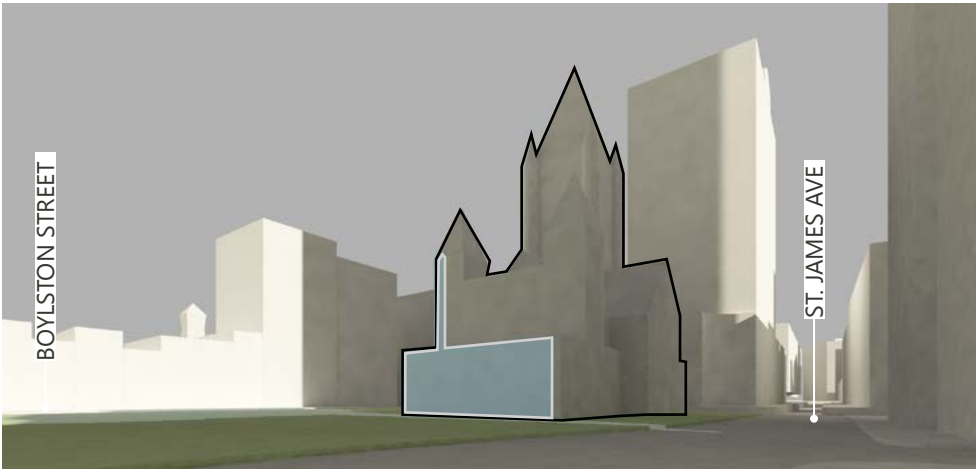


No Net New Shadow Impact

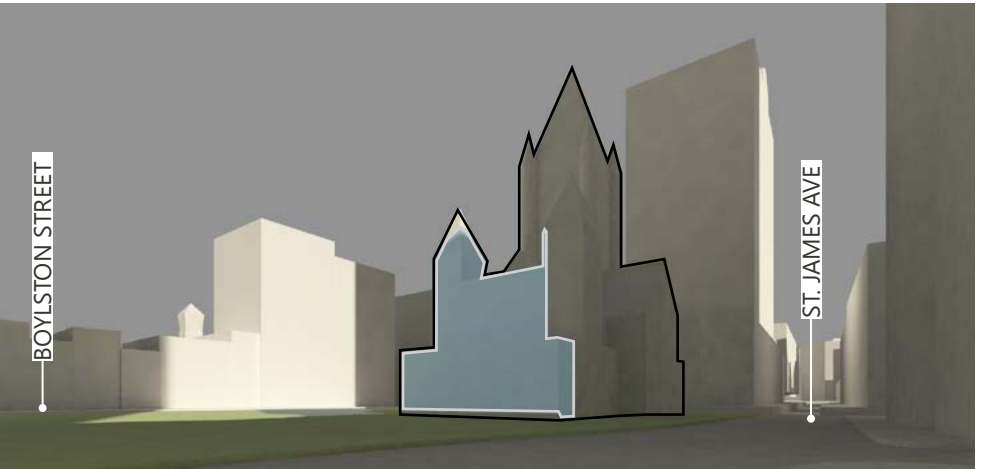
3:00pm EDT

DECEMBER 21 (Solstice)

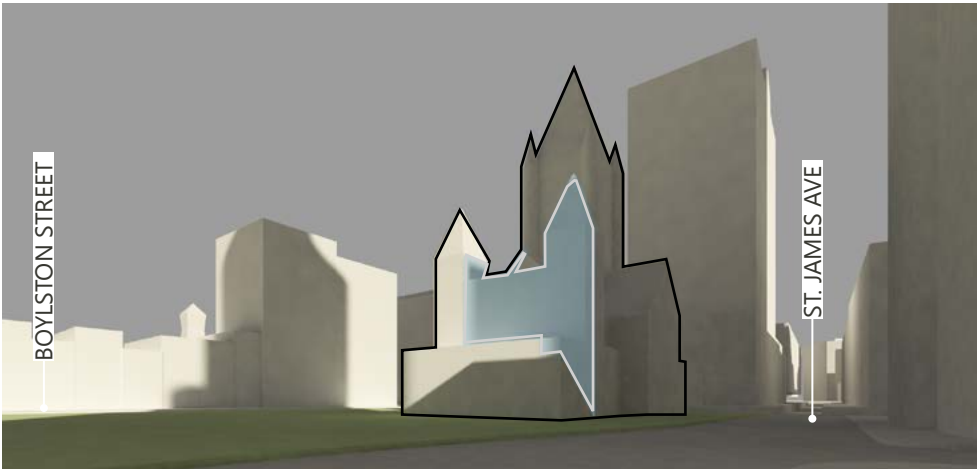
Garage West casts net new shadow on portions of the West Facade of Trinty Curch from 11:15am to 12:45pm for a total of 90 Minutes.



11:30am EST



12:00pm EST



12:30am EST

Legend Area Of Existing Shadow Area Of Net New Shadow From Proposed Office Building Area Of Net New Shadow From Proposed Residential Buildings

MARCH 21 AND SEPTEMBER 21 (Equinox)

No net new shadow impact



9:00am EDT



12:00pm EDT



3:00pm EDT

JUNE 21 (Solstice)

No net new shadow impact.



9:00am EDT



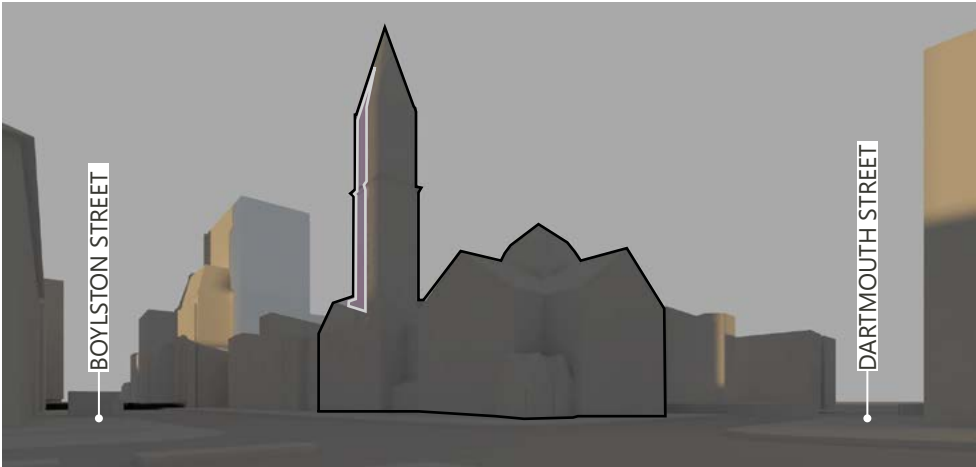
12:00pm EDT



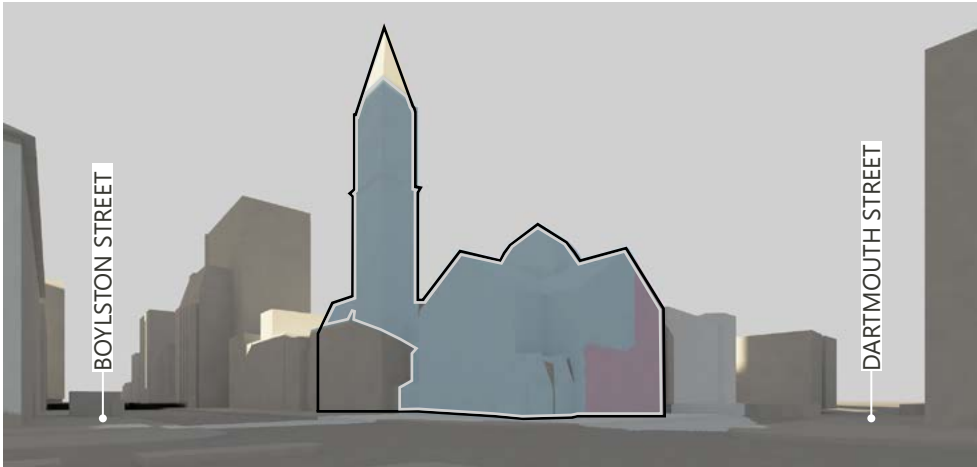
3:00pm EDT

DECEMBER 21 (Solstice)

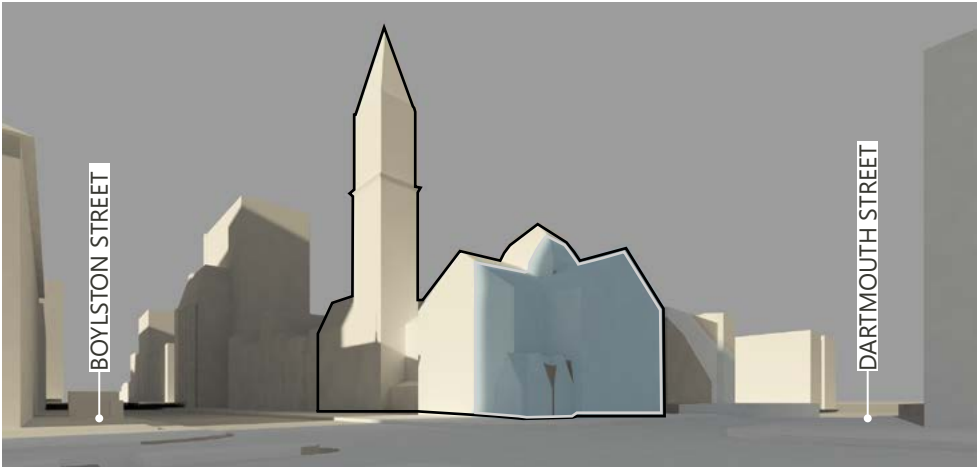
Garage West and Station East cast net new shadow on portions of the South and East Facades of the New Old South Church in the early morning from **7:45am to 9:55am for a total of 130 Minutes.**



