

Date	First Name	Last Name	Organization	Opinion	Comments
2/22/2019	Kirsten	Hoffman		Neutral	<p>The existing Dock Square Garage is located on a prominent site on the historic Boston waterfront abutting the new Rose Kennedy Greenway. The site is literally surrounded by recognized Boston Landmarks (the U.S. Custom House, Quincy Market, Faneuil Hall, and the Blackstone Block, as well as the North Market and South Market Buildings which are pending Boston Landmarks) and borders the historic North End. This area comprises one of the most important historical areas in the country. A development project constructed on this site could have the potential to take full advantage of the historic importance of the site and become a one of a kind project, enhancing its value to the community and the City, as well as its own monetary value. The Dock Square Garage Project, as currently proposed, is not such a project. No consideration at all has been given to the historic resources that surround the project site, to the Rose Kennedy Greenway, or to the historic North End. The currently proposed project preserves the existing garage and above grade parking at a significant cost to the neighboring historic and open space resources in terms of its impacts on view sheds and its continued blocking of connections between historic resources and active areas. The project will in large part block the view of the Custom House tower from the Greenway and the North End and, because a large portion of the lower floors of the project will be garage space, will perpetuate the separation of historic landmarks and active areas from one another. The existing Dock Square Garage is a remnant of an era when the raised Central Artery closed off access to the area underneath. Since that time, the Central Artery has been removed and the beautiful and active Greenway created in its place. The Dock Square Garage as it currently exists is devoid of activity other than the parking of cars, and still serves to separate the adjacent historic resources, the Greenway, and the historic North End from one another. There is no reason why the garage structure should be preserved. Above grade parking is one of the worst uses imaginable of such an important piece of the historic Boston waterfront. If parking were eliminated or moved below grade, there would be more surface space for active uses, including open space, and much more space for valuable development (retail, residential, etc.) and there would not need to be a "block on a block", creating design potential for a unique above grade building. Active use, particularly open space, would enhance access to some of the most important historic resources in the City and improve the experience for visitors, residents, retailers and others. With a more varied, less blocky, above grade structure, height might have less of an impact on the historic fabric of the area. Examples are Rowes Wharf and Post Office Square, a couple of the most timeless developments in the City, where parking is underground allowing the surface to be fully activated with open space (Post Office Square) and almost every use imaginable, including open space (Rowes Wharf). In taking into account historic resources and designing so as to augment these resources, the Dock Square Project would have the opportunity to increase access to these resources and potentially to increase the value of the project itself in doing so. For example, street level connections through the site could be made to the historic streets of Blackstone Block and to the Greenway, allowing for increased public access to these resources. And narrower, less blocky, towers would allow for less obstruction of the view sheds of the Custom House tower in particular. Alternatives to the current project that eliminate above grade parking, open up the site surface to activity, and respect and augment the surrounding historic landmarks should be considered before any project is approved for this site.</p>

Dock Square Garage Public Comments via website form 2019-02-25

2/22/2019	Michael	Schroeder	Personal	Oppose	I am writing to oppose the Dock Square development. My primary reason is that it is too tall and it will block the wonderful view of the Custom House tower and downtown. I live on Fulton Street in the North End and walk along Cross Street and the Greenway daily. I still marvel at what a beautiful cityscape we have with the historic Custom House tower and other beautiful buildings so easily visible. I always see tourists marveling at it too and stopping in their tracks to take numerous pictures. The view is especially nice from parcels 8 and 10 where we have the wonderful parks and sitting areas. This proposed new building would block a significant portion of that view and we would never be able to get that back. This may sound silly arguing for it just because of the view, but this is very important as it provides enjoyment to countless people. I propose that they knock down the existing garage, put the garage underground and then build their same structure but starting at ground level. That is what most new developments are doing when there's an existing structure. That would cost them more money, but would allow them to build their building while also keeping the height lower to the existing level while maintaining our beautiful historic view of Boston. Thank you very much.
2/11/2019	Suzanne	Taylor	Freedom Trail Foundation	Oppose	Dear BPDA Representatives, Thank you for creating an IAG and holding community meetings for the Dock Square Garage project. Our concern is for Boston residents, our Greater Boston neighbors, and national and international visitors who require parking to enjoy spending time in our great city. The proposal to eliminate up to 200 spaces for the residents of the building/valet services/mechanical lifts clearly will have a negative impact on tourism and for residents who want to experience Boston's historic treasures. I look forward to hearing from you, Suzanne
2/8/2019	Madeline	Wharton	Beacon Health Options	Oppose	Downtown Boston faces a critical parking challenge, and the primary effect this development will have is to drive up parking prices in the area. This will challenge commuters even further, which will in turn add additional burden to the public transit system or even contribute to an inability of unskilled workers to afford to take jobs in the city. Businesses will be negatively impacted.
1/22/2019	Robert	Lauricella	none	Oppose	The donut scheme is the least destructive to Quincy Market Leave the brick on the existing garage. The new cladding looks like the way architects destroyed the scale of main street in the 1950' by covering pedestrian scale fenestration with large elements that dwarf the pedestrian. Are all the architects who remember the 50's dead. Don't young architects' read. The scheme has gotten better from the first proposals.
1/8/2019	Alex	Goldstein		Support	YES
1/8/2019	Beatrice	Nessen	Ms.	Oppose	The design and scale of this proposed project is totally out of keeping with the historic character of its neighbors. The proposed design is totally out of keeping with the abutting "Haymarket" buildings , Fanueil Hall market place, and the the Blackstone Block Protection area. Granting the site a PDA would exempt the proponent from existing zoning and give the developer free range to proceed with this design that is totally incompatible with the historic area in which it is located. Some may consider the PDA as spot zoning.



CITY OF BOSTON

THE ENVIRONMENT DEPARTMENT

Boston City Hall, Room 709 • Boston, MA 02201 • 617/635-3850 • FAX: 617/635-3435

February 22, 2018

BOSTON LANDMARKS COMMISSION

Michael Sinatra, MPA
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square, 9th Floor | Boston, MA 02201

RE: Dock Square Garage – Planned Development Area

Dear Mr. Sinatra:

Staff and Commissioners of the Boston Landmarks Commission (BLC) have reviewed the Planned Development Area (PDA) submitted for the Dock Square Garage project referenced above and have the following comments:

Thank you for the opportunity to comment on the Dock Square Garage, a proposal to renovate an existing garage and add residential units above. Staff commends the addition of residential units downtown, which has great potential to transform an important and vibrant area of downtown Boston.

The existing Dock Square Garage sits on one of the most historically significant locations in the City, near the confluence of the Boston waterfront, the Rose Kennedy Greenway, and the North End neighborhood. The site is also surrounded by recognized Boston Landmarks, including the U.S. Custom House, Quincy Market, Faneuil Hall, and the Blackstone Block, as well as the North and South Market Buildings, which are pending Boston Landmarks.

The current proposal for the Dock Square garage preserves the existing garage, which is a remnant of the bygone Central Artery, since supplanted by a beautiful, active park. The current and proposed Dock Square Garage, which offers the public nothing more than parking spaces, separates the adjacent historic resources, the Greenway, and the North End neighborhood, and it blocks connections and views among these cultural resources. The stacking of an additional structure on top of the garage will further block views of the Custom House tower from the Greenway and North End.

Staff recommends the demolition of the existing garage. There is no valid reason it should be preserved. Above-grade parking is a poor use of this significant parcel. Staff recommends necessary parking be moved below-grade, which would free surface space for active uses, including open space, retail, residential, hotel, and office development. The development proponent would then have increased flexibility to create a unique, dense, vibrant, mixed-use structure on this important site without the adverse impact on heritage resources.

Rowes Wharf and Post Office Square offer a couple local development examples in which parking is strategically located below grade to facilitate open, mixed-use, vibrant active spaces above grade. Active use, particularly open space, would enhance access to the important cultural resources surrounding Dock Square Garage site and enhance the heritage and recreational experience for visitors, residents, retailers, and others.

The Dock Square Garage PDA has the potential to facilitate access, connections, and views of its significant, historic, and popular surroundings. Staff and Commissioners of the Boston Landmarks Commission strongly recommend alternative development schemes that eliminate above-grade parking, open up the site to active uses, and honor the surrounding historic landmarks.

Please do not hesitate to contact BLC staff at (617) 635-3850 if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'Todd Satter', with a long horizontal line extending to the right.

Todd Satter
Staff Architect



Michael Sinatra <michael.a.sinatra@boston.gov>

Dock Square Garage

1 message

Ben Butcher

Sat, Mar 9, 2019 at 5:03 PM

To: "michael.a.sinatra@boston.gov" <michael.a.sinatra@boston.gov>

Dear Mr. Sinatra

I have only recently been made aware that your organization was soliciting comments on the proposed renovation/expansion of the Dock Square Garage. In reviewing the web site for the project, I note that I may have missed the deadline for such comments. My hope is that this email will nonetheless, be considered as a part of the public commentary on the project.

I both live and work in the City of Boston - my wife and I reside on Union Wharf and my company is headquartered at One Federal Street. My daily walk to and from work takes me by the Dock Square Garage twice a day.

Given this familiarity with the Garage, I recognize two important facts:
The Garage's parking spaces are an essential feature in serving both residents of and visitors to our City.
The current structure is a relic of a by-gone era when the elevated expressway largely hid it from view.

My business career has been spent almost entirely in the field of real estate. More importantly, my favorite form of artistic expression is architecture. The architecture found in Boston ranges from the outstanding (the Hancock, the Public Library) to the forgettable (the 'Brutalism' of City Hall).

The existing Garage unfortunately tends towards the latter end of the spectrum. With the removal of the elevated I-93 and the beautiful development of the Rose Kennedy Greenway, this has become all too evident.

The proposed redevelopment will provide another element of beauty along the Greenway, while maintaining the vital parking spaces.

Sounds like a win-win to me.

Sincerely,

Ben Butcher
CEO
STAG Industrial

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Michael Sinatra <michael.a.sinatra@boston.gov>

Fwd: Dock Square Garage

1 message

Jeffrey Moore

Tue, Mar 5, 2019 at 10:44 AM

To: "michael.a.sinatra@boston.gov" <michael.a.sinatra@boston.gov>

Michael,

I am writing to you today in support of the redevelopment of the Dock Square Garage. The garage serves as a meaningful purpose to a city in which parking is limited, however being along the Rose Kennedy Greenway and at the entry point to one of the City's most visited areas it is time for this utilitarian parking garage to be redeveloped and enlivened for the betterment of the city, its residents and those that visit.

Additionally with being a resident of the North End for 14 years and with three young children, I appreciate the effort in the design process of the building to protect against shadows on the North End parks and along much of the Greenway.

In closing this is a much needed redevelopment of a monstrous brick structure that currently only serves as a parking structure. The addition of residents, keeping men and women of Boston's trades at work, addition of retail and the activation of this area is the reason why I urge you to support this proposal.

Sincerely,

Jeffrey C. Moore

61 Prince Street – 4B
Boston, MA 02113



Michael Sinatra
Project Manager
Boston Planning and Development Agency
1 City Hall Square
Boston, MA 02201

Re: Dock Square Comment Letter Response

Dear Mr. Sinatra,

We received and reviewed the comments related to the proposed redevelopment of the Dock Square Garage and wanted to respond to the letters sent by the Boston Landmarks Commission and the Boston Preservation Alliance (BPA).

We appreciate the time the Landmarks Commission and BPA took to review our proposal and participate in the process by sending thoughtful letters related to our project. We, too, believe the project will vastly improve the vitality of the area, especially along the Rose Kennedy Greenway. We also agree that the Dock Square Garage is significantly located, close to Faneuil Hall, the Greenway and the North End neighborhood.

While the garage has no historic significance and is not in an area governed by Landmarks, we would like to respond and explain the need to maintain the parking structure and our desire to vastly improve the existing garage with the redevelopment project, as proposed.

The proposed redevelopment of Dock Square has participated in a rigorous community process, with numerous meetings held with our direct abutters, including the merchants and General Manager of Faneuil Hall Marketplace, among other neighbors and community organizations. While Faneuil Hall is a worldwide tourist destination and historic resource, it is also a regional one. Therefore, the number one concern of the merchants that operate daily, is the uninterrupted access to parking at Dock Square Garage for their visitors. Garage operation and statistics support that the majority of users are unique on a daily basis, which confirms the fact that the garage is a regional draw for people coming to explore the area's various resources including Faneuil Hall, The Freedom Trail and The Rose Kennedy Greenway. Further, we received extensive feedback from North End residents that the garage is an important neighborhood resource, especially during snow storms or special events. Overwhelmingly, we heard from the Faneuil Hall merchants that the closing of the garage would be catastrophic and we heard from the community that the parking needs to stay. We think they would disagree with the sentiment that the need for uninterrupted parking is "short-sighted."

We do not agree with the Boston Preservation Alliance that the current garage building is "innocuous" and would encourage a walk around the garage at night, where all sides present a stark, uninviting and potential dangerous situation for pedestrians. Our goal to activate the site, while protecting the parking, will be achieved with new retail along the Greenway (as recommended by various community members), dramatically improved streetscape, landscape and

sidewalks and most significantly, over 200 new residents to energize the area. The thoughtful design on the re-cladding of the garage will certainly improve the existing brick monstrosity and the iconic addition above will add to, not take away from, Boston's diverse skyline.

Based on feedback and suggestions from various organizations and agencies through the process, we have adjusted our design to accommodate a potential carless future and are able to convert the existing garage floors to commercial use. The proposed redevelopment will meet or exceed the sustainability standards of Boston and the US Green Building Council.

We would also be remiss not to mention the new housing this project will create, helping the city realize the housing goal, with the addition of 33 affordable units. This project is in line with the vision outlined in the Greenway District Planning Study Guidelines, appropriately activating the Greenway with new residents and new retail, and improved streetscape to make the Surface Road more inviting to pedestrians. This project will create 250 construction jobs and 20 new permanent jobs and will increase the tax revenue to the city. Also, this project has committed to fund the Greenway Arts Program to bring new art installations to the Greenway, especially on the portion of the park closest to this project, which is a currently underutilized and difficult parcel to activate. Our team plans to be in Boston for the long haul and looks forward to continuing to improve and activate our City for all to enjoy.

A city, even one as old as ours, is a dynamic, constantly evolving place. We appreciate the efforts to protect Boston's historic resources, and this proposed redevelopment does not threaten the historic character of our city. In fact, we believe this project will vastly improve the overall experience in and around one of Boston's most treasured destinations.