8:00am EST



8:50am EST



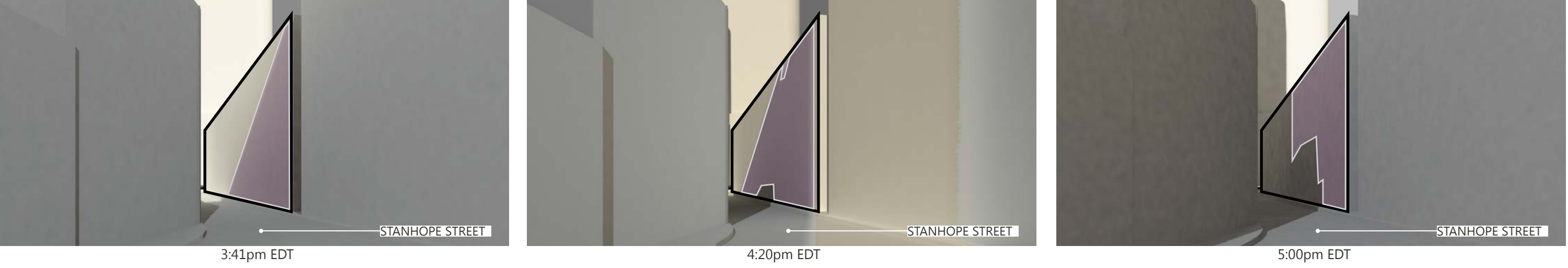
9:40am EST

Legend Area Of Existing Shadow Area Of Net New Shadow From Proposed Office Building Area Of Net New Shadow From Proposed Residential Buildings

04 - YOUTH'S COMPANION BUILDING (SECONDARY FACADE)

MARCH 21 AND SEPTEMBER 21 (Equinox)

Garage East and Station East cast some net new shadow on portions of the Rear Elevation of the Youth's Companion Building from 3:26pm to 5:15pm for a total of 109 Minutes.



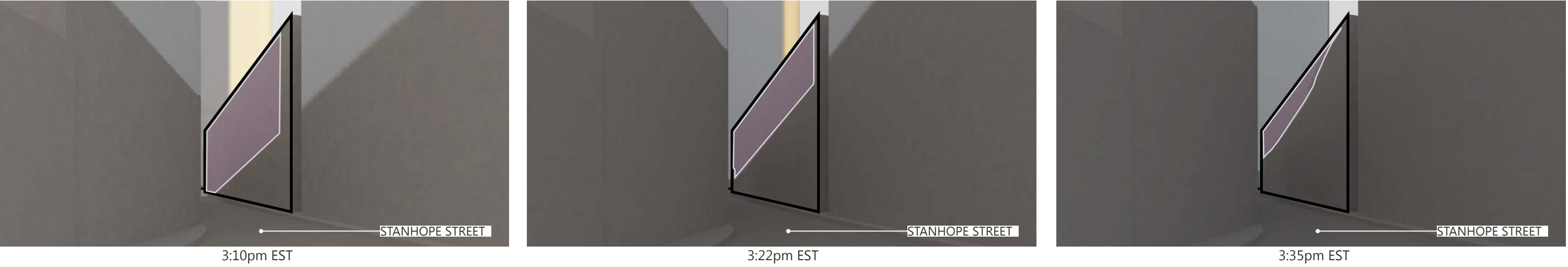
JUNE 21 (Solstice)

No net new shadow impact.



DECEMBER 21 (Solstice)

Garage East and Station East cast net new shadow on portions of the Rear Elevation of the Youth's Companion Building from 3:00pm to 3:45pm for a total of 45 Minutes.

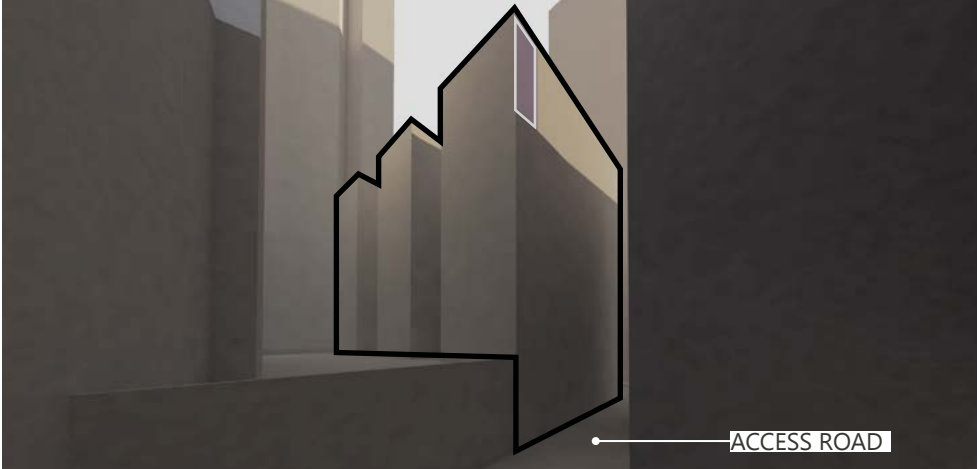


Legend Area Of Existing Shadow Area Of Net New Shadow From Proposed Office Building Area Of Net New Shadow From Proposed Residential Buildings

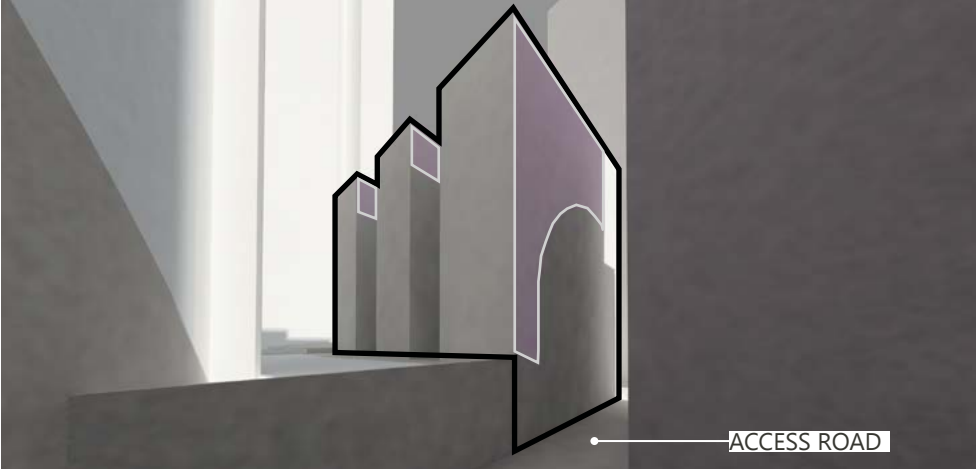
05 - YWCA

MARCH 21 AND SEPTEMBER 21 (Equinox)

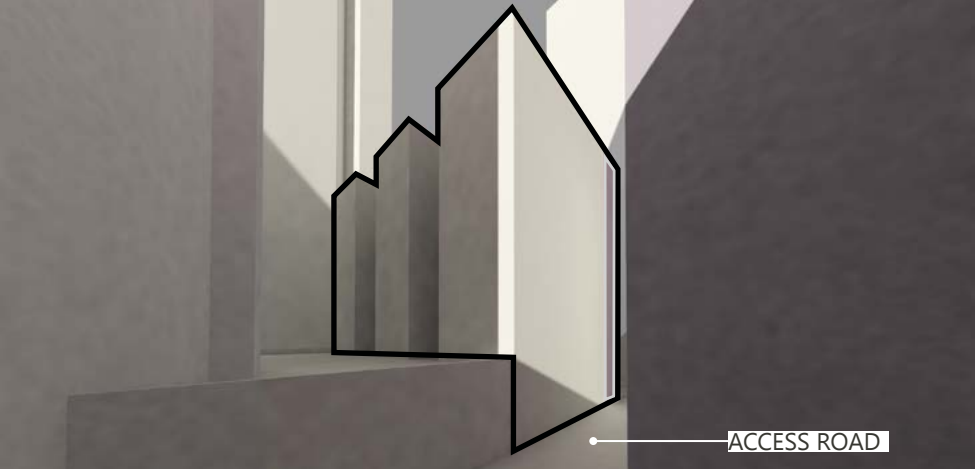
Garage East casts net new shadow on portions of the Secondary Elevation of the YWCA Building from 7:10am to 3:41pm for a total of 7 Hours and 31 Minutes.