Sincerely,



Jonathan Landau
Fortis Development

Jared Alves
Master of Civic Design and Urban Planner
222 North Street #1
Boston, MA 02113

February 19, 2018

Michael Sinatra
Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

RE: Dock Square Garage – January 2019 submission

Dear Mr. Sinatra,

Last April, I criticized the proposal to redevelop the Dock Square Garage. At the time, the project presented little benefit for the public realm while retaining the lion's share of the existing parking spaces. I still want the owners to tear down the garage and restore the 35 buildings and 3 streets that once existed at the site. Yet, such a project is unlikely because driving is cheap, and revenue from the garage is high. So, I called on the City to make the project more palatable by requiring three changes:

- Mandate a redesign that provides significant ground floor retail/restaurant coverage;
- Stipulate a long-term development plan to convert the parking levels into habitable space; and
- Reject the plans to retain the wide garage entrance and bisect the pedestrian plaza with a new car drop-off lane.

During the January 2019 public meeting, the proponent revealed that they had incorporated my recommendations. They added 3,500 sq. ft. of ground floor commercial space facing Surface Road, confirmed that the construction methods will ensure that the parking decks could become habitable space in the future, and showed plans without a slip lane. While the developer should still make the garage entrance safer for pedestrians, **I now support this project.**

At the meeting, I heard from a couple neighbors who remain opposed. They argue that (1) dedicating existing parking spaces to new homes will be a hardship on the Faneuil Hall Marketplace, (2) the new homes will be “luxury” apartments and will not help to solve Boston’s housing crisis, and (3) at 160 feet, the building will block the Custom House Tower and is too tall. I will respond to each of these arguments in turn.

First, Faneuil Hall Marketplace is awash in alternatives to driving. The site has direct connections to the T at the State, Haymarket, Aquarium, and Government Center stations. South Station and North Station are also within a reasonable walking distance. Close by is a major bus hub at Haymarket Station and the commuter ferries at Long Wharf. Three BlueBikes stations surround the Marketplace, with a fourth station coming soon.

This rich array of alternatives ignores one basic point. So long as Faneuil Hall Marketplace has restaurants and stores worth visiting, people will make the trip. Having a Uniqlo, Gap, Clarks, etc. is great for people who live nearby, but we’re walking—not driving—from the North End to shop in them. Visitors come to see Faneuil Hall, eat at local restaurants, and experience the things they can’t find at home. A few dozen parking

spaces will not change that calculation. They already priced in the difficulty of parking in Boston when deciding to drive.

Second, “luxury” is a term without meaning. Every builder will tout their project as “luxury” because that’s the term of choice today. No developer who advertises “decent” or “adequate” projects would be in business for long. Luxury or otherwise, new market rate homes in Downtown Boston are likely to be expensive.¹ We do not expect a new car to cost less than a used one, and the same dynamic plays here. Like a new car, these homes will have all the hot features and amenities. We should not oppose them because they are new. We need all the new housing we can get.

Boston is growing and demand for housing in transit-accessible neighborhoods is particularly high. Without new construction, wealthier people will bid up rents and the sale prices of existing homes—no matter their condition—to live in popular neighborhoods. If demand warranted it, my landlord would gut my apartment—with its baseboard electric heating, scuffed floors, and fixtures dating to a 90s renovation—to match the tastes of people who can pay more for the privilege of living close to downtown. Building these 175 or so new homes cannot alone prevent this renovation, but not building them would hasten the change. Despite opposing claims, adding new homes actually lowers rents in gentrifying neighborhoods.²

Third, while the Custom House Tower is one of my favorite buildings, the skyline of a thriving City is ever-changing. The Tower embodies that process. The federal government erected the 430-ft. tower atop a modest custom house because trade was booming and the feds could ignore Boston’s 125-ft. height limit. Nevertheless, the cityscape changed even when Boston was not growing. The Harbor Towers opened in 1971 and they blocked some views of the Custom House from the water. In 1975, The City tore down the Mercantile Market buildings to create a new park and new views.

Many other contemporary views would not exist had the State not razed half of the North End to build the Central Artery. For that reason, today’s views from Hanover and Salem are not historic. They are also not especially beautiful. The Tower is spectacular, but the garage, highway signs, and traffic lights mar the foreground. Still, the views that I am most concerned about are those seen from a pedestrian walking around the garage today.

In the attached photos from North Street and Surface Road, the garage dominates and only the tiniest glimpse of the tower is visible. Adding any number of floors to the top of the garage would not obstruct this nonexistent view. However, the project would replace the wall of brick-clad concrete and bunker-like window slits. Instead, pedestrians would see shops, larger windows, and six new entrances. These changes would result in more eyes on the street and a far more positive pedestrian experience than the status quo.

I wish this project could restore the fine urban grain that predated the 1950s highway construction. However, the developer cannot warp time, command the state to make driving more expensive, or halt the demand for new homes in Downtown Boston. Given these limits, the City should follow the recommendation of the Impact Advisory Group and approve this project, as revised.

Sincerely,

Jared Alves

¹ Per Boston’s Inclusionary Development Policy, 13 percent of the homes will be income-restricted.

² Asquith B.A., Mast E., Reed D. *Does Luxury Housing Construction Increase Nearby Rents?* November 2018.

Attachment: photos of the Dock Square Garage in February 2019 from North Street and Surface Road



BOSTON PRESERVATION ALLIANCE

February 22, 2019

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The Otis House
141 Cambridge Street
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bostonpreservation.org

Mr. Michael Sinatra
Boston Planning and Development Agency
Boston City Hall
Via email: michael.a.sinatra@boston.gov
Re: Dock Square Garage

Dear Mr. Sinatra,

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.

The Alliance has participated in a number of design review and public meetings as this proposal has evolved. We have provided feedback at those meetings and we submitted formal comments to the BPDA last April strongly opposing the project. We see little in the revised proposal that addresses our previously stated concerns. Though the proposal has been changed, we feel it remains an inappropriate and unacceptable intrusion into this most historically significant area. Indicative of how our organization feels is the fact that when the most recent renderings were shown to our Board of Directors there was a collective gasp and unanimous shaking of heads, even from many architects highly active in new construction in the city. It's inconceivable how such an egregious affront to the central and character-defining historic assets of this city could even be considered by the BPDA.

Let me be clear, we are not advocating to protect a 1970s parking garage. No one particularly likes the garage, but it is relatively innocuous in its historic context -- certainly not contributing to the urban environment but its negative aspects are relatively contained. And down the road, if many predictions hold true and parking demands are less, it can go away and be replaced with something fitting in scale and massing for its historic environment. This proposal, on the other hand, expands a blemish to an outright neighborhood-wide plague, visible from throughout one of the most touristed and photographed areas of the city. It mars iconic views to and from Faneuil Hall and Quincy Market, the North End, the Custom House Tower, the Greenway, and looms over the highly preserved Blackstone Block. And for what gain? What is the public benefit? The debatable, minor enhancements this may make to the public realm over the existing garage are no match for the negative attributes of the

proposal. Additionally, by placing high end housing atop the garage and encasing the garage in screens and new glass, the proponent would effectively remove an opportunity to do something wonderful in this space when the garage reaches the end of its lifespan. We will entomb effectively forever the volume of that garage plus a conspicuous addition – new and old both grossly inappropriate for this location.

At a time when the City of Boston has claimed a commendable new vision for a future that reduces carbon emissions by encouraging walking, bicycling, and mass transit, this proposal is diametrically opposed to the City's broader messaging. Rejecting this proposal is the right thing to do for the Boston's history and environment. If there is insistence of new construction at this location, this garage should be razed, like others around the city, and a new building designed in deference to this historic context, perhaps with parking below. The short-sighted need for uninterrupted parking today should not drive a poor solution Boston will live with for a century, particularly when such a strategy violates the City's own goals of carbon-neutrality and "contextually sensitive development... to affirm each neighborhood's distinct identity", as stated in the *Imagine Boston 2030* document.

The argument that a project of such out-of-place scale and massing is the only proposal that makes economic sense is a false construct that is used to justify far too many projects that negatively impact the unique aspects of the city. What that often really means is that a project of this scale is necessary to support an erroneous assumption by a purchaser of what could be constructed. However it isn't the city's role to facilitate what may have been a poor business decision. It is not the city's responsibility to rectify what may be a financial loss predicated on approval before such approval was given, especially at the expense of some of the city's most valuable historic resources.

While Boston must continue to evolve and grow, abandonment of the city's identity and duty to steward the most central aspects of what makes Boston unique by allowing this project to forward will be a sure sign that we have lost our way. It will be a sign not just to Boston but to the nation. America looks to Boston as a steward of some of the nation's earliest history. This project will indicate our focus is short-sighted and favors the interests of one developer over the good of the city, its residents and visitors, and future Bostonians.

The BPDA has a responsibility to not simply usher projects through to approval but to reject proposals that fail to benefit the greater good. The tower proposal for One Bromfield, for example, was rejected because it was inappropriate for the context of its surroundings. Similarly inappropriate, the Dock Square Garage proposal does not forward the City's environmental goals, adhere to the zoning guidelines, provide substantial affordable housing, or protect one of Boston's most valuable assets- its historic character. If any proposal moves forward at this sensitive site it should be one that can be supported by residents, advocates like the Alliance, and BCDC. This proposal does not have that support.

We strongly urge the BPDA to reject this proposal.

Thank you,



Greg Galer
Executive Director

CC:

Mayor Martin Walsh, City of Boston
Andrea Campbell, Boston City Council
Annisssa Essaibi George, Boston City Council
Michael Flaherty, Boston City Council
Althea Garrison, Boston City Council
Michelle Wu, Boston City Council
Lydia Edwards, Boston City Council
Ed Flynn, Boston City Council
Lynn Smiledge, Boston Landmarks Commission
Rosanne Foley, Boston Landmarks Commission
Elizabeth Stifel, Boston Civic Design Commission
Brona Simon, Massachusetts Historical Commission
Victor Brogna, North End/Waterfront Residents' Association

VICTOR BROGNA
P.O. BOX 130371
BOSTON, MA 02113-0007

February 25, 2019

Michael A. Sinatra, Project Manager
Boston Planning & Development Agency
One City Hall Square, 9th Floor
Boston, MA 02201
michael.a.sinatra@boston.gov

Re: Comments on the Proposed Dock Square Garage Redevelopment in the
Downtown Waterfront – Faneuil Hall Urban Renewal Area

Dear Mr. Sinatra:

Thank you for the opportunity to present my comments on the current proposal for redevelopment at the Dock Square Garage site. After having attended numerous public meetings regarding the initial proposal and later revisions, I firmly oppose the proposal in its current form based upon the irreparable harm it will cause to our physical and cultural environment. I follow my discussion of that harm with a suggestion for a new look at what I and the North End/Waterfront community might support. My reasons for opposing, and my suggestion for an alternate approach, are the following:

1. *The height and massing of the building as now proposed presents a direct and overwhelming negative impact on view sheds from the North End and its Greenway parks.*

The views shown by the attached Exhibit 1 vividly display the massive blocking of view sheds to the Custom House Tower and the downtown skyline which the proposal in its present form would cause. A 'before' and 'after' scenario is presented.

The 'before' is a photograph showing the incomparable view which the North End/Waterfront community and others, including tourists, now enjoy from Greenway Parcel 8, located adjacent to the intersection of Hanover and Cross Streets.

The 'after' is a rendering posted by the developer showing the substantial blocking of those views, also from a Hanover and Cross Street location, by the construction now proposed.

Members of the North End/Waterfront community will tell you to a person how frequently they see delighted tourists taking photos of the Custom House Tower and the downtown skyline from Cross Street, on their way back to the Marriott Hotel or other downtown locations. The delight is not limited to tourists. The North End/Waterfront is the residential community situated closest to the Dock Square Garage site. We share the delight that those views now provide.

The before and after contrast presented by Exhibit 1 tells the story dramatically enough that little else need be said. I add only a quote from the explanation of 'public realm' which appears in Section 1 of Article 28 of the Boston Zoning Code:

"The principle of public realm rests on the belief that the public has a historic, necessary and abiding interest in the way the city develops and changes because cities by their nature and function are public places as well as clusters of private property."

I, together with the North End/Waterfront Residents' Association (NEWRA) seek to assert that historic, necessary and abiding interest which we share in the public realm, by our opposition to the project as proposed. Please be advised that NEWRA, at its monthly meeting on February 14, 2019, voted overwhelmingly to oppose the project in its present form. Comments prior to the vote amply showed that the unacceptable height, massing and resultant view-blocking constituted a major factor in the vote to oppose.

2. *The project as now proposed fails to meet the design requirements of the Greenway District Planning Document and the Greenway District Building Design Guidelines.*

I quote from page 26 of the Greenway District Planning Document of August 2010, where design standards at the Dock Square Garage are specifically addressed:

“The scale and architecture of the existing neighborhood and adjacent landmarks, including Quincy Market, must be respected. This and the desire to preserve and enhance views of the Custom House Tower and to the harbor from City Hall Plaza will dictate massing on this site.”

Clearly, neither the scale nor the architecture of the closest adjacent landmark, Faneuil Hall Marketplace, are respected by the present design. Equally clearly, views of the Custom House Tower are neither preserved nor enhanced.

I was present at a meeting of the Design Review Committee of the Boston Civic Design Commission where the BPDA told the committee that the Guidelines were only guidelines, and need not be observed. One is justifiably left in wonderment with the question why the BRA/BPDA went to the trouble of creating design guidelines in the first place, if they were not intended to be observed. Being less than 10 years old, the guidelines cannot be said now to be out of date.

Just as troubling is the uncertainty as to whom the guidelines will be applied versus who will be exempted from compliance. On what undisclosed basis will the distinction be made? Why should there be any exemption at all? The standards requiring a contextual design, respectful of its historic neighbors, should apply equally to all proponents and their projects. The project as presently proposed should be rejected for failure to meet the design standards.

3. *The proposed project has received a negative evaluation by the Design Review Committee of the Boston Civic Design Commission.*

A consensus was expressed at the December 18, 2018 meeting of the Design Review Committee of the Boston Civic Design Commission, disapproving the current design of the project.

The basis of the disapproval was that the increased height and massing as proposed will create a wall of separation between what is now a continuous historic area from Blackstone Street through to Faneuil Hall Marketplace. One could also add Marshall Street and the area surrounding the Union Oyster House as the beginning of that historic area.

The preservation of building heights in the area has been protected for decades, and should continue to be protected now. In the original Downtown Waterfront – Faneuil Hall Urban Renewal Plan, the maximum building height allowed at the site was 60 feet. The maximum floor area ratio was 6. (Parcel E-8, p. 21 of the Plan.) The current proposal calls for a building height of 160 feet and a floor area ratio (FAR) of 10.2. (Developer's Fact Sheet, para. 6, p. 2.)

An increase in the 60 foot height was allowed when the garage was built, but only to the present 76 feet. Since then, building heights in the area have been carefully restricted, with the result that they do not exceed the modest height set by the garage. The height of the nearby Millennium Bostonian Hotel was held to approximately 74 feet. The height of the Haymarket Hotel on Central Artery/Tunnel Parcel 9 was brought down from 103 feet to 55-60 feet through the successful efforts of the Massachusetts Historical Commission, joined by the Federal Highway Administration.

The entire area is not only of special significance to Boston, it represents an area of significant historical importance to the nation as well. It should continue to be protected by the disallowance of the project presently proposed, where the height is more than 2½ times the original height planned for the parcel, with a consequent increase in FAR from 6 to 10.2.

Current BPDA planners and economic development officers should recognize the soundness of their predecessors' thinking with respect to the preservation of this critically important historic area. We should all be thankful for the restricted heights we now see and enjoy, and we should protect and maintain them to be seen, enjoyed and appreciated by future Bostonians.

3. Underground parking at the garage site should be studied before further action is taken to build on top of the garage.

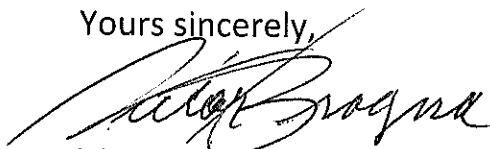
The numerous meetings on the developer's proposal thus far have revealed no detailed investigation of the feasibility of installing underground parking at the site. Underground parking has been successfully installed at numerous other locations in Boston, including in the downtown area. It should be seriously investigated here.

Underground parking would provide the opportunity to remodel the garage structure, or demolish and build a new structure, in either case maintaining a height that preserves views and respects the heights of its neighbors. By following this route, a project might be designed that I and the North End/Waterfront community could support.

In the meanwhile, no further action beyond rejection should be taken on the project. Please recall that at a recent meeting the person presenting on behalf of the developer agreed that the Dock Square Garage was among the highest in the city in terms of the per-parking-space revenue being produced. He did not disagree that, as a result, a no-build alternative would be "feasible." Therefore, no harm will result to the property owner while further proceedings are held in abeyance.

Thank you for considering the issues I have raised, and for your acceptance of this comment letter today.

Yours sincerely,



Victor Brogna

cc:

Mayor Martin J. Walsh, City of Boston
Andrea Campbell, Boston City Council
Annisssa Essaibi George, Boston City Council
Michael Flaherty, Boston City Council
Althea Garrison, Boston City Council
Michelle Wu, Boston City Council
Ed Flynn, Boston City Council
Lydia Edwards, Boston City Council
Andrea Leers, AIA, Chair, Boston Civic Design Commission
Jonathan Greeley, BPDA
Lynn Smiledge, Boston Landmarks Commission
Rosanne Foley, Boston Landmarks Commission
Elizabeth Stifel, Boston Civic Design Commission
Brona Simon, Massachusetts Historical Commission
Geg Galer, Boston Preservation Alliance
Alison Frazee, Boston Preservation Alliance
Senator Joseph Boncore
Representative Aaron Michlewitz

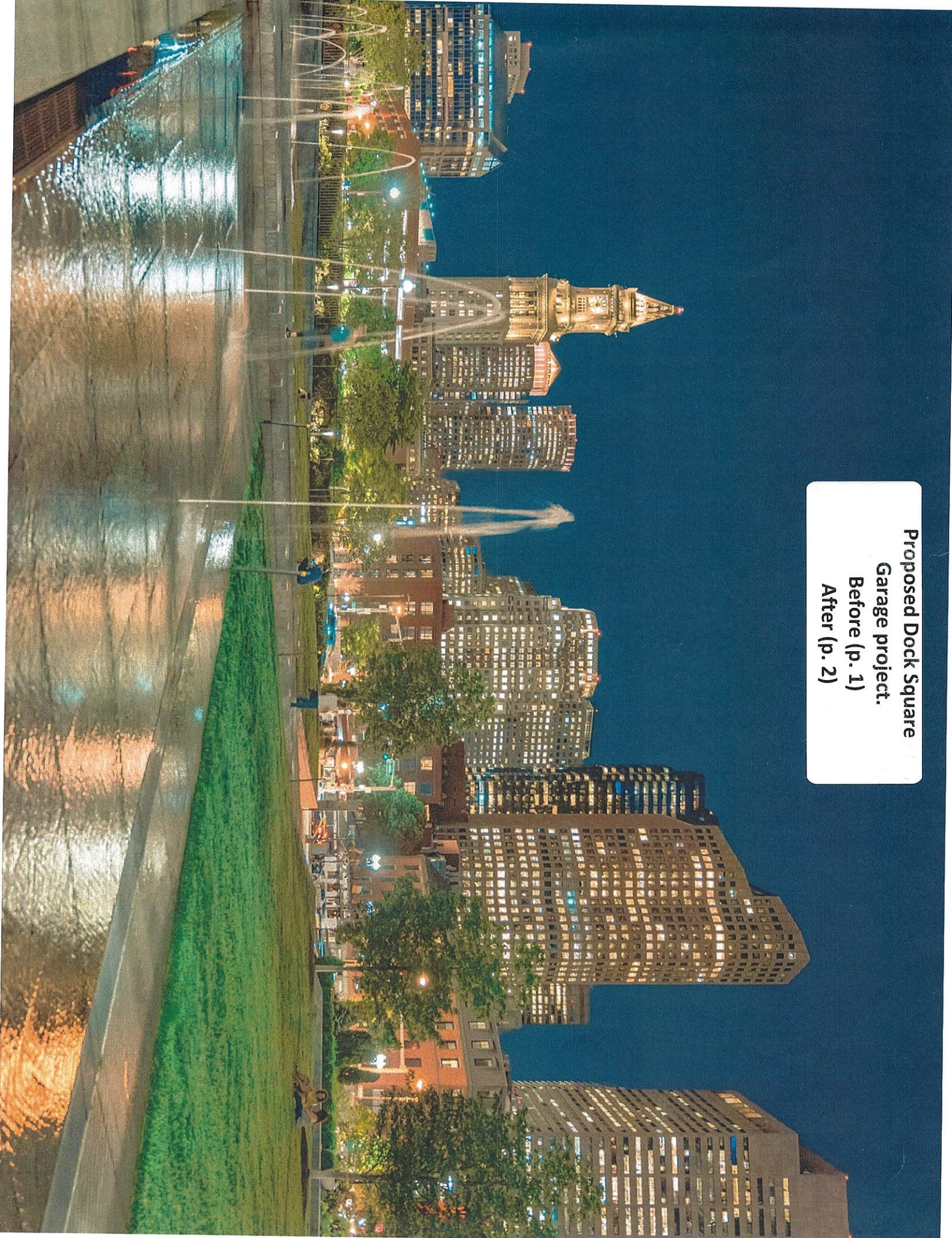
EXHIBIT 1

Blocking of views from Hanover and Cross Street

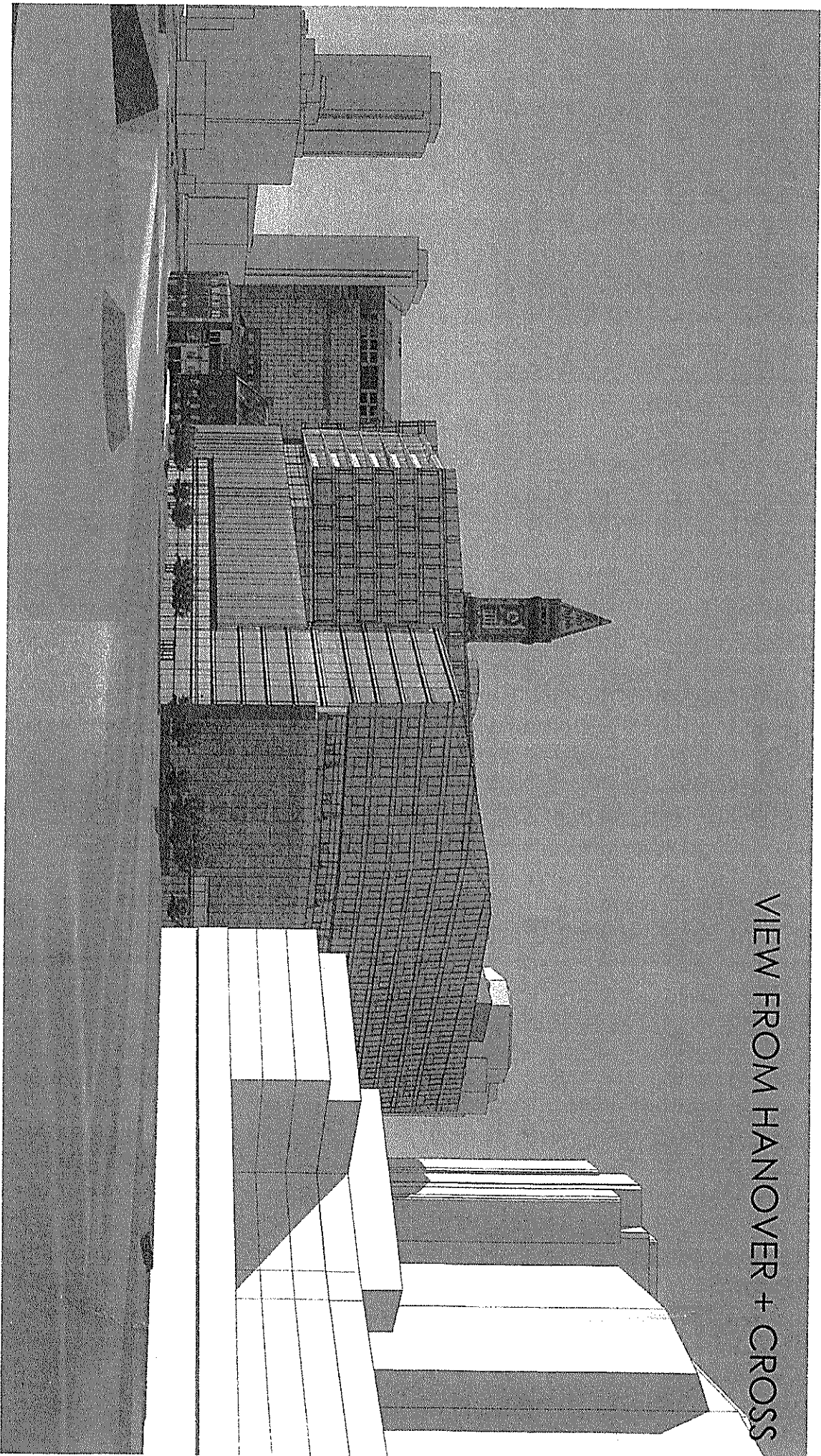
Before – p. 1 (clear views)

After – p. 2 (blocked views)

**Proposed Dock Square
Garage project.
Before (p. 1)
After (p. 2)**



VIEW FROM HANOVER + CROSS



**Boston Water and
Sewer Commission**



980 Harrison Avenue
Boston, MA 02119-2540
617-989-7000

February 11, 2019

Mr. Michael Sinatra
Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Re: Dock Square Garage, Downtown
Planned Development Area

Dear Mr. Sinatra:

The Boston Water and Sewer Commission (Commission) has reviewed the Planned Development Area (PDA) for the proposed Dock Square Garage project located at 20 Clinton Street in the Downtown neighborhood.

The proposed project is located on an approximately 51,027 square feet (sf) site. The site currently contains a seven-story parking structure known as the Dock Square Garage, with 698 parking spaces and 15,000 sf of ground floor restaurant space. The proponent, FPG DS Owner One, LLC and FBG DS Owner Two, LLC (FBG DS Owner, LLC), proposes to build an approximately 220,000 sf, seven-story vertical addition and add approximately 30,000 sf of residential space to the existing floors by a combination of horizontal expansion and conversion of parking area. The project will contain up to 250 multifamily residential units and reduce the parking spaces to up to 650 spaces. The ground floor restaurant space will be reconfigured to 11,500 sf. The site is bounded by Clinton Street to the south, North Street to the northwest and the John F. Fitzgerald Surface Road to the northeast.

The Commission owns and maintains an 8-inch Southern Low PCI water main installed in 1915, a 12-inch Southern High DICL water main installed in 1972, and a 16-inch HPFS DI water main in Clinton Street, a 12-inch Southern Low DICL water main installed in 1976, a 12-inch Southern High DICL water main installed in 1972, a 12-inch Southern High DICL water main installed in 2004 and a 16-inch HPFS DI water main in North Street, and a 16-inch Southern Low DICL water main, a 16-inch HPFS DI water main and a 24-inch Southern High DICL water main, all installed in 1995 in John F. Fitzgerald Surface Road.

For sewage and storm drainage service, the site is served by a 15-inch sanitary sewer that increases to an 18-inch sanitary sewer and a 66-inch storm drain in Clinton Street, a 15-inch



sanitary sewer and a 30-inch by 36-inch and a 42-inch storm drain in North Street, and a 42-inch sanitary sewer and a 66-inch storm drain in John F. Fitzgerald Surface Road.

Water demand and sewage generation estimates were not provided in the PDA.

The Commission has the following comments regarding the PDA:

General

1. Prior to the initial phase of the site plan development, FBG DS Owner, LLC, should meet with the Commission's Design and Engineering Customer Services to review water main, sewer and storm drainage system availability and potential upgrades that could impact the development.
2. All new or relocated water mains, sewers and storm drains must be designed and constructed at FBG DS Owner, LLC's expense. They must be designed and constructed in conformance with the Commission's design standards, Water Distribution System and Sewer Use regulations, and Requirements for Site Plans. The site plan should include the locations of new, relocated and existing water mains, sewers and drains which serve the site, proposed service connections, water meter locations, as well as back flow prevention devices in the facilities that will require inspection. A General Service Application must also be submitted to the Commission with the site plan.
3. The Department of Environmental Protection (DEP), in cooperation with the Massachusetts Water Resources Authority and its member communities, is implementing a coordinated approach to flow control in the MWRA regional wastewater system, particularly the removal of extraneous clean water (e.g., infiltration/inflow (I/I)) in the system. In April of 2014, the Massachusetts DEP promulgated new regulations regarding wastewater. The Commission has a National Pollutant Discharge Elimination System (NPDES) Permit for its combined sewer overflows and is subject to these new regulations [314 CMR 12.00, section 12.04(2)(d)]. This section requires all new sewer connections with design flows exceeding 15,000 gpd to mitigate the impacts of the development by removing four gallons of infiltration and inflow (I/I) for each new gallon of wastewater flow. In this regard, any new connection or expansion of an existing connection that exceeds 15,000 gallons per day of wastewater shall assist in the I/I reduction effort to ensure that the additional wastewater flows are offset by the removal of I/I. Currently, a minimum ratio of 4:1 for I/I removal to new wastewater flow added is used. The Commission supports the policy, and will require proponent to develop a consistent inflow reduction plan. The 4:1 requirement should be addressed at least 90 days



prior to activation of water service and will be based on the estimated sewage generation provided on the project site plan.