7:25am EDT



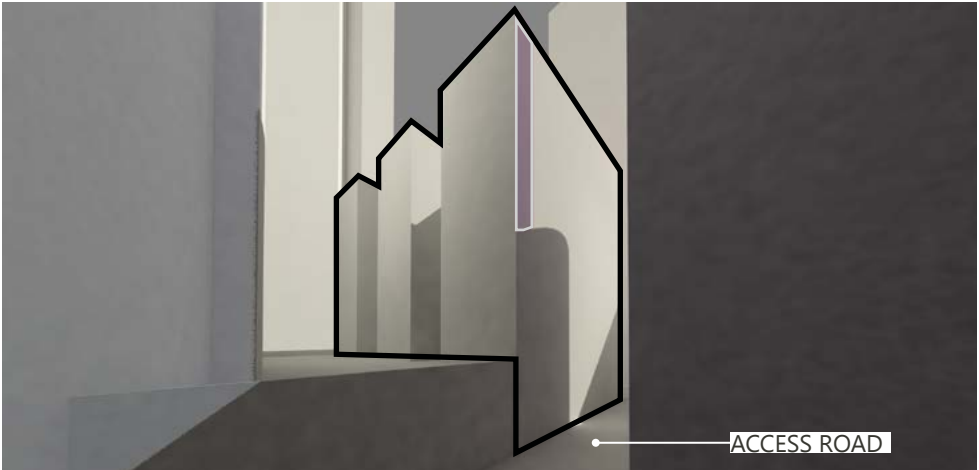
11:25am EDT



3:26pm EDT

JUNE 21 (Solstice)

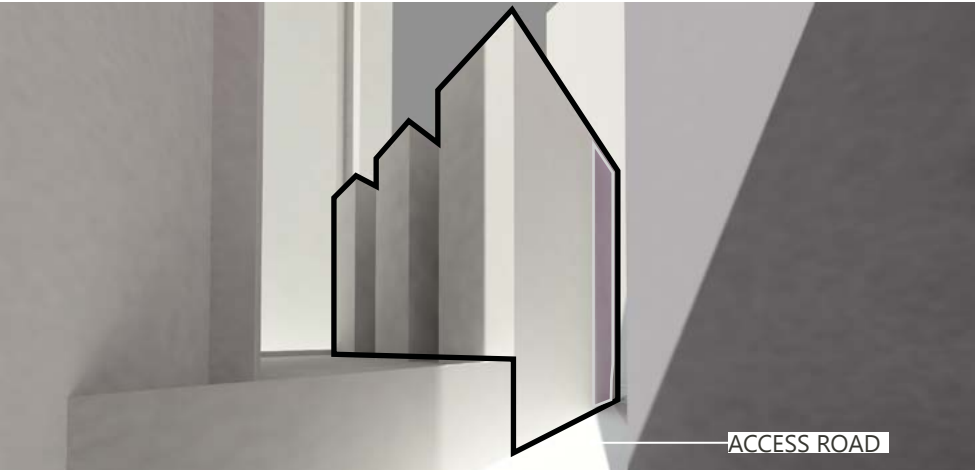
Garage East casts net new shadow on portions of the Secondary Elevations of the YWCA Building from 8:50am to 2:20pm for a total of 5 Hours and 30 Minutes.



9:05am EDT



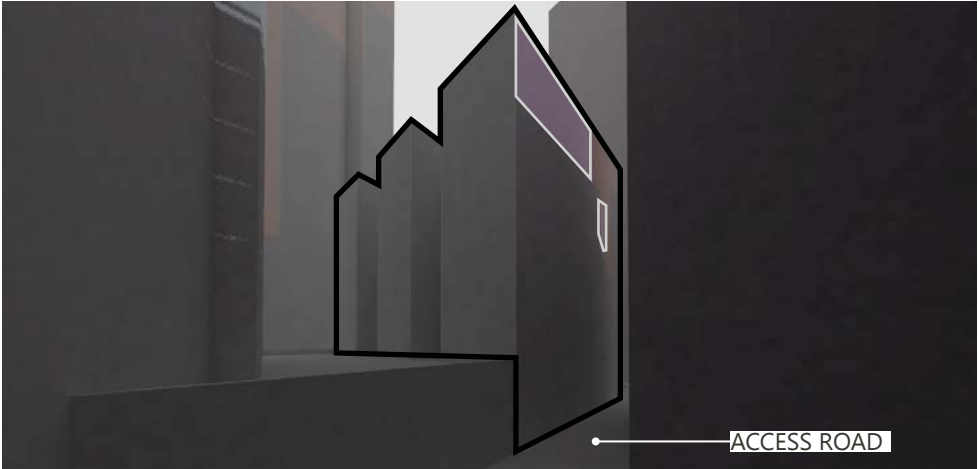
12:35pm EDT



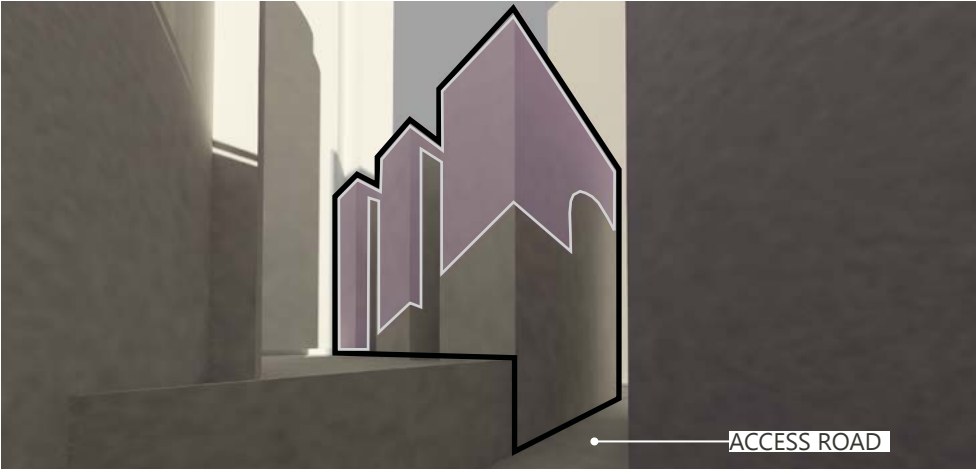
2:05pm EDT

DECEMBER 21 (Solstice)

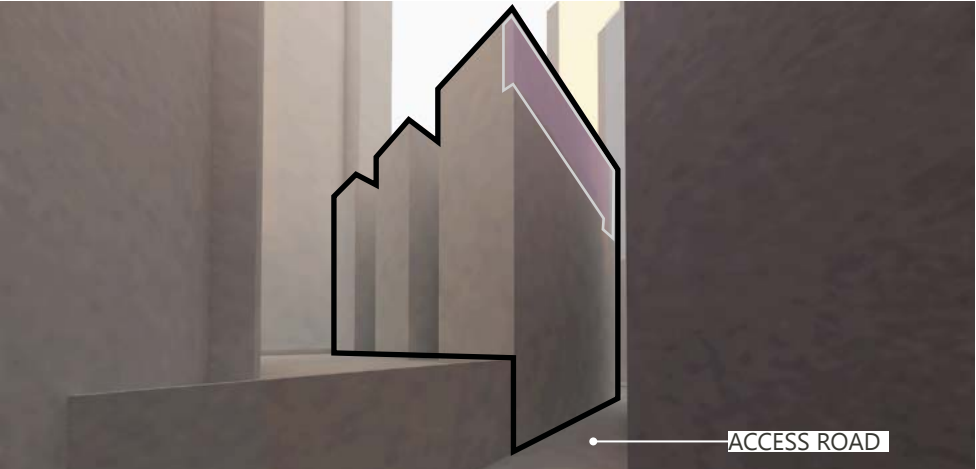
Garage East casts net new shadow on portions of the Secondary Elevations of the YWCA Building from Sunrise (7:11am) to 3:50pm for a total of 8 Hours and 39 Minutes.



7:26am EST



11:30am EST



3:35pm EST

Legend Area Of Existing Shadow Area Of Net New Shadow From Proposed Office Building Area Of Net New Shadow From Proposed Residential Buildings

TRANSPORTATION AND PARKING



Transportation Analysis Methodology

- Existing 2016 conditions (existing traffic volumes)
- Future 2023 No-Build conditions (with background traffic growth & approved projects)
 - Base scheme: I-90 on-ramp open
 - Alternate scheme: I-90 on-ramp closed
- Project trips calculated by each mode
- Vehicular Project trips distributed through roadway network
- Potential Impacts and appropriate mitigation are identified
- Analysis for Transit network is similar

Daily (24 Hour) Project Trips

Base Scheme

	Vehicle (SOV + HOV)	Transit (Train + Bus)	Other (Walk, Bike, Etc.)
Office	1,999	2,998	704
Residential	822	1,246	1,849
Retail	806	1,853	436
Total	3,627 (29%)	6,097 (48%)	2,989 (23%)

Alternate Scheme

	Vehicle (SOV + HOV)	Transit (Train + Bus)	Other (Walk, Bike, Etc.)
Office	2,036	3,054	716
Residential	817	1,241	1,841
Retail	842	1,937	455
Total	3,695 (29%)	6,232 (48%)	3,012 (23%)