4. The design of the project should comply with the City of Boston's Complete Streets Initiative, which requires incorporation of "green infrastructure" into street designs. Green infrastructure includes greenscapes, such as trees, shrubs, grasses and other landscape plantings, as well as rain gardens and vegetative swales, infiltration basins, and paving materials and permeable surfaces. The proponent must develop a maintenance plan for the proposed green infrastructure. For more information on the Complete Streets Initiative see the City's website at <http://bostoncompletestreets.org/>
5. The water use and sewage generation estimates were not provided with the PDA. The Commission requires that these values be calculated and submitted with the Site Plan. FBG DS Owner, LLC should provide separate estimates of peak and continuous maximum water demand for residential, irrigation and air-conditioning make-up water for the project. Estimates should be based on full-site build-out of the proposed project. FBG DS Owner, LLC should also provide the methodology used to estimate water demand for the proposed project.
6. For any proposed masonry repair and cleaning FBG DS Owner, LLC will be required to obtain from the Boston Air Pollution Control Commission a permit for Abrasive Blasting or Chemical Cleaning. In accordance with this permit FBG DS Owner, LLC will be required to provide a detailed description as to how chemical mist and run-off will be contained and either treated before discharge to the sewer or drainage system or collected and disposed of lawfully off site. A copy of the description and any related site plans must be provided to the Commission's Engineering Customer Service Department for review before masonry repair and cleaning commences. FBG DS Owner, LLC is advised that the Commission may impose additional conditions and requirements before permitting the discharge of the treated wash water to enter the sewer or drainage system.
7. FBG DS Owner, LLC should be aware that the US Environmental Protection Agency issued the Remediation General Permit (RGP) for Groundwater Remediation, Contaminated Construction Dewatering, and Miscellaneous Surface Water Discharges. If groundwater contaminated with petroleum products, for example, is encountered, FBG DS Owner, LLC will be required to apply for a RGP to cover these discharges.
8. FBG DS Owner, LLC is advised that the Commission will not allow buildings to be constructed over any of its water lines. Also, any plans to build over Commission sewer facilities are subject to review and approval by the Commission. The project



must be designed so that access, including vehicular access, to the Commission's water and sewer lines for the purpose of operation and maintenance is not inhibited.

9. It is FBG DS Owner, LLC's responsibility to evaluate the capacity of the water, sewer and storm drain systems serving the project site to determine if the systems are adequate to meet future project demands. With the site plan, FBG DS Owner, LLC must include a detailed capacity analysis for the water, sewer and storm drain systems serving the project site, as well as an analysis of the impacts the proposed project will have on the Commission's water, sewer and storm drainage systems.

Water

1. FBG DS Owner, LLC must provide separate estimates of peak and continuous maximum water demand for residential, commercial, industrial, irrigation of landscaped areas, and air-conditioning make-up water for the project with the site plan. Estimates should be based on full-site build-out of the proposed project. FBG DS Owner, LLC should also provide the methodology used to estimate water demand for the proposed project.
2. FBG DS Owner, LLC should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular, FBG DS Owner, LLC should consider outdoor landscaping which requires minimal use of water to maintain. If FBG DS Owner, LLC plans to install in-ground sprinkler systems, the Commission recommends that timers, soil moisture indicators and rainfall sensors be installed. The use of sensor-operated faucets and toilets in common areas of buildings should be considered.
3. FBG DS Owner, LLC is required to obtain a Hydrant Permit for use of any hydrant during the construction phase of this project. The water used from the hydrant must be metered. FBG DS Owner, LLC should contact the Commission's Meter Department for information on and to obtain a Hydrant Permit.
4. The Commission is utilizing a Fixed Radio Meter Reading System to obtain water meter readings. For new water meters, the Commission will provide a Meter Transmitter Unit (MTU) and connect the device to the meter. For information regarding the installation of MTUs, FBG DS Owner, LLC should contact the Commission's Meter Department.



Sewage / Drainage

1. In conjunction with the Site Plan and the General Service Application FBG DS Owner, LLC will be required to submit a Stormwater Pollution Prevention Plan. The plan must:
 - Identify specific best management measures for controlling erosion and preventing the discharge of sediment, contaminated stormwater or construction debris to the Commission's drainage system when construction is underway.
 - Include a site map which shows, at a minimum, existing drainage patterns and areas used for storage or treatment of contaminated soils, groundwater or stormwater, and the location of major control structures or treatment structures to be utilized during the construction.
 - Specifically identify how the project will comply with the Department of Environmental Protection's Performance Standards for Stormwater Management both during construction and after construction is complete.
2. Developers of projects involving disturbances of land of one acre or more will be required to obtain an NPDES General Permit for Construction from the Environmental Protection Agency and the Massachusetts Department of Environmental Protection. FBG DS Owner, LLC is responsible for determining if such a permit is required and for obtaining the permit. If such a permit is required, it is required that a copy of the permit and any pollution prevention plan prepared pursuant to the permit be provided to the Commission's Engineering Services Department, prior to the commencement of construction. The pollution prevention plan submitted pursuant to a NPDES Permit may be submitted in place of the pollution prevention plan required by the Commission provided the Plan addresses the same components identified in item 1 above.
3. The Commission encourages FBG DS Owner, LLC to explore additional opportunities for protecting stormwater quality on site by minimizing sanding and the use of deicing chemicals, pesticides, and fertilizers.
4. The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission. FBG DS Owner, LLC is advised that the discharge of any dewatering drainage to the storm drainage system requires a Drainage Discharge Permit from the Commission. If the dewatering drainage is contaminated with petroleum products, FBG DS Owner, LLC will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge.



5. FBG DS Owner, LLC must fully investigate methods for retaining stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. The site plan should indicate how storm drainage from roof drains will be handled and the feasibility of retaining their stormwater discharge on-site. All projects at or above 100,000 square feet of floor area are to retain, on site, a volume of runoff equal to 1.25 inches of rainfall times the impervious area. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer.
6. The Massachusetts Department of Environmental Protection (MassDEP) established Stormwater Management Standards. The standards address water quality, water quantity and recharge. In addition to Commission standards, FBG DS Owner, LLC will be required to meet MassDEP Stormwater Management Standards.
7. Sanitary sewage must be kept separate from stormwater and separate sanitary sewer and storm drain service connections must be provided. The Commission requires that existing stormwater and sanitary sewer service connections, which are to be re-used by the proposed project, be dye tested to confirm they are connected to the appropriate system.
8. The Commission requests that FBG DS Owner, LLC install a permanent casting stating "Don't Dump: Drains to Boston Harbor" next to any catch basin created or modified as part of this project. FBG DS Owner, LLC should contact the Commission's Operations Division for information regarding the purchase of the castings.
9. If a cafeteria or food service facility is built as part of this project, grease traps will be required in accordance with the Commission's Sewer Use Regulations. FBG DS Owner, LLC is advised to consult with the Commission's Operations Department with regards to grease traps.
10. The enclosed floors of a parking garage must drain through oil separators into the sewer system in accordance with the Commission's Sewer Use Regulations. The Commission's Requirements for Site Plans, available by contacting the Engineering Services Department, include requirements for separators.



Thank you for the opportunity to comment on this project.

Yours/truly,

John P. Sullivan, P.E.
Chief Engineer

JPS/afh

cc: Jonathan Landau, FPG DS Owner One, LLC and FRG DS Owner Two, LLC
K. Ronan, MWRA via e-mail
M. Zlody, BED via e-mail
P. Larocque, BWSC via e-mail



CITY OF BOSTON

THE ENVIRONMENT DEPARTMENT

Boston City Hall, Room 709 • Boston, MA 02201 • 617/635-3850 • FAX: 617/635-3435

February 22, 2018

BOSTON LANDMARKS COMMISSION

Michael Sinatra, MPA
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square, 9th Floor | Boston, MA 02201

RE: Dock Square Garage – Planned Development Area

Dear Mr. Sinatra:

Staff and Commissioners of the Boston Landmarks Commission (BLC) have reviewed the Planned Development Area (PDA) submitted for the Dock Square Garage project referenced above and have the following comments:

Thank you for the opportunity to comment on the Dock Square Garage, a proposal to renovate an existing garage and add residential units above. Staff commends the addition of residential units downtown, which has great potential to transform an important and vibrant area of downtown Boston.

The existing Dock Square Garage sits on one of the most historically significant locations in the City, near the confluence of the Boston waterfront, the Rose Kennedy Greenway, and the North End neighborhood. The site is also surrounded by recognized Boston Landmarks, including the U.S. Custom House, Quincy Market, Faneuil Hall, and the Blackstone Block, as well as the North and South Market Buildings, which are pending Boston Landmarks.

The current proposal for the Dock Square garage preserves the existing garage, which is a remnant of the bygone Central Artery, since supplanted by a beautiful, active park. The current and proposed Dock Square Garage, which offers the public nothing more than parking spaces, separates the adjacent historic resources, the Greenway, and the North End neighborhood, and it blocks connections and views among these cultural resources. The stacking of an additional structure on top of the garage will further block views of the Custom House tower from the Greenway and North End.

Staff recommends the demolition of the existing garage. There is no valid reason it should be preserved. Above-grade parking is a poor use of this significant parcel. Staff recommends necessary parking be moved below-grade, which would free surface space for active uses, including open space, retail, residential, hotel, and office development. The development proponent would then have increased flexibility to create a unique, dense, vibrant, mixed-use structure on this important site without the adverse impact on heritage resources.

Rowes Wharf and Post Office Square offer a couple local development examples in which parking is strategically located below grade to facilitate open, mixed-use, vibrant active spaces above grade. Active use, particularly open space, would enhance access to the important cultural resources surrounding Dock Square Garage site and enhance the heritage and recreational experience for visitors, residents, retailers, and others.

The Dock Square Garage PDA has the potential to facilitate access, connections, and views of its significant, historic, and popular surroundings. Staff and Commissioners of the Boston Landmarks Commission strongly recommend alternative development schemes that eliminate above-grade parking, open up the site to active uses, and honor the surrounding historic landmarks.

Please do not hesitate to contact BLC staff at (617) 635-3850 if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'Todd Satter', with a long horizontal line extending to the right.

Todd Satter
Staff Architect



February 25, 2019

Michael A. Sinatra, project manager
Boston Planning & Development Agency
One City Hall Square, 9th Floor
Boston, MA 02201
Via Email: michael.a.sinatra@boston.gov

Re: NEWRA comment letter in opposition to the proposed Dock Square Project

Dear Mr. Sinatra,

I am writing on behalf of the North End/Waterfront Residents' Association (NEWRA) regarding the proposed redevelopment of the Dock Square Garage. At NEWRA's February 14, 2019 monthly meeting the membership voted to oppose the project as now proposed. Prior to the vote, the following points in opposition were raised:

- The height and massing of the proposed building, as shown on the attached 'before' and 'after' photo and rendering, will obstruct views of the Custom House Tower and the downtown skyline, making the structure unacceptable.
- The Greenway District Planning document and Greenway District Building Design Guidelines were discussed and the project's failure to meet the design standards required by those documents was noted with disapproval.
- NEWRA agreed with the Design Review Committee of the Boston Civic Design Commission's disapproval of the project, because the height and massing of the proposed building had the undesirable effect of breaking apart the low-rise historic area that now extends from Blackstone Street to Faneuil Hall Marketplace, thereby creating two separate districts.
- The developers intention of building up to 250 luxury condominiums in the downtown area adjacent to the North End/Waterfront community does nothing to address the lack of affordable housing in the area and was deemed unacceptable and of paramount importance.

During the discussion a NEWRA member who attended the Dock Square Project meeting on February 6 noted that he had asked about the possibility of including underground parking as part of this project. It was noted that parking adjacent to Faneuil Hall is required to serve the needs of the merchants. If parking were put underground, as has been done in several other downtown redevelopment projects, the existing garage might be substantially altered or demolished and replaced by a new low-rise building of more attractive design and acceptable use. His suggestion was summarily dismissed as being too expensive, with no further details given.

NEWRA requests that the developer be asked to pursue an engineering survey and report on the feasibility of underground parking as part of the development plan. We respectfully request that the redevelopment of the Dock Square Garage be put on hold until an underground parking assessment report is complete and reviewed with the community.

Thank you for your attention to community concerns and for agreeing to Victor Brogna's request to file our letter today.

Sincerely,

A handwritten signature in black ink, appearing to read 'Cheryl Delgreco', with a long, sweeping horizontal line extending to the right.

Cheryl Delgreco, president
North End/Waterfront Residents' Association

Dock Square Garage Public Comments via website form 2018-04-18

Date	First Name	Last Name	Organization	Opinion	Comments
2/22/2018	Mary Beth	Sweeney		Oppose	I am in shock that this massive building has gotten this far in development. It is far too close to historic Faneuil Hall. So, school groups, locals, and tourists will be walking down the cobblestones at Faneuil and will look up into apartments??? Furthermore, this building will completely ruin the view from the North End parks of the Greenway, and for that matter, ruin the view of the downtown skyline for the entire North End. Thousands upon thousands of locals and tourists enjoy the Greenway each year and one of its major draws is the amazing view of downtown and the Custom House Clocktower. PLEASE reconsider the height of this building!! It does not have the support of myself and my neighbors in the North End. Thank you, Mary Beth Sweeney
3/7/2018	Robert	Tullis		Oppose	Ugh! It's terrible. Street deadening, and it looks like it landed from Mars, squashing the existing garage which is actually pretty nice as garages go. No contextual approach to the design at all. It emphasizes the super-block nature of the site, which instead the design should be trying to de-emphasize. This is an egregious example of designing for the glamour shot "cover of the Rolling Stone" and not for the human being on the street. undifferentiated elevations (not facades) give nothing for the eye to linger on and the human to relate to. Please stop the madness.
3/14/2018	Charles	McQuillan		Support	As a former resident of the North End, and a proponent of exciting design in Boston, I love what's being suggested for this site! Really interesting reuse of the garage, and I love the stepped form of the residential part of the project. For a site that is so prominent along the Greenway, it's exciting to imagine that the hulking, brick garage will be more imaginative and inviting to passersby if renovated. Great stuff!
3/19/2018	Cyrus	Tehrani		Support	I fully support this project as proposed. We need to be creating dense housing downtown in order to make other neighborhoods more affordable, which will end up reducing displacement in Boston's outlying neighborhoods. The project also creates 25 income-restricted homes, which is an important public benefit along with the market rate housing the project adds. Aesthetically, this is a huge improvement on the current garage. This project will liven up the current area both with its design and with the new residents it will bring to the neighborhood. Please approve this project as proposed.