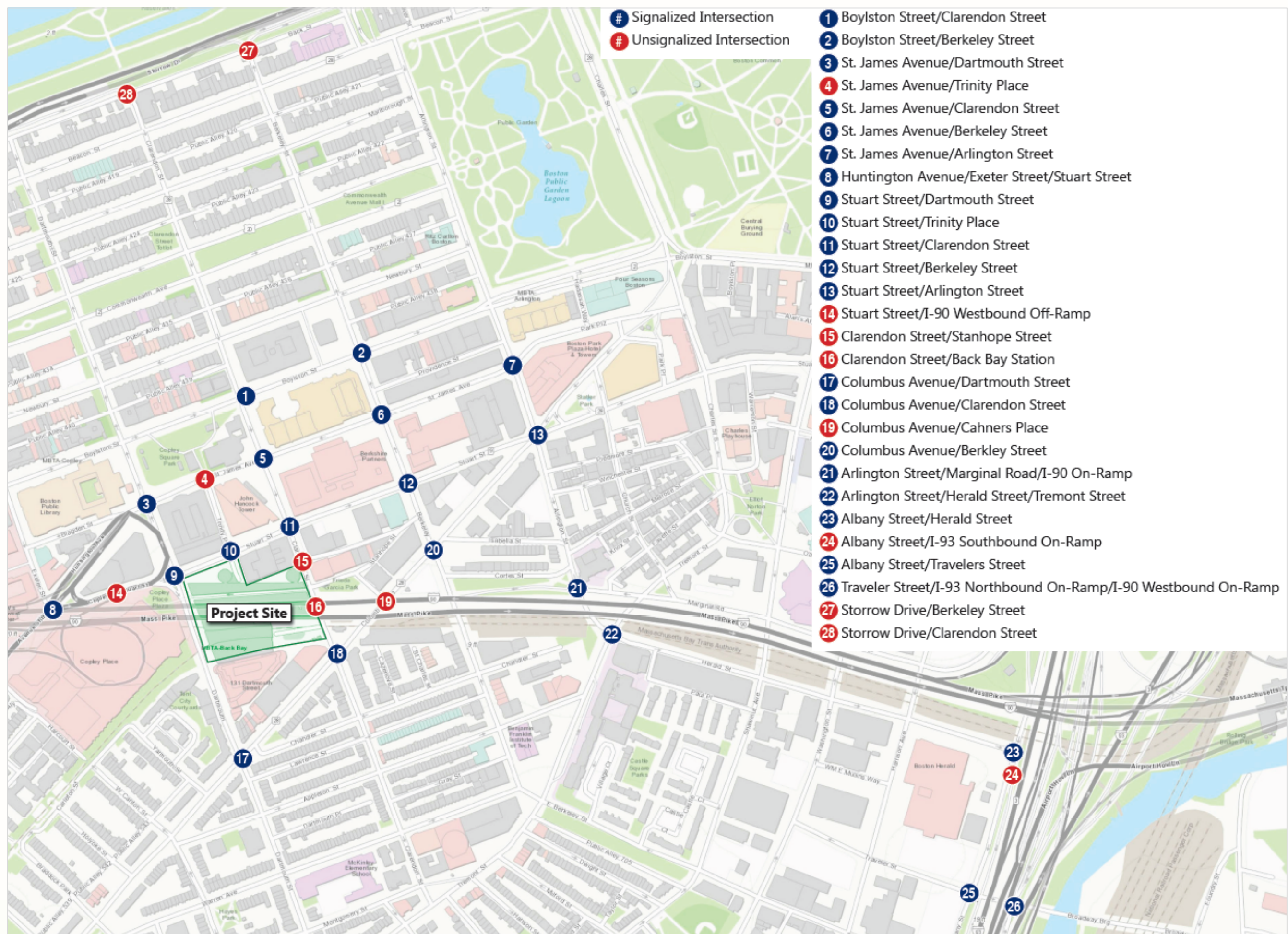
Peak Hour Project Vehicle Trips

Base Scheme

	Morning Peak Hour (8:00 – 9:00 AM)	Evening Peak Hour (5:00 – 6:00 PM)
Office	304	265
Residential	69	68
Retail	14	60
Total	387	373

Alternate Scheme

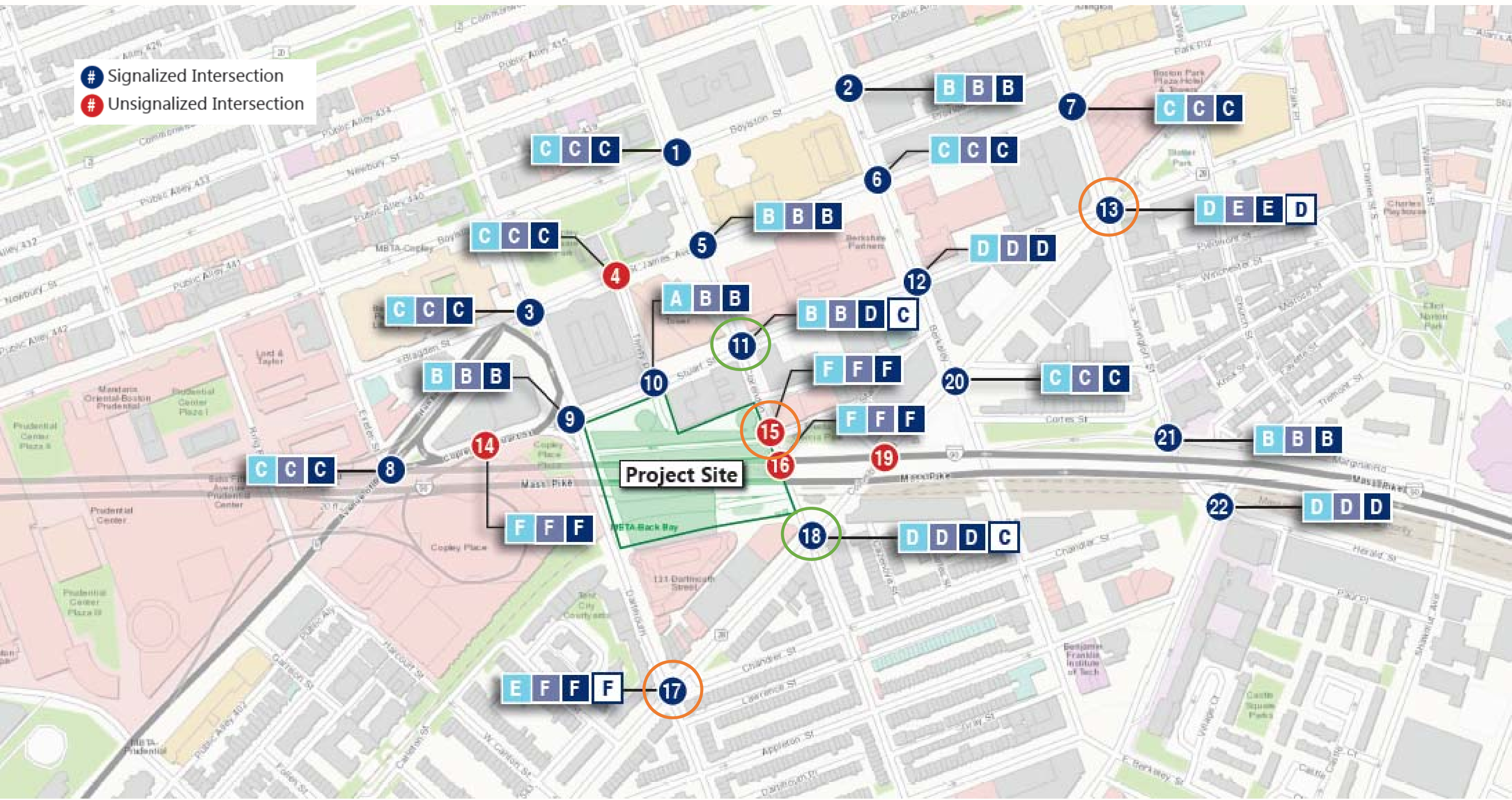
	Morning Peak Hour (8:00 – 9:00 AM)	Evening Peak Hour (5:00 – 6:00 PM)
Office	310	270
Residential	69	68
Retail	14	44
Total	393	382