Martin J. Walsh
Mayor

Article 37 Interagency Green Building Committee

February 28, 2018

FDG DS Owner One, LLC and FDG DS Owner Two, LLC
45 Main Street, #800
Brooklyn, NY 11201

Re: Dock Square Garage, 20 Clinton Street

Dear Jonathan Landau and John Matteson,

The Boston Interagency Green Building Committee (IGBC) has reviewed the Project Notification Form (PNF) submitted in conjunction with this project for compliance with Boston Zoning Article 37 Green Buildings.

The PNF indicates that the project will use the LEED v4 BD+C rating system. Additionally, the project team has committed to:

1. Achieving a minimum green building outcome of 47 confirmed LEED points.
2. Reducing carbon impacts by improving the performance of the all buildings 14.1% beyond code.

The IGBC accepts the rating system selection.

During construction the IGBC has found that many buildings find they are not able to achieve all of the credits they are committed to at the design phase. The indicated 47 confirmed points puts this project dangerously close to below LEED certifiable. The IGBC strongly encourages the project to pursue the 2050 carbon free strategies indicated in the Climate Change Preparedness Checklist, as well the “maybe” credits indicated in the LEED checklist. These include:

- Pursue the 15 maybe points indicated in the Optimize Energy Performance credit through passive strategies and improved envelope performance.
- Pursue the Renewable Energy Production credit. Please include system(s) location, size, and output information along with any related analysis.

Given the importance of this project and the imperative to reduce environmental impacts related to the built environment, the IGBC requests the project team pursue LEED Gold at minimum, and identify any obstacles to earning the necessary credits.

The IGBC requests that your project make full use of utility and state-funded energy efficiency and clean/renewable energy programs to minimize energy use and adverse environmental impacts. Please provide the IGBC information about all assistance and support, including whole building energy modeling, afforded to the project throughout the design process.

Please check the [Article 37 Green Building and Climate Resiliency Guidelines](#) page for updated information. Projects must demonstrate compliance with Zoning Article 37 prior to obtaining building permits. The following documents must be submitted to your BPDA Project Manager and the IGBC for review and approval:

- Design / Building Permit Green Building Report, including an update LEED Checklist, final building energy model, and supporting information as need to demonstrate how each prerequisite and credit will be achieved.
- An Excel (.xls) version of the updated LEED Checklist.
- Updated Climate Change Checklist (please note that new Climate Change Checklist was approved in October 2017 and should be used for your next filing).
- Signed Design Affidavit.

Please respond to IGBC comments within three weeks including timing for the provision of the requested information and items. Please let me know if you have any questions or if I can be of any assistance.

Sincerely,
Benjamin Silverman, LEED Green Associate
On behalf of the Interagency Green Building Committee

Cc: Michael Rooney, BPDA Project Manager



Michael Rooney
Project Manager
Boston Planning and Development Agency
Boston City Hall
One City Hall Plaza, Floor 9
Boston, MA 02201

Dear Michael,

4/27/18

Please accept this as support the proposed redevelopment of the Dock Square parking garage. We feel that it will transform a utilitarian parking garage into a building that deserves its location adjacent to Faneuil Hall Marketplace.

The parking garage is a necessary resource in the Market District. It is an important garage that serves residents, tourists, and employees of surrounding businesses. It is important to us that the garage remain in operation during construction.

We feel this development proposal will add to the Boston housing inventory and assist in adding to the Mayor's goal of 53,000 housing units. It will improve upon the existing streetscape along Surface Road and Clinton Street. It will also add new residents to the Market District that will undoubtedly support the local vendors at the marketplace.

We appreciate the effort that was put in to the design of the building to protect views of the Custom House and prevent shadows where possible.

It was much appreciated that the developers sat down with us and listened to our various concerns, especially keeping the tour bus parking functional during and after construction. We look forward to working with the developers to help mitigate issues.

This project will help Boston to continue its development growth and will serve as a job generator for the next two years and beyond.

We urge you to support this proposal.

Thank you very much.

Sincerely,

Joseph M. O'Malley
General Manager
Faneuil Hall Marketplace

Linda DeMarco
President
FH Merchants Association



Michael Rooney <michael.rooney@boston.gov>

Letter of Support: Dock Square Garage

1 message

Nowak, Christina

Fri, Apr 27, 2018 at 2:58 PM

To: "michael.rooney@boston.gov" <michael.rooney@boston.gov>

To whom it may concern,

As a young professional living in Boston, I am in support of the proposed redevelopment of Dock Square Garage. This garage is an eyesore to the city of Boston, with tour buses often idling along the side of this looming structure.

The proposed redevelopment of the Dock Square parking garage transforms a traditionally utilitarian parking garage with no architectural interest, into a building that deserves its location adjacent to the Rose Kennedy Greenway. The Greenway was a beautiful addition to the world class city of Boston – we should continue to improve upon the surrounding area's aesthetics. The proposed structure is uniquely designed, a welcome renovation to enlighten this section of Boston.

This proposed structure both provides improved function and appearance, as the parking garage is a necessary resource in the Faneuil Hall area (I have used it on several occasions, especially during the winter when parking is difficult to find), while the effort acknowledges the much-needed addition to the Boston housing inventory. This brilliant effort provides construction jobs to the employees of the Boston trades, as well as housing (including 25 moderately priced units per the City's Inclusionary Development Policy), while maintaining parking functionality.

I urge you to approve this project so that we can all witness the transition of a blemish of a building into a new [multi-functional] icon on the Boston skyline.

Thank you very much.

Sincerely,

Christina Nowak



Michael Rooney <michael.rooney@boston.gov>

North End Parking Garage

1 message

Alicia Delgado

Wed, Apr 25, 2018 at 7:54 PM

To: michael.rooney@boston.gov

Dear Michael Rooney,

As a young professional living in the North End, I am in support of the proposed redevelopment of Dock Square parking garage. This garage is left over from the days of the elevated highway, designed for utility not aesthetics. Being that is now a location adjacent from Rose Kennedy Greenway to Quincy Market is a great are to create a transitional space for tourists and residents.

The proposal to re-do the architecture of the garage will be a great improvement and an opportunity to create the needed residential spaces. And, the landscape plan will help break up the monotony of the sidewalk and add some shade to give some relief to the block. I am hopeful that some type of activation will occur within the surface artery side of the garage, with art, or retail space to again improve upon the current sterile environment. Additionally, I am a proponent of the proposed design of the housing above the garage, offering a modern addition, but one that respects the North End park and maintains a view of the Custom House. This project will add to the inventory, potentially freeing up units in the North End, creating a greater opportunity for young professionals like myself to live in the city.

I understand that some residents would like this garage to be demolished and for the developer to start with a clean slate. But, I understand the need for parking spaces, especially in this area, this is why a mix use building would generate more space for the different residents, tourists and professionals in this area.

Feel free to contact me if you have any question.

Best Regards,
Alicia J Delgado



Michael Rooney <michael.rooney@boston.gov>

Dock Square Garage Redevelopment

1 message

Connor Byrne

Tue, Apr 24, 2018 at 2:20 PM

To: michael.rooney@boston.gov

Dear Mr. Rooney,

I am a young professional living in Boston (District 1), writing to you to express my support for the dock square garage redevelopment project. Boston is in the midst of a housing shortage and every unit of new housing, regardless of price, will help to solve this problem. I cannot in good faith oppose any housing project in the city and **I find it hard to believe that elected officials can consciously do the same**. Another problem that currently plagues the city is a lack of parking. I believe public transportation investments (which are best left to a separate discussion) are the solution to traffic issues, however, the existing garage serves a large portion of the North End as well as the Quincy Market area. Thus, it is an important piece of infrastructure that should be left operational for the foreseeable future.

Before analyzing the proposed design, the benefits of this project far outweigh any negatives. For many years, Boston's urban core was gutted with its residential base fleeing for the suburbs. Challenging economic conditions combined with nearsightedness from the then-BRA resulted in scars being torn across our city, dividing neighborhoods and leaving many areas in need of transformation. Fortunately, the tides changed, and Boston has now become an excellent place to work AND live. This demand to be in Boston has left us with the housing shortage that we are currently in as new condos and apartments cannot be built fast enough for the demand. The dock square project is an important piece of this puzzle and would bring housing to an area of downtown that badly needs it.

Now, looking at the design and carefully analyzing its context, I can confidently say that the architects have done a fantastic job respecting the adjacent Quincy Market and improving the streetscape. It's no surprise that, currently, the garage is an eye-sore in an area of the city that should not stand for such lifelessness along the ground level. The form of the new design slopes upward, minimizing its vertical mass. This reduces its visibility from Quincy Market, while the garage portion is re-clad and ground-level amenities added improving the area around the project. It is located north of Quincy Market so shadows are not an issue (unlike the existing 60 State Street tower). The overall design is striking and progressive, but respects its context. For a city claiming to be innovative, I am tired of seeing dull glass boxes being built, and this design is anything but a dull glass box. In my mind, and in the minds of many other people I have spoken to that take interest in the development of Boston, this project will unequivocally improve the area, while at the same time becoming an architectural gem for our city.

Do not let the chance to help solve the Boston housing crisis be squandered. Do not allow yet another wonderful design find its way to the trash heap. We live in a beautiful city, let's continue to push forward!

Sincerely,
Connor Byrne

--

Connor Byrne | [MDS](#) | [Roger Williams University](#) | M. Arch, December 2016



Please consider the environment before printing this e-mail

BOSTON PRESERVATION ALLIANCE

April 13, 2018

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Mr. Michael Rooney
Boston Planning and Development Agency
One City Hall Square
Boston, MA 02201
Via email: Michael.Rooney@boston.gov
Re: Dock Square Garage, Downtown

Dear Mr. Rooney,

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 36 Organizational Members, 104 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.

In reviewing the Dock Square Garage project we are disappointed to find a proposal so insensitive to one of the most historic areas of the city and surprised that it has moved forward into the Article 80 process. We would have expected the Boston Planning and Development Agency (BPDA) to have guided the proponent towards a more appropriate proposal for this historically sensitive site, though perhaps guidance was given but not incorporated. If the proponent had been in contact with the Alliance in advance we would have alerted the team to the serious concerns outlined below. We greatly appreciate the fact that the Boston Civic Design Commission (BCDC) was vocal in the many ways they found the proposal inappropriate and we are aware of strong opposition from the general public as well.

At this stage the Alliance feels that the most appropriate response is for the proponent to carefully contemplate this opposition, develop a new concept and PNF, and to reinstate the Article 80 process with a different proposal that incorporates the feedback they have received. To contribute to that feedback, we present the following challenges and opportunities:

Executive Director

Gregory J. Galer, Ph.D.

Challenges

- The project site is in the heart of Boston's downtown, surrounded by some of our *nation's* most historic buildings and spaces. There are few locations in the city that have a more prominent relationship with Boston's most historically significant places, as the Massachusetts Historical Commission noted during the review process for the adjacent Haymarket Hotel project. The site is

The Otis House
141 Cambridge Street
Boston, MA 02114
617.367.2458

bostonpreservation.org

adjacent to Quincy Market, near the Blackstone Block, in the view shed of the Custom House Tower, and just across the Greenway from the historic North End. Any development on this site must be sensitive to this treasured and valuable historic environment. The current proposal is neither contextual nor appropriate. While the existing garage contributes very little to the urban realm, its presence also does not detract from it. The proposal is overwhelming, distracting, and visually incongruent and we feel would not be a benefit to the historic urban landscape.

- We are beginning to see a trend of glassy box additions atop existing buildings. The Congress Square project, for example, adds a glass addition to a historic building not far from this site, although in the far more visually constrained and congested Financial District. While we feel this approach can succeed in certain, infrequent scenarios, it is not a precedent or a regular methodology that would be advantageous for the city. We strongly advise the BPDA to discourage large, glass additions to existing buildings, especially very prominent and visible buildings like Dock Square Garage. We do not want to be a city of either planar or wildly-shaped “glass hats.”
- There are existing zoning regulations and guidelines in place to which new development should adhere. This project site falls within the Greenway Overlay District which includes Building Design Guidelines (Section 49A-7) which this proposal clearly violates. The site is also within the Markets Protection Area which restricts building height to 65’ and FAR to four. Though the current garage is already slightly above those restrictions, the proposal more than doubles those limits which is unacceptable. We encourage the BPDA to reject proposals that so blatantly violate local guidelines and protection area restrictions. The heights proposed are far in excess of what is appropriate or allowable for this site.
- We wholeheartedly disagree with statements in the proponent’s PNF that the proposal “respects the scale and architecture of the existing neighborhood and adjacent landmarks” and “preserves views to the Custom House Tower.”

Opportunities

- Though there is an inventory form for the garage in the Massachusetts Cultural Resource Information System, we do not feel that the current structure is or will be historically significant, nor does it currently contribute to the character, history, or sense of place of its historic surroundings. Therefore, we do feel that there is an opportunity at this site to create a new presence that would connect Quincy Market to the historic Blackstone Block, the Greenway, and the North End, consistent with the Greenway District Guidelines. With an abundance of pedestrian activity and vibrancy surrounding this site, there is opportunity to make a connection with the north façade of Quincy Market, possibly allowing for more permeability to the market

building in the future. Where the parking garage currently presents a flat, expressionless face on all fronts, perhaps a new or redesigned building could communicate with its neighbors on all sides. In those goals we agree with the proponent. However, we feel that the proposal does not accomplish these goals and is a missed opportunity to significantly improve this site in meaningful ways.

- We recognize the many physical and structural challenges of redeveloping a parking garage. However we also feel that adding extensive height to facilitate private, high end residential and the many negative elements it introduces in this historic area is not offset by anything close to equivalent public benefit.
- While we understand the current demands for parking in the Downtown area, we would like for the developer to explore and present any opportunities to replace the current garage with a new building that includes underground parking, or significantly fewer parking spaces. Ideally this location would include public spaces, restaurants, and/or retail on at least the first and second floors throughout the building to better participate in its urban environment. We urge the BPDA to require the proponent to explore other options for this site that contribute more to the city than what is currently proposed.

While there are clearly a number of failures in this proposal, we look forward to a revised concept that takes into consideration the concerns and recommendations of the community, BCDC, and the BPDA. As stated, we feel that the proponent should abandon this proposal and return at a later date with a new, revised proposal. Otherwise, we strongly urge the BPDA to extend the Article 80 process and postpone the comment deadline so that the proponent may present revisions for public feedback.

We look forward to continuing the dialogue about this important site.

Thank you,



Greg Galer
Executive Director

CC:

Brona Simon, Massachusetts Historical Commission
Rosanne Foley, Boston Landmarks Commission
Victor Brogna

Jared Alves
Master of Civic Design and Urban Planner
222 North Street #1
Boston, MA 02113

April 9, 2018

Michael Rooney
Senior Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

RE: Dock Square Garage

Dear Mr. Rooney:

The Dock Square Garage is a 1970s throwback to a time when vacant lots and garages lined both sides of the elevated highway. With the highway gone and Greenway in bloom, these lots are now contributing to the revival of Boston by helping to meet the considerable demand for housing, offices, and retail/restaurants. These changes are welcome and overdue, but this proposal is deficient.

The applicant employs fashionable sustainability language (LEED certifiable construction, adherence to Smart Growths standards, etc.) and claims that it will remedy an “inactive edge in an otherwise active corridor” by “invigorat[ing] the site itself and enhanc[ing] the experience of the surrounding area.” These are grand words, but they do not match the proposal.

Ground floor activation through retail/restaurant uses is essential to invigorating the streetscape. However, the applicant does not propose any new ground floor uses, and actually proposes to shrink the current restaurant by 46 percent. If built as proposed, people walking along Clinton, North, and John F. Fitzgerald Surface Road will still confront a deadening, multi-story garage wall—no matter the style of new cladding or window boxes proposed to cover the existing façade. Leaving the ground floor inactive is not part of the City’s vision for the parcel.

The City identified the intersection of Clinton and the Surface Road as a “critical juncture” that needs a restaurant/retail use in this parcel “to strengthen connectivity between the parks and Quincy Market.”¹ Unfortunately, the applicant proposes no such use and instead retains a three lane garage entrance that is inhospitable to people walking along Clinton Street. Further, the applicant argues that bisecting the pedestrian plaza at the intersection of North and Clinton Streets with a new residential pick-up/drop-off lane will somehow make the space “more welcoming and usable to the public” as opposed to less accessible and encircled by vehicular traffic.

The reason for failing to design an active ground floor for the building is that the applicant intends to retain 682 of its existing 698 parking spaces. This substantial number of spaces has little connection to the 195 residences proposed to top the structure. As even the applicant notes in the Project Notification Form, the City has set a maximum of 0.5 to 1 parking spaces per residence in this district. Even if the residences claimed the 195 spots at the high-end of that range, the 8,000 sq. ft. restaurant would certainly not need the remaining

¹ Greenway District Planning Study Use and Development Guidelines, August 2010.

487 parking spaces. Surely, a creative engineer could find a way to squeeze in active ground floor uses—even if the bays are shallow—at the cost of some of those surplus parking spaces.

In particular, sacrificing a handful of parking spaces on the Surface Road side of the garage would leave room for retail/restaurant space(s) to front the Greenway. The partially below grade and unused space at the corner of North Street and Surface Road should also serve as a retail/restaurant space. In addition, the existing restaurant needs a second entrance capping Blackstone Street to further maximize activity on the North Street side of the building. These are small ways to make preserving nearly 700 parking spaces more palatable.

Still, reducing the number of parking spaces downtown, where alternative transportation options are abundant, remains an essential way to decrease greenhouse gas emissions. According to a November 2017 article in the *Boston Globe*, transportation emissions now account for 40 percent of our Commonwealth's greenhouse gas emissions. Massachusetts has set goals of reducing greenhouse gas emissions by 25 percent below 1990 levels by 2020 and by 80 percent by 2050. Governor Baker and Mayor Walsh have committed to these goals and have both signed onto the Paris Climate Agreement. The City of Boston has also called for “dramatic mode shifts” away from cars and towards sustainable transportation in Go Boston 2030.

Building to LEED standards is not enough, because retaining a tremendous number of parking spaces will simply encourage continued car usage and outweigh any benefits from the efficient energy usage of the building itself. Moreover, the recent flooding in the Seaport, North End, and West End demonstrate that climate change is occurring now and that meaningful action to discourage driving is needed today.

Drivers want to park downtown, but the Planned Development Area process affords the City the opportunity to decide the best uses of land in return for substantial zoning relief. Retaining the lion's share of this garage in such a prominent parcel is not the best use of the land and hardly represents the transformation, invigoration, and benefits that the applicant contends will come from this project. Instead of accepting this proposal, the City should:

- Mandate a redesign that provides significant ground floor retail/restaurant coverage;
- Stipulate a long-term development plan to convert the upper parking decks into habitable space; and
- Reject the plans to retain the wide garage entrance and bisect the pedestrian plaza with a new car drop-off lane.

The proposed height is acceptable in a downtown neighborhood and including residences that range in size from studios to four bedrooms is welcome. However, without substantial changes to the ground floor, the City must oppose this project.

Sincerely,

Jared Alves



Michael Rooney <michael.rooney@boston.gov>

dock square garage projectg

1 message

Archrml1

Thu, Mar 29, 2018 at 2:06 PM

To: Michael.Rooney@boston.gov

I tried to comment on this project earlier but I don't think I got through.

I find this project objectionable on many counts.

The decorating of the existing garage in vertical panels does not enhance the pedestrian scale of the building. It does the exact opposite by creating a larger scale quality to the base.

The brick base obviously is more pedestrian oriented and also more "familiar" to the area.

This concept of introducing foreign elements for no purpose other than to be different, is an advertising gimmick and has no place in this location next to quincy market..

This confirms the statement. Is nothing sacred.

The top of this building continues this philosophy of "look at me"

The fact that the tallest part of the building is closest to quincy market even at the expense of decreasing their own sunlight into their own rooms demonstrates to what extent this building want to Scream for attention.

It seems that we should have learned something from "Learning from Las Vegas" that replicating it at the expense of authentic pedestrian experience is not good planning and certainly not good urban design.

I can not believe that the design review process of the BPDA would allow this project to get this far. I realize that design has been downgrading at the BPDA but Isn't anyone concern with urban design.

It doesn't appear so.

Robert Lauricella

Hello Mike: Thanks for your response. I am assuming that this this is going forward in some form, so here is my comment.

Rather than the various heights and recesses that are in the design, **build straight up from the garage using the entire length and width of the building.** Take advantage of the gain in floor space on each level (with atriums and other features for sunlight) and use that gain to knock down the height. Add roughly 4 full floors using the entire area (they would need to be slightly recessed, most likely). **I don't know the measurements of the building, but I am willing to bet that the total square footage of 4 additional full floors would roughly equal what is in the design.** On top of the building, be creating and build beautiful roof area (both from the street and from the roof) that will be appreciate by both neighbors and tenants.

On top of that, I would say try to find a way to make the upper and lower halves of the building more consistent in appearance.

Lastly, I would say to be honest in the design about the size and scope of the building and don't try to hide it with "tricks" for the eye.

Thanks for listening.

Joe



Michael Rooney <michael.rooney@boston.gov>

Fwd: A Shadow on the Custom House Tower

Victor BrognaTo: michael.rooney@boston.gov, Ann DeLuca
, Sal Whooley

Tue, Mar 6, 2018 at 5:19 PM

, Tenant Association Mercantile
, Steven Vilkas

----- Forwarded message -----

From: **Victor Brogna**

Date: Tue, Mar 6, 2018 at 5:16 PM

Subject: A Shadow on the Custom House Tower

To: Michael Christopher <michael.christopher@boston.gov>



Hello Michael,

This is the rendering I mentioned when we spoke at the Winthrop Square Garage meeting last evening. It comes from the BPDA's email notice of a public meeting on the proposed Dock Square Garage project to be held in the Piemonte Room on March 13 from 6:00 to 8:00. I received the email on March 1.

As I mentioned last evening, the proposed addition to the garage casts a large shadow on the Custom House Tower. Additionally, the rendering shows the entire existing brick garage being re-clad in a non-bricklike material. I had recalled reading somewhere that the material was proposed to be glass, but here it appears to be some sort of a tile-like material.

Last evening I mentioned that the brick garage as it now exists is respectful of its close neighbor, Faneuil Hall Marketplace. The North Market Building, just across the relatively-narrow Clinton Street, is all brick. Brick is contextual relative to its surroundings, whereas tile is not. Personally, I can't understand why anyone would want to change the pedestrian experience at street level from contextual brick to non-contextual tile. It seems to me that, as has been done successfully on other downtown buildings, the brick garage could be treated as the existing podium on which the new tower of modern design could be built, leaving the street level pedestrian experience unchanged.

I also mentioned that, if the expense of re-cladding the garage were to be eliminated, there would be a construction cost saving. To the extent that the currently proposed height of the building is dictated by the need to produce the income necessary to recover construction costs, a reduction in construction costs could result in a reduction in the height of the

5/8/2018

City of Boston Mail - Fwd: A Shadow on the Custom House Tower

new tower. A reduction in height would have the beneficial effect of reducing the shadows cast on the Custom House Tower.

These are my current thoughts on the project, which I hope you can pass on to the BPDA staff which will be involved in design review during the Article 80 process. I am looking forward to the public meeting on March 1, and learning more about the details of the project.

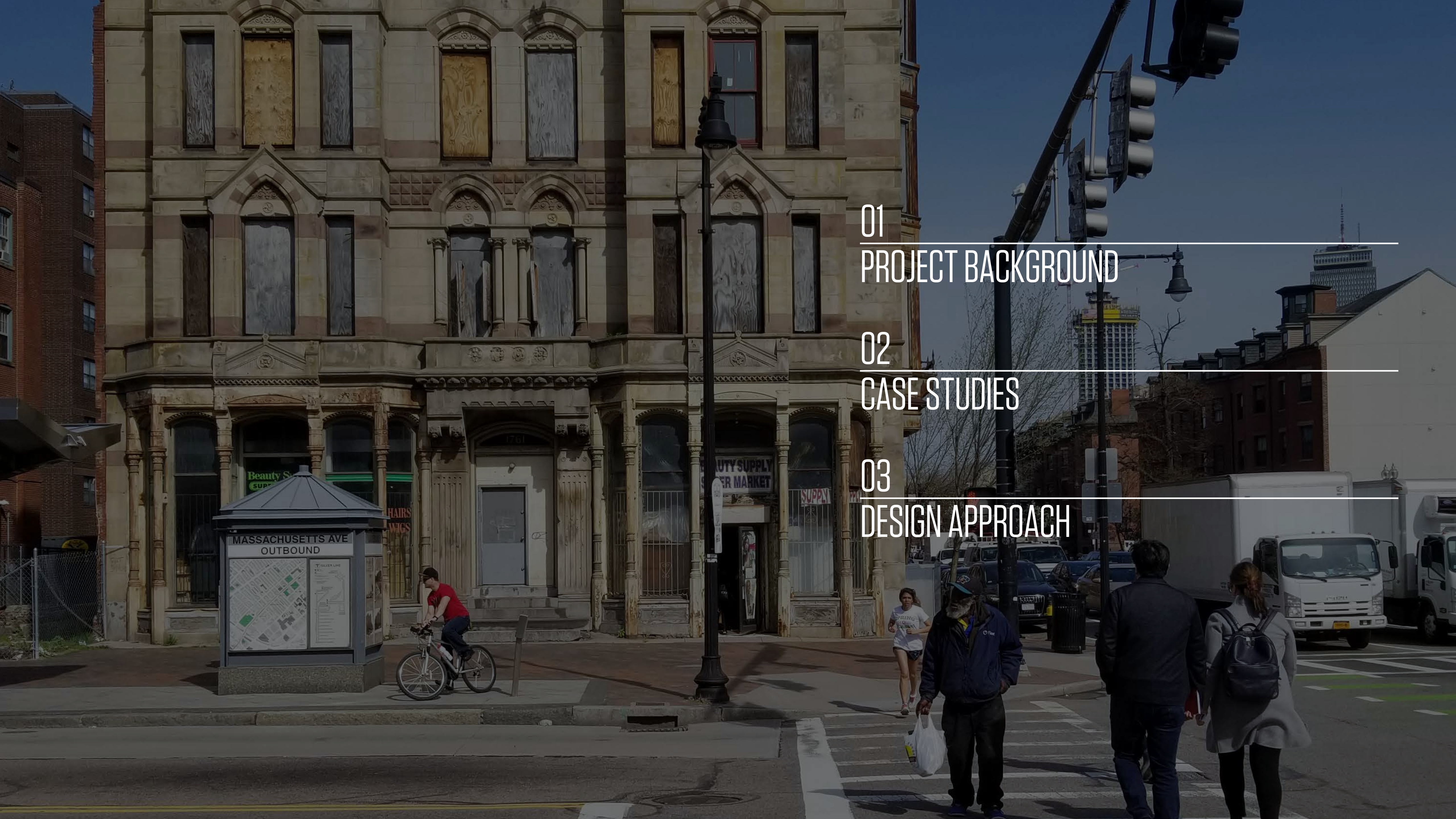
Victor

1767 WASHINGTON ST

Public Presentation | March 11, 2019

ALEXANDRA PARTNERS, LLC





01
PROJECT BACKGROUND

02
CASE STUDIES

03
DESIGN APPROACH



01

PROJECT BACKGROUND

PROCESS

BPDA AND PUBLIC MEETINGS

BPDA MEETINGS

BPDA Preservation Planner

June 27, 2018

BPDA Preservation Planner, SELDC Commissioners

July 10, 2018

BPDA Director of Development Review, Staff

July 17, 2018

SELDC Advisory

August 7, 2018

BPDA Project Manager, Staff

September 11, 2018

BPDA Pre File

September 20, 2018

EPNF Submission

November 30, 2018

BCDC Presentation & SELDC Presentation

December 4, 2018

BPDA Scoping Session

December 17, 2018

PUBLIC MEETINGS

Worcester Square Area Neighborhood Association, Hurley Blocks, Mandela Residents Cooperative Association, South End Forum