Project Study Area

Intersection Level of Service (LOS) Analysis

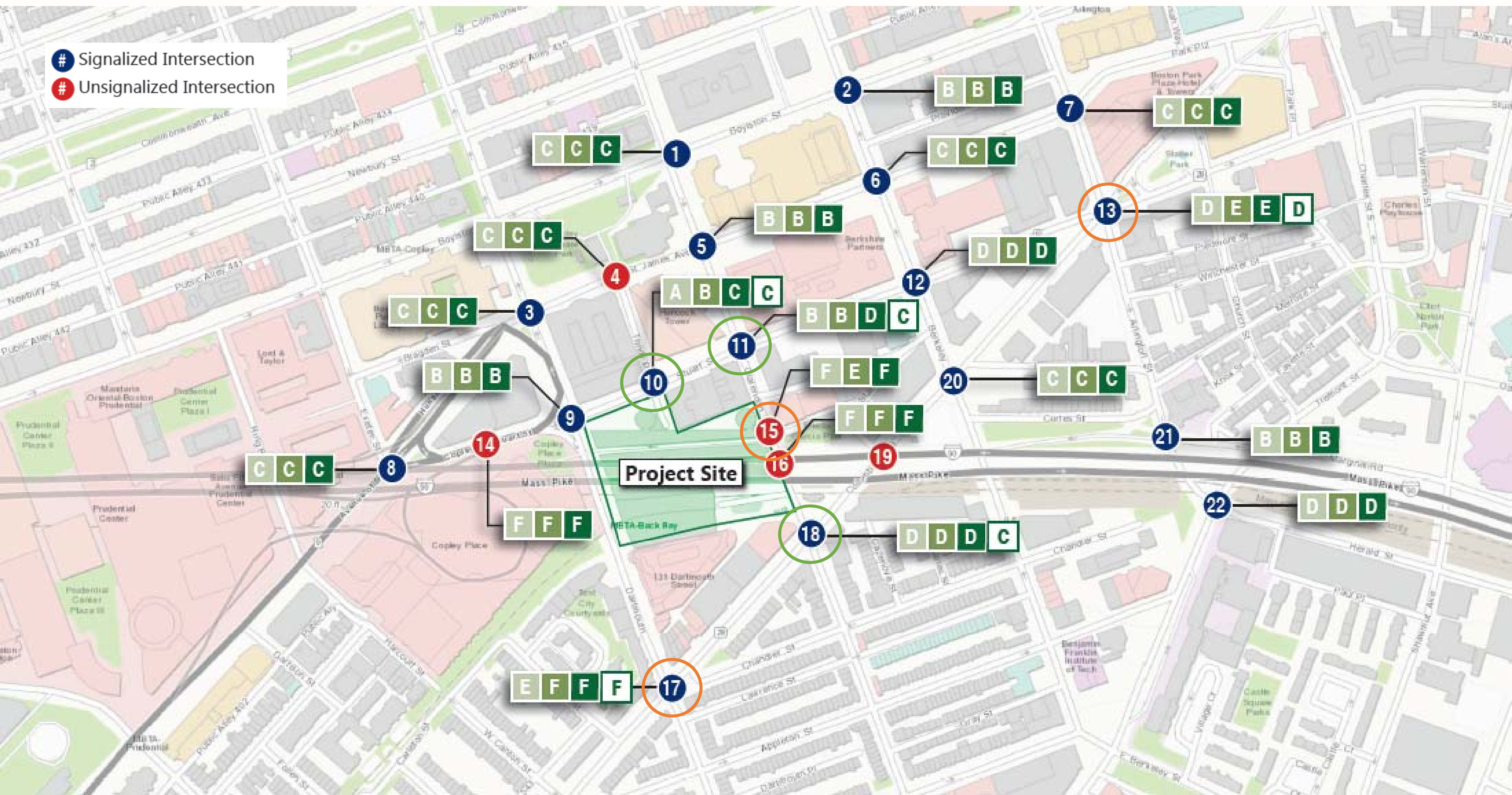
- Level of Service is graded on a scale from LOS A to LOS F
- Level LOS A represents best operations, LOS F represents worst operations
- In an urban area, LOS D or better is considered acceptable
- LOS is reduced below LOS D or remains at LOS E or F at limited locations
 - Base Scheme:
 - This occurs at 3 locations in the AM peak and 2 locations in the PM peak
 - Mitigation/improvements are identified at 5 locations
 - Alternate Scheme:
 - This occurs at 3 locations in the AM peak and 2 locations in the PM peak
 - Mitigation/improvements are identified at 6 locations
- Improvements include roadway layout as well as signal/timing/phasing changes



AM Peak Hour LOS Results – Base Scheme



PM Peak Hour LOS Results – Base Scheme



AM Peak Hour LOS Results – Alternate Scheme



PM Peak Hour LOS Results – Alternate Scheme



Signal Phasing/Timing

- Stuart St/Arlington St (#13)
- Columbus Ave/Dartmouth St (#17)
- Columbus Ave/Clarendon St (#18)
- Stuart St/Clarendon St (#11)
- Stuart St/Trinity Pl (#10) Alternate Scheme Only

Roadway Modifications

- Stuart Street
- Clarendon Street

- 
- ## Signal Phasing/Timing
- Stuart St/Arlington St (#13)
 - Columbus Ave/Dartmouth St (#17)
 - Columbus Ave/Clarendon St (#18)
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 - Stuart St/Trinity Pl (#10) Alternate Scheme Only
- ## Roadway Modifications
- Stuart Street
 - Clarendon Street



Possible Signalization of Intersection

- St. James Street at Trinity Place (#4)
- Clarendon Street at Stanhope Street (#15)

Possible Roadway Modifications

- Trinity Place

- 
- ## Possible Signalization of Intersection
- St. James Street at Trinity Place (#4)
 - Clarendon Street at Stanhope Street (#15)
- ## Possible Roadway Modifications
- Trinity Place



Possible Signalization of Intersection

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- ## Possible Signalization of Intersection
- St. James Street at Trinity Place (#4)
 - Clarendon Street at Stanhope Street (#15)
- ## Possible Roadway Modifications
- Trinity Place



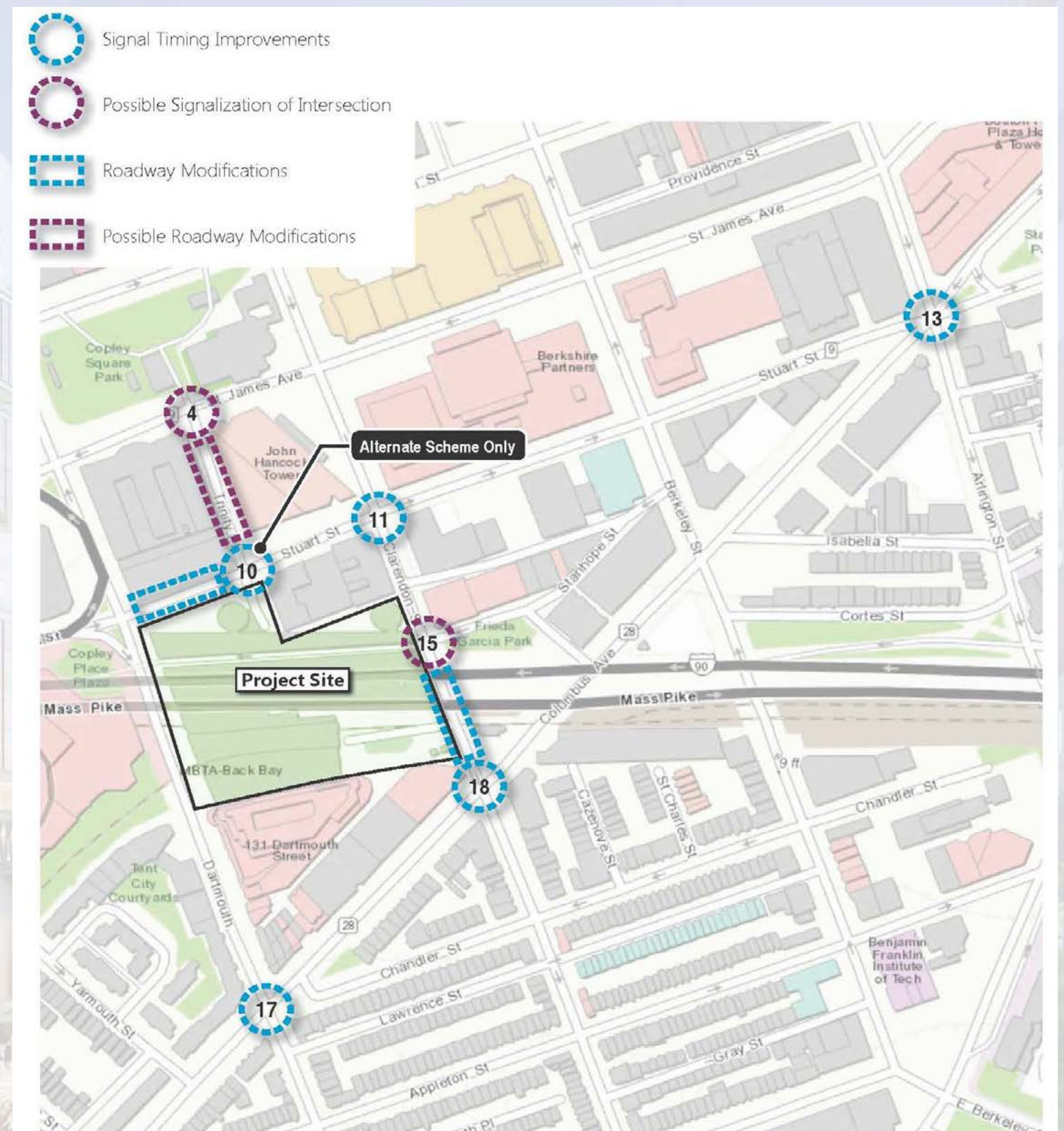
Possible Signalization of Intersection

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Possible Roadway Modifications

- Trinity Place

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- ## Possible Signalization of Intersection
- St. James Street at Trinity Place (#4)
 - Clarendon Street at Stanhope Street (#15)
- ## Possible Roadway Modifications
- Trinity Place



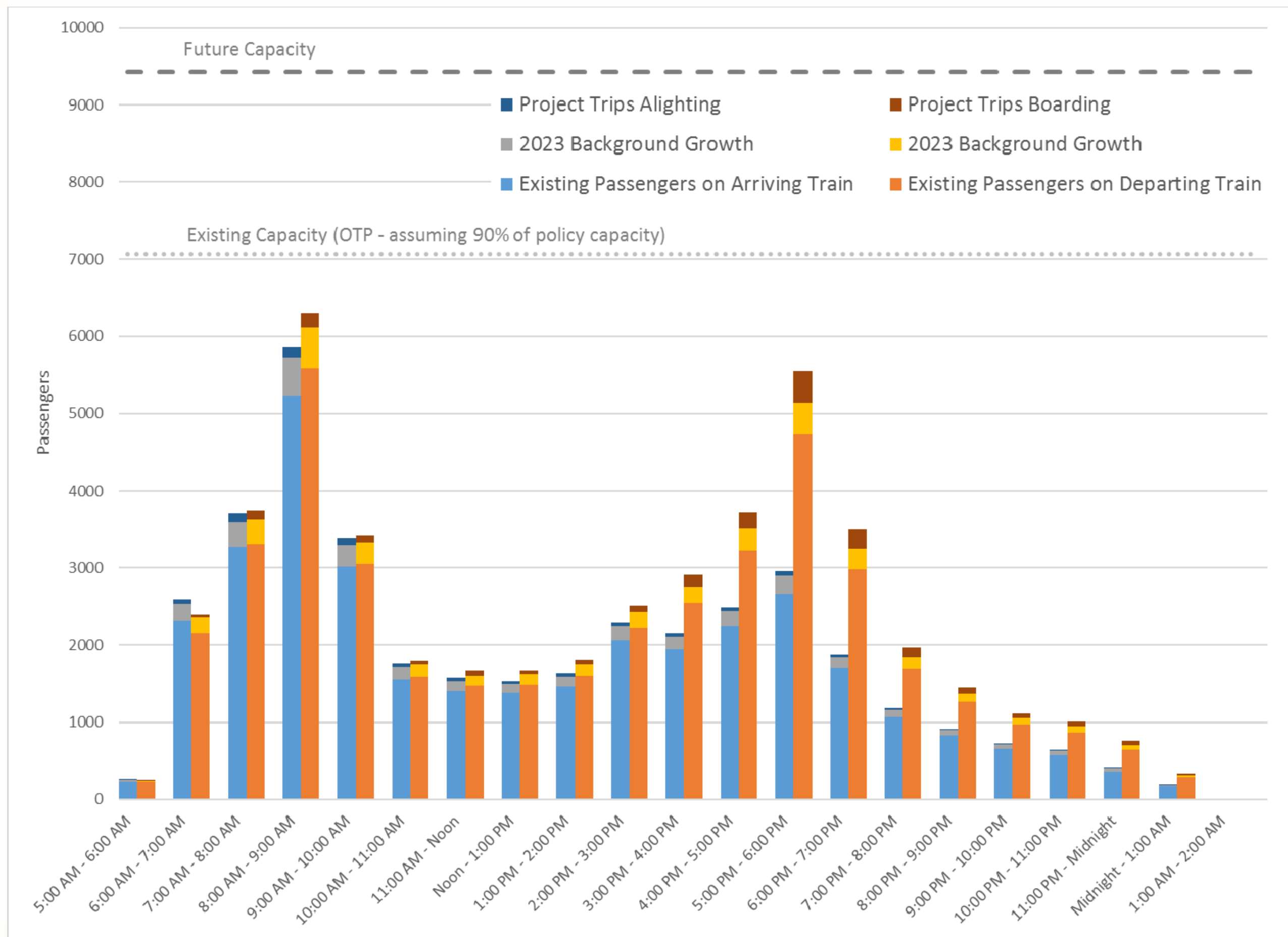
Peak Hour Project Transit Trips

	Morning Peak (8:00 – 9:00 AM)	Evening Peak (5:00 – 6:00 PM)
Office	467	389
Residential	105	103
Retail	31	140
Total	603	632

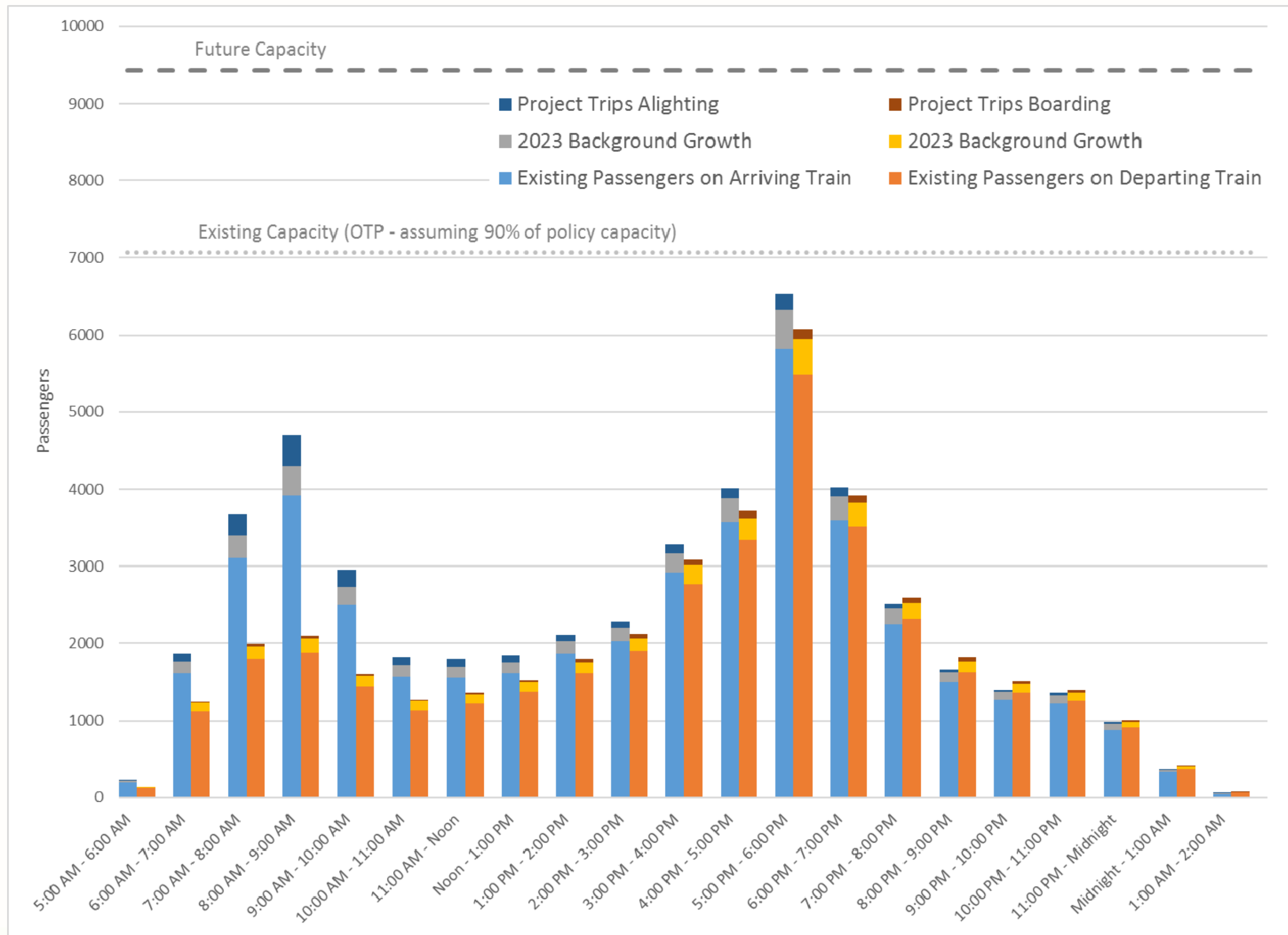
Transit Service	Share	Morning Peak (8:00 – 9:00 AM)	Evening Peak (5:00 – 6:00 PM)
Commuter Rail	24%	142	148
Orange Line	50%	304	320
Green Line	6%	36	36
Bus	20%	121	128

Transit Analysis

- MBTA “Policy Capacity” is based on providing a “safe and comfortable ride”
- “Crush Capacity” includes additional passengers standing in vehicle
- Almost 50% of Project trips will be by transit of which 50% use Orange Line
- Existing capacity analysis conservatively based on “On-Time-Performance” (90% Policy Capacity)
- New Orange Line cars in 2019 will reduce headways from 6 to 4 minutes
- Orange Line capacity will increase substantially before the Project is built
- Orange Line operates well within Policy Capacity for Future No-Build and Build conditions
- No increase in capacity assumed for Commuter Rail and Bus analysis
- Commuter Rail largely operates within capacity for Future No-Build and Build conditions
- Bus services largely operate within capacity for Future No-Build and Build conditions



Weekday Orange Line Inbound Loads at Back Bay Station



Weekday Orange Line Outbound Loads at Back Bay Station

AM Peak Hour Commuter Rail V/C Ratio Analysis

	2016 Existing		2023 No-Build		2023 Build	
	Entering V/C Ratio	Exiting V/C Ratio	Entering V/C Ratio	Exiting V/C Ratio	Entering V/C Ratio	Exiting V/C Ratio
Franklin Line Inbound (to South Station)	0.72	0.44	0.79	0.49	0.80	0.49
Franklin Line Outbound (to Franklin)	0.01	0.03	0.01	0.03	0.01	0.03
Needham Line Inbound (to South Station)	0.56	0.39	0.61	0.43	0.62	0.43
Needham Line Outbound (to Needham)	0.09	0.04	0.10	0.04	0.10	0.04
Providence/Stoughton Line Inbound (to South Station)	0.94	0.52	1.04	0.57	1.05	0.57
Providence/Stoughton Line Outbound (to Providence/Stoughton)	0.17	0.16	0.19	0.18	0.19	0.18
Framingham/Worcester Line Inbound (to South Station)	0.68	0.40	0.75	0.44	0.75	0.44
Framingham/Worcester Line Outbound (to Framingham/Worcester)	0.10	0.18	0.11	0.22	0.11	0.21