July 10, 2018

South End Forum

September 11, 2018

Chester Square Neighbors

October 3, 2018

Councilor Kim Janey, District 7

October 10, 2018

Washington Gateway

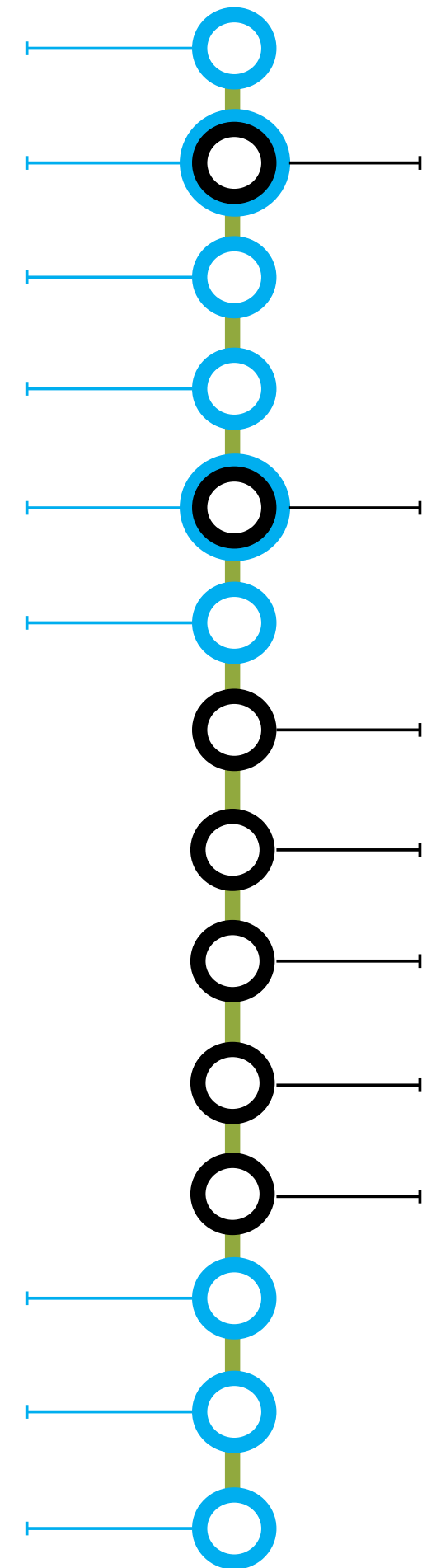
October 17, 2018

Worcester Square Association

October 23, 2018

Blackstone/Franklin Neighborhood Association

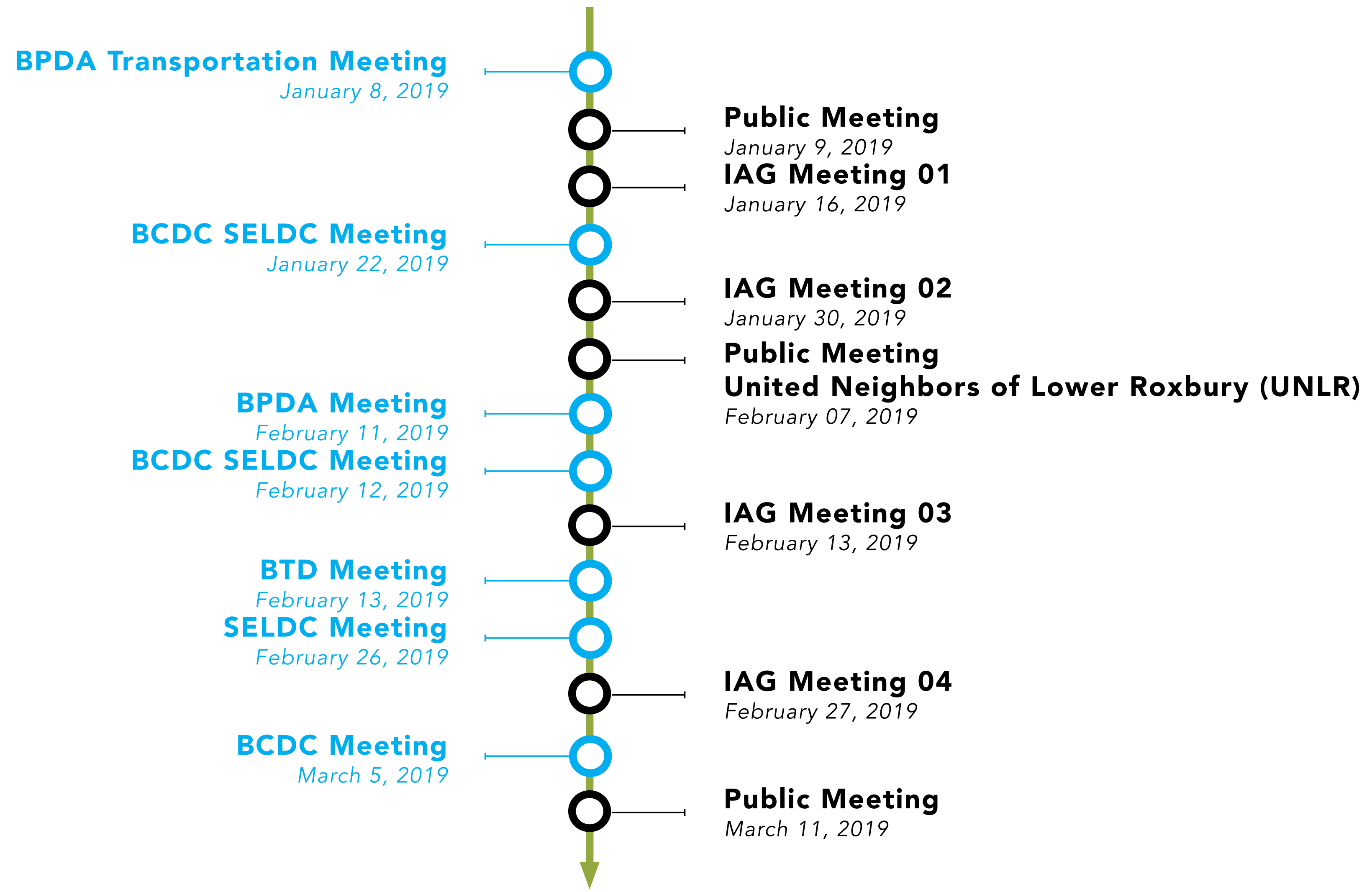
November 13, 2018



continue next page

PROCESS

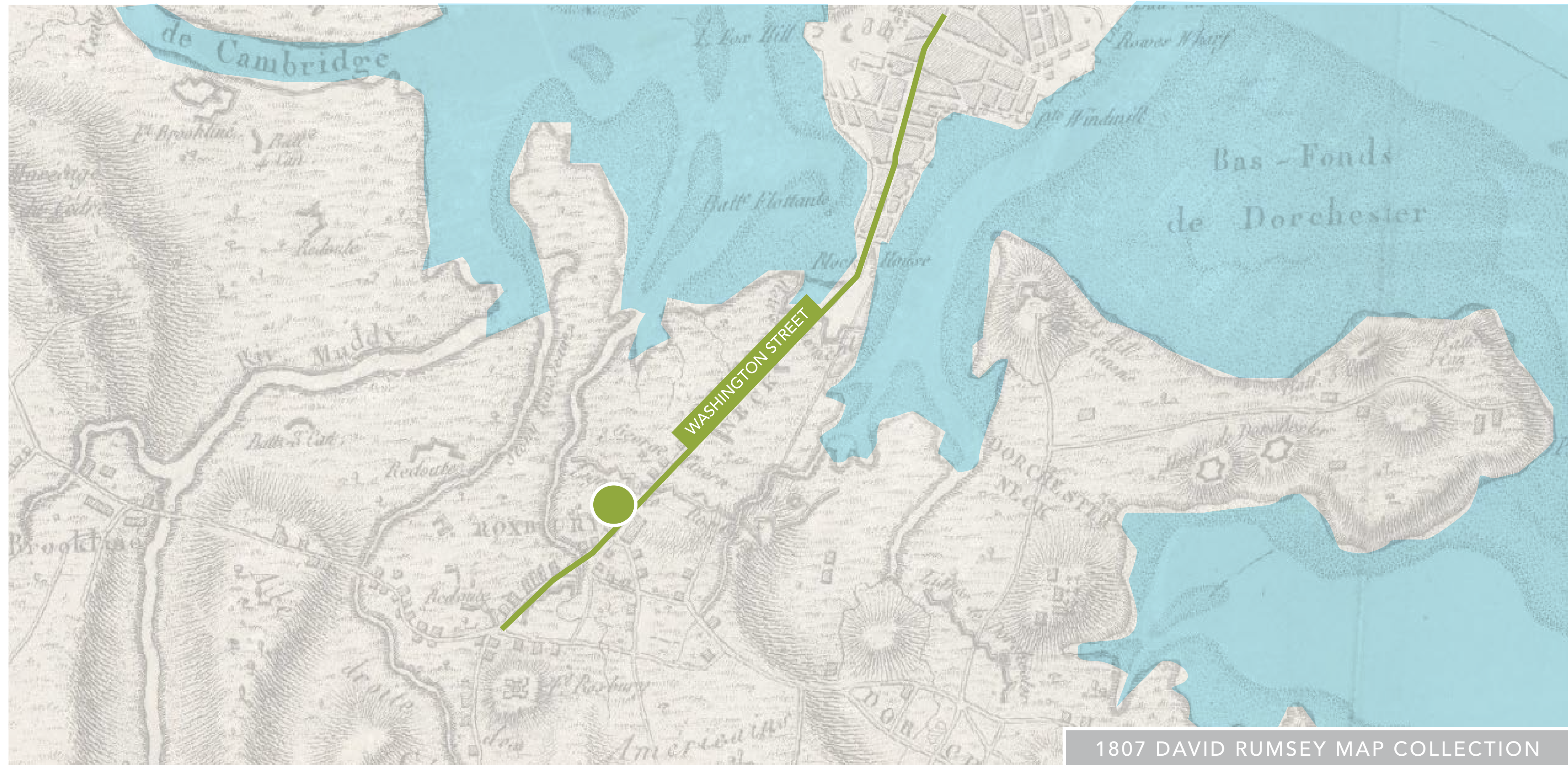
BPDA AND PUBLIC MEETINGS



WASHINGTON STREET

HISTORIC // SIGNIFICANT

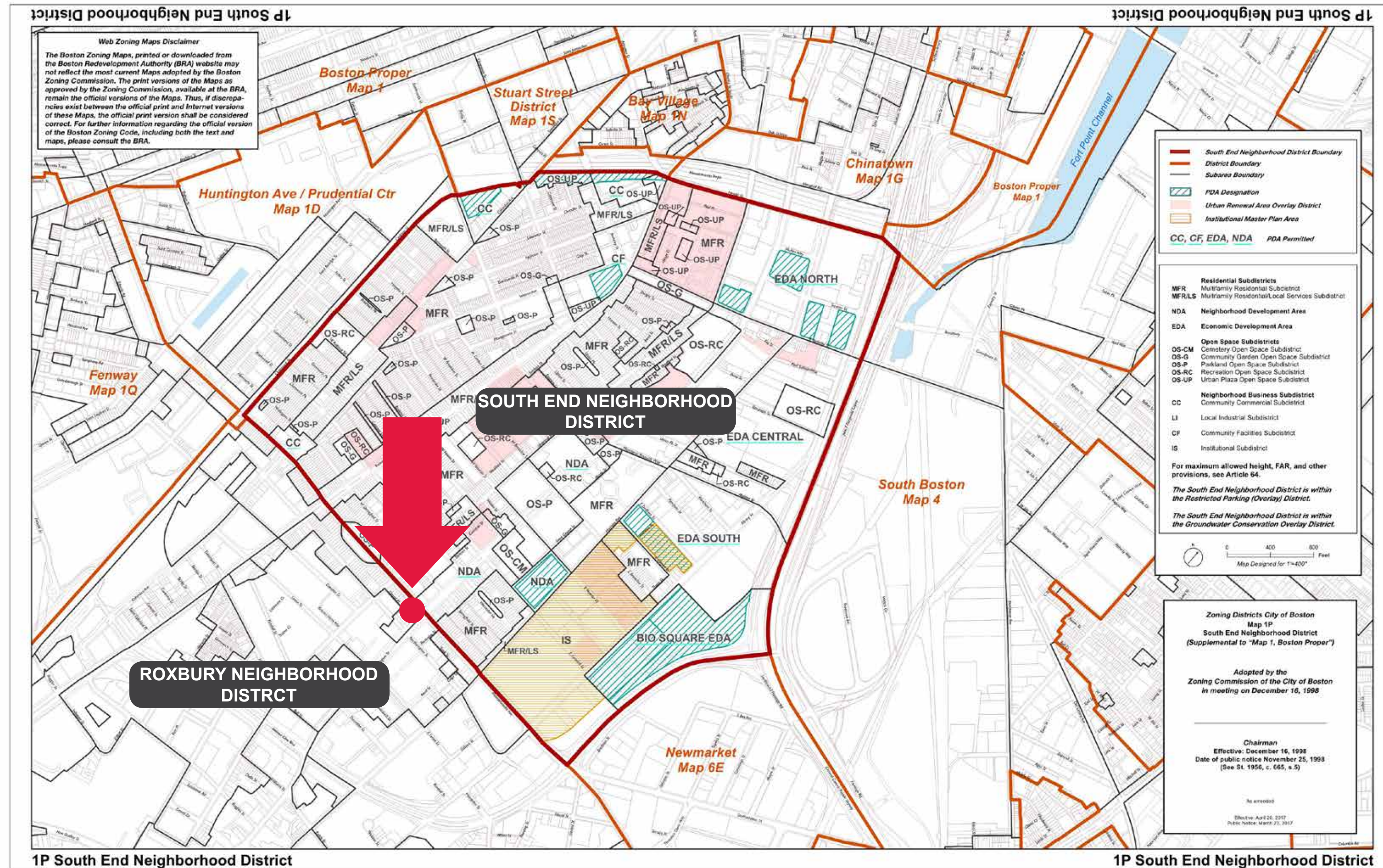
SHOWING WASHINGTON STREET - THE EARLIER "ORANGE STREET" AS THE ONLY ROAD OFF THE PENINSULA