PM Peak Hour Commuter Rail V/C Ratio Analysis

	2016 Existing		2023 No-Build		2023 Build	
	Entering V/C Ratio	Exiting V/C Ratio	Entering V/C Ratio	Exiting V/C Ratio	Entering V/C Ratio	Exiting V/C Ratio
Franklin Line Inbound (to South Station)	0.04	0.03	0.05	0.03	0.05	0.03
Franklin Line Outbound (to Franklin)	0.40	0.62	0.44	0.67	0.44	0.68
Needham Line Inbound (to South Station)	0.04	0.04	0.04	0.04	0.04	0.04
Needham Line Outbound (to Needham)	0.77	1.14	0.83	1.24	0.84	1.24
Providence/Stoughton Line Inbound (to South Station)	0.06	0.04	0.06	0.04	0.07	0.04
Providence/Stoughton Line Outbound (to Providence/Stoughton)	0.58	0.91	0.63	0.99	0.63	1.00
Framingham/Worcester Line Inbound (to South Station)	0.15	0.11	0.16	0.12	0.17	0.12
Framingham/Worcester Line Outbound (to Framingham/Worcester)	0.33	0.50	0.36	0.54	0.36	0.55

AM Peak Hour Bus V/C Ratio Analysis

	2016 Existing		2023 No-Build		2023 Build	
	Entering V/C Ratio	Exiting V/C Ratio	Entering V/C Ratio	Exiting V/C Ratio	Entering V/C Ratio	Exiting V/C Ratio
Bus 9 Inbound	0.51	0.35	0.67	0.46	0.72	0.46
Bus 9 Outbound	0.25	0.30	0.32	0.40	0.32	0.42
Bus 10 Inbound	0.33	0.20	0.33	0.20	0.35	0.20
Bus 10 Outbound	0.25	0.50	0.26	0.51	0.26	0.51
Bus 39 Inbound	0.06	-	0.07	-	0.08	-
Bus 39 Outbound	-	0.16	-	0.17	-	0.17
Bus 55 Inbound	-	-	-	-	-	-
Bus 55 Outbound	0.29	0.31	0.29	0.31	0.30	0.31
Express Bus 170 Inbound	-	-	-	-	-	-
Express Bus 170 Outbound	0.11	0.20	0.12	0.22	0.19	0.24
Express Bus 502 Inbound	0.38	0.02	0.43	0.02	0.46	0.02
Express Bus 502 Outbound	0.19	0.16	0.22	0.18	0.22	0.19
Express Bus 503 Inbound	0.56	0.13	0.74	0.18	0.88	0.18
Express Bus 503 Outbound	0.06	0.13	0.07	0.17	0.77	0.23

PM Peak Hour Bus V/C Ratio Analysis

	2016 Existing		2023 No-Build		2023 Build	
	Entering V/C Ratio	Exiting V/C Ratio	Entering V/C Ratio	Exiting V/C Ratio	Entering V/C Ratio	Exiting V/C Ratio
Bus 9 Inbound	0.15	0.08	0.18	0.10	0.20	0.10
Bus 9 Outbound	0.18	0.54	0.22	0.66	0.22	0.69
Bus 10 Inbound	0.46	0.24	0.53	0.27	0.56	0.27
Bus 10 Outbound	0.29	0.40	0.33	0.46	0.33	0.52
Bus 39 Inbound	0.07	-	0.08	-	0.08	-
Bus 39 Outbound	-	0.05	-	0.06	-	0.07
Bus 55 Inbound	-	-	-	-	-	-
Bus 55 Outbound	0.31	0.42	0.39	0.52	0.44	0.66
Express Bus 170 Inbound	0.23	0.05	0.27	0.06	0.31	0.15
Express Bus 170 Outbound	-	-	-	-	-	-
Express Bus 502 Inbound	0.21	0.04	0.26	0.05	0.28	0.05
Express Bus 502 Outbound	0.04	0.59	0.05	0.73	0.05	0.78
Express Bus 503 Inbound	0.04	-	0.05	-	0.12	-
Express Bus 503 Outbound	0.07	0.70	0.10	0.93	0.10	1.11

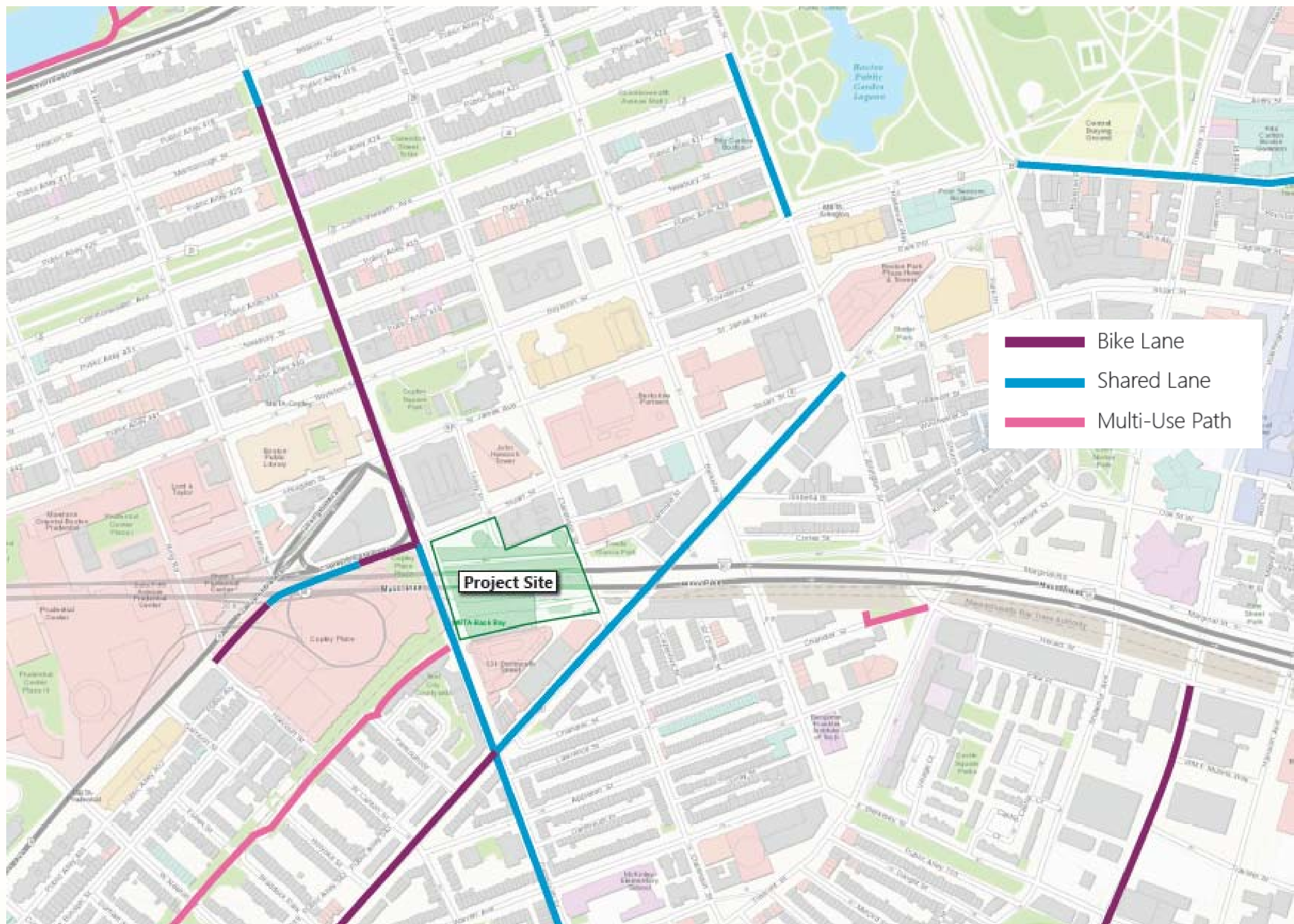
Project Parking Ratios

Existing garage average daily occupancy is 78%

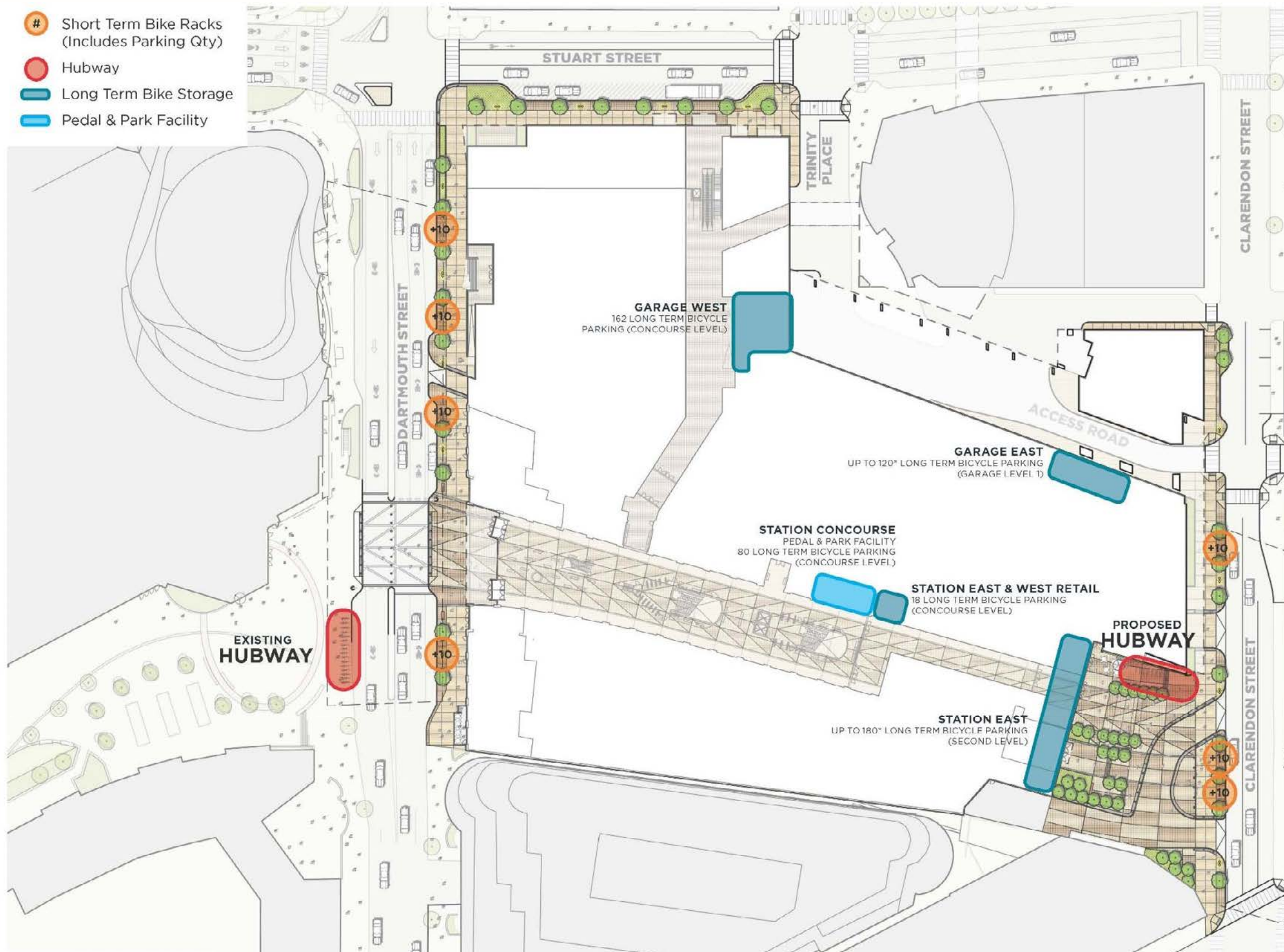
Parking ratios are based on other Downtown Boston mixed-use and TOD projects

* Shared parking between residential and office users

Lane Use	Size	Parking Ratio	Parking Spaces
Office	582,600 SF	0.4	233
Residential	600 units	0.4	180 *
Retail	58,900 SF	0.4	24
Project Sub-total			437
Existing commitments			992
Permitted public parking			Up to 576
Total			Up to 2,013



Existing Bicycle Network



- Garage West
 - 162 Long Term Spaces
 - 30 Short Term Spaces
- Garage East
 - 120 Long Term Spaces
 - 10 Short Term Spaces
- Station East
 - 180 Long Term Spaces
 - 10 Short Term Spaces
- Station West
 - 18 Long Term Spaces
 - 20 Short Term Spaces

Proposed Bicycle Parking

Transportation Demand Management (TDM)

- Preferential parking for carpools/vanpools
- Short term bicycle parking near lobbies
- Hubway station delivered with Station East Parcel
- Covered and secure bicycle parking for residents and employees with each Parcel
- Join A Better City (ABC) TMA to access its alternate transportation programs
- On-site Transportation Coordinator for City, local TMA and tenants/residents
- Provide transit maps, schedules, commuting options, etc.
- On-site transportation events
- Monitoring program
- Construction Management Plan (CMP)
- Transportation Access Plan Agreement (TAPA)

NEXT STEPS + CONTACT INFORMATION

- CAC Meeting #9 • March 13, 2017
- CAC Meeting #10 • March 29, 2017
- MEPA DEIR Comment Period Closes • ~~March 10~~ April 18, 2017
- BPDA DPIR Comment Period Closes • April 18, 2017

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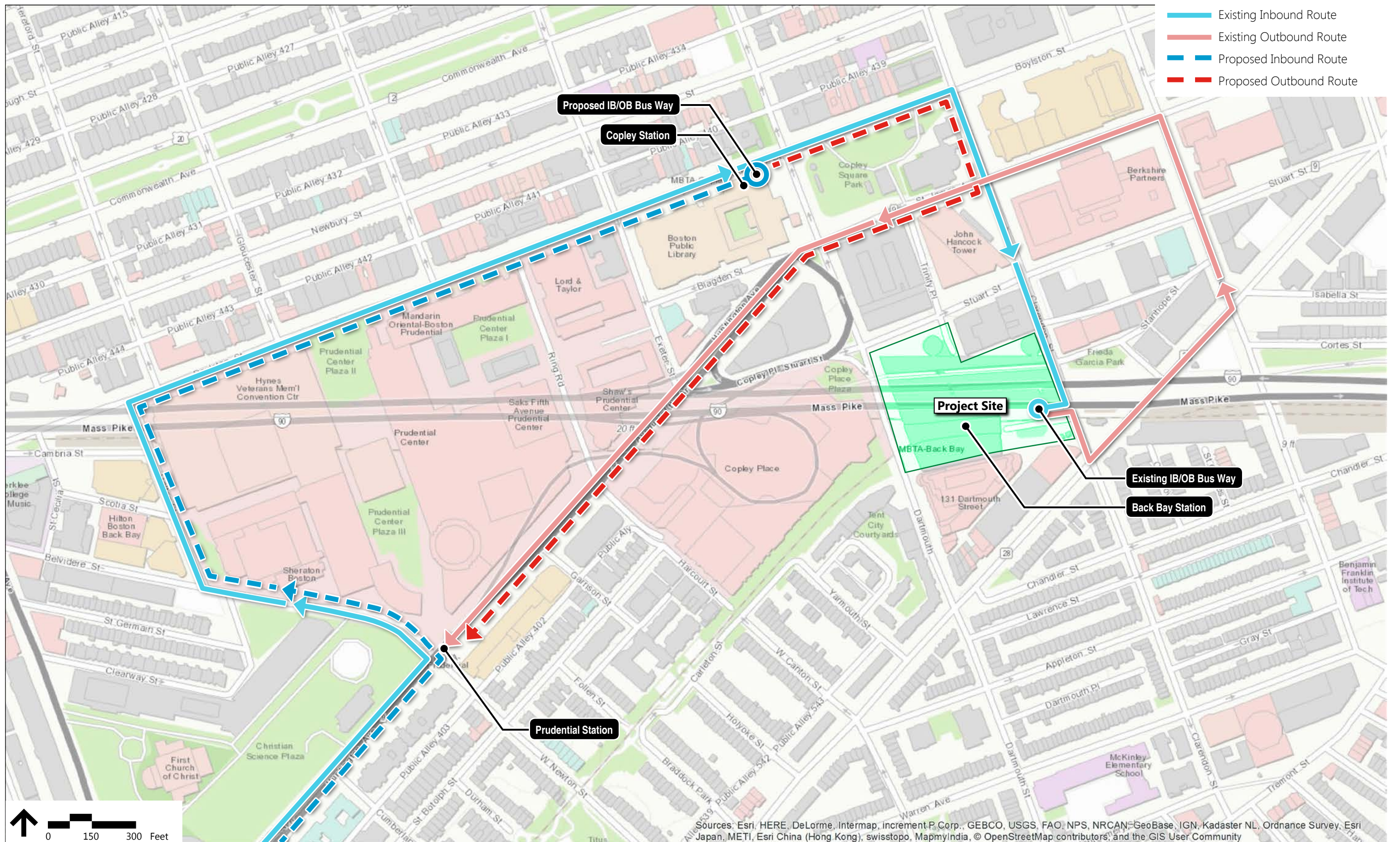
Q&A



THANK YOU!

APPENDIX





Source: Preferred Option provided by Peter Paravalos of the MBTA via email to Melissa Schrock on September 30, 2016

BUS 39 RE-ROUTING

- Preferred Re-Routing Offers The Largest Travel Time Savings
- Will Improve Headways, Reduce Passenger Wait Time, And Increase Ridership
- Considered Holistically With Other Transit Improvements Delivered With Station East Parcel
 - New Station Entrance and Plaza on Clarendon Street
 - New Stair And Elevator To Orange Line
 - Potential New Elevators To Commuter Rail
 - Bus Shelter Improvements