1807 DAVID RUMSEY MAP COLLECTION

THE ALEXANDRA: CONTEXT

ZONING DISTRICT : ROXBURY



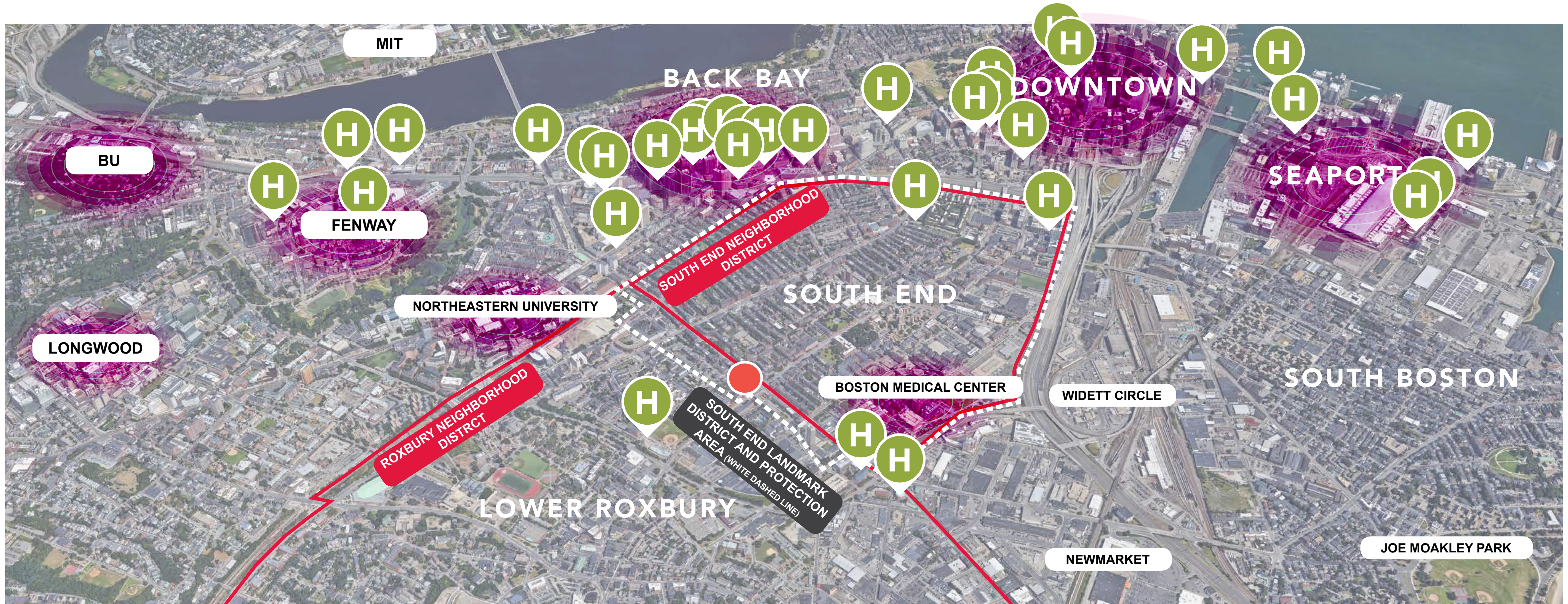
THE ALEXANDRA: CONTEXT

SOUTH END LANDMARK DISTRICT AND PROTECTION AREA



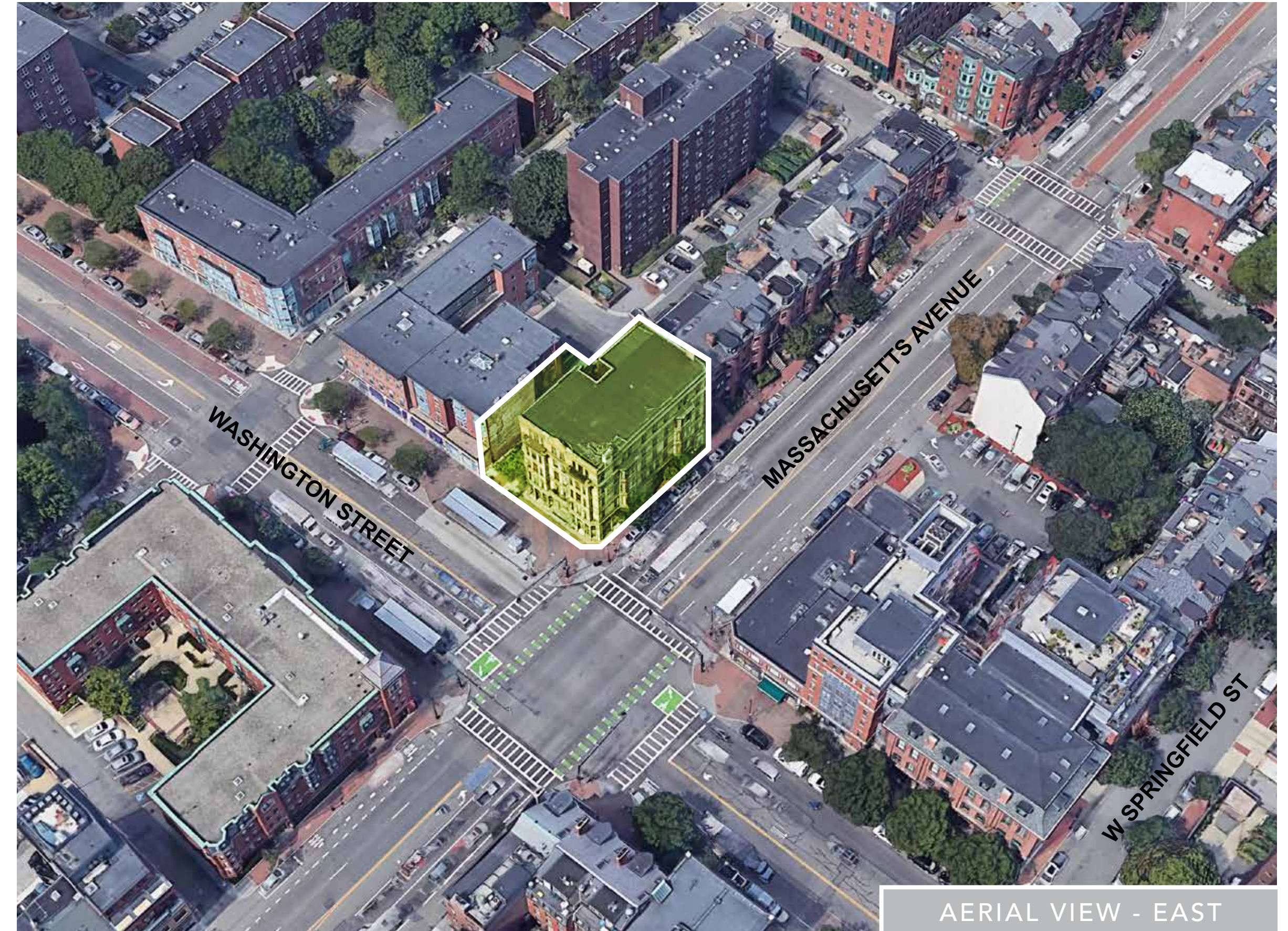
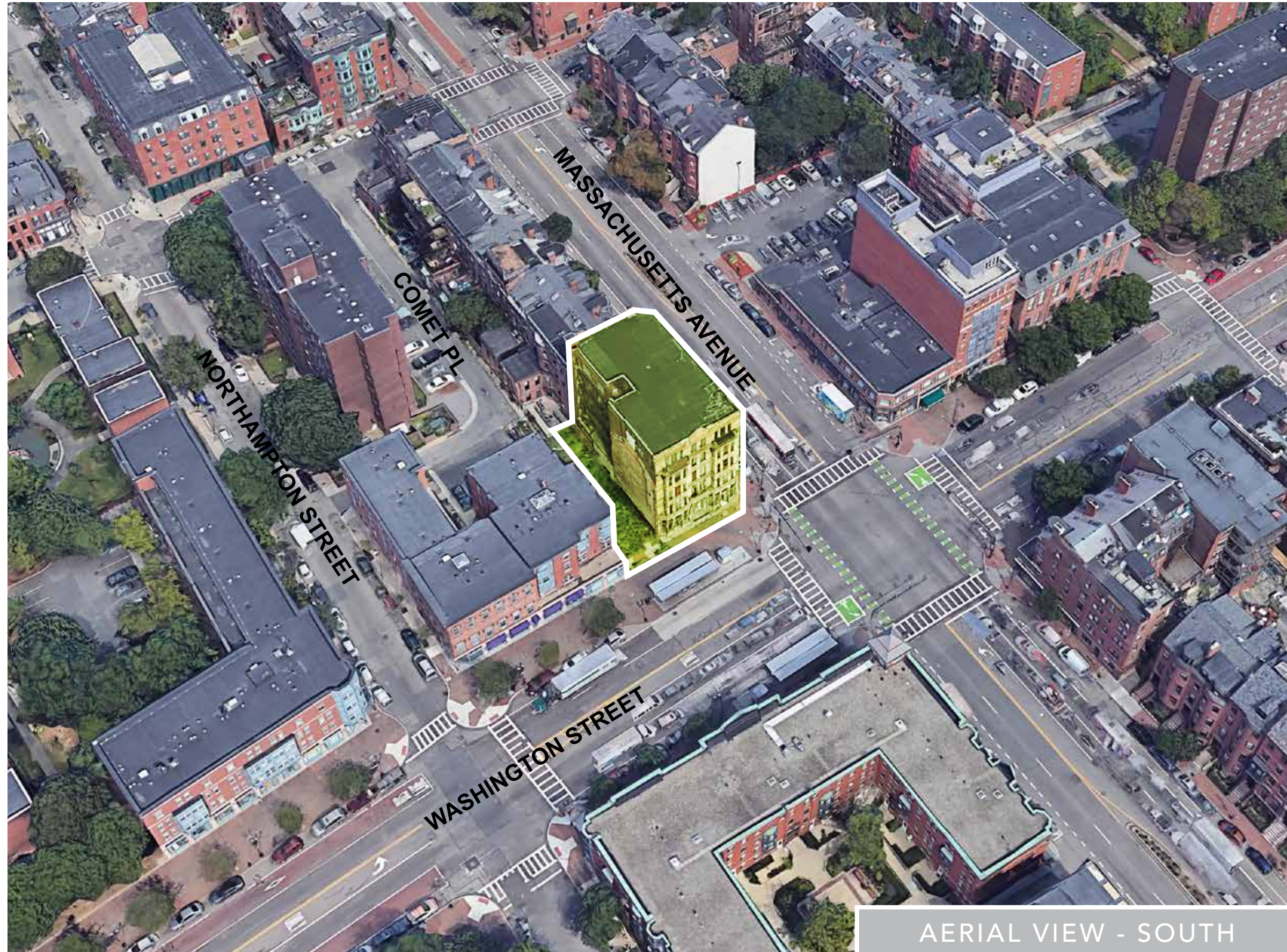
WORLD IN MOTION

HOSPITALITY OFFERINGS IN THE AREA



THE ALEXANDRA: CONTEXT

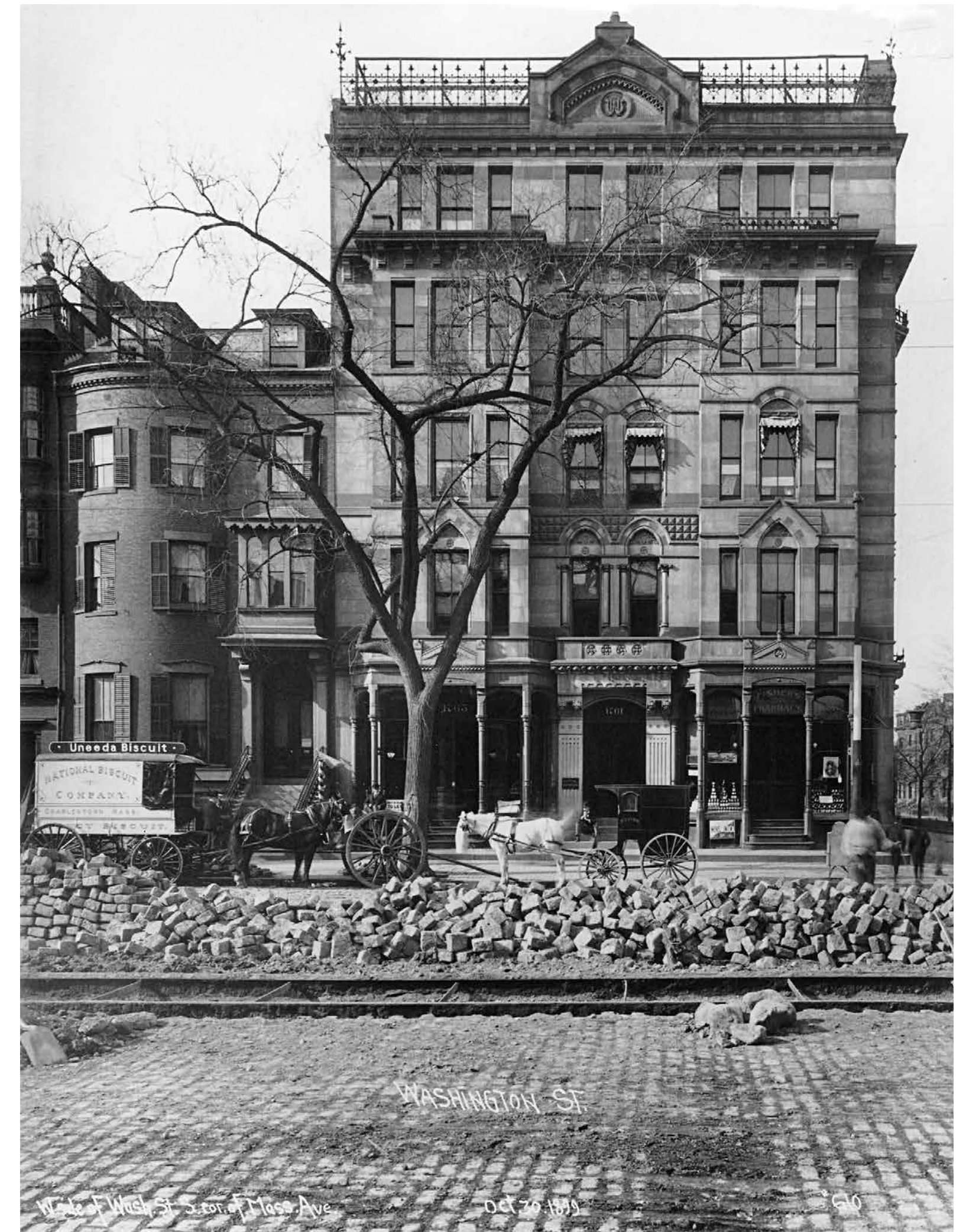
AERIAL IMAGE



THE ALEXANDRA: HISTORY

- BUILT IN 1875
- FORMERLY HOTEL ALEXANDRA, "LUXURY RESIDENTIAL HOTEL"
- ORIGINALLY FEATURED SEVERAL GROUND FLOOR SHOPS WITH EIGHT LARGE APARTMENTS
- GOTHIC-STYLE ORNAMENTATION
- COLORFUL SANDSTONE FACADE
- VACANT FOR ~30 YEARS
- FIRES IN UPPER LEVELS IN 1980S AND 1990S
- ORIGINAL GROUND FLOOR LEVEL WAS ELEVATED

VACANT FOR
30+
YEARS



THE ALEXANDRA: CURRENT

EXTERIOR



CIRCA 1901



CIRCA 1975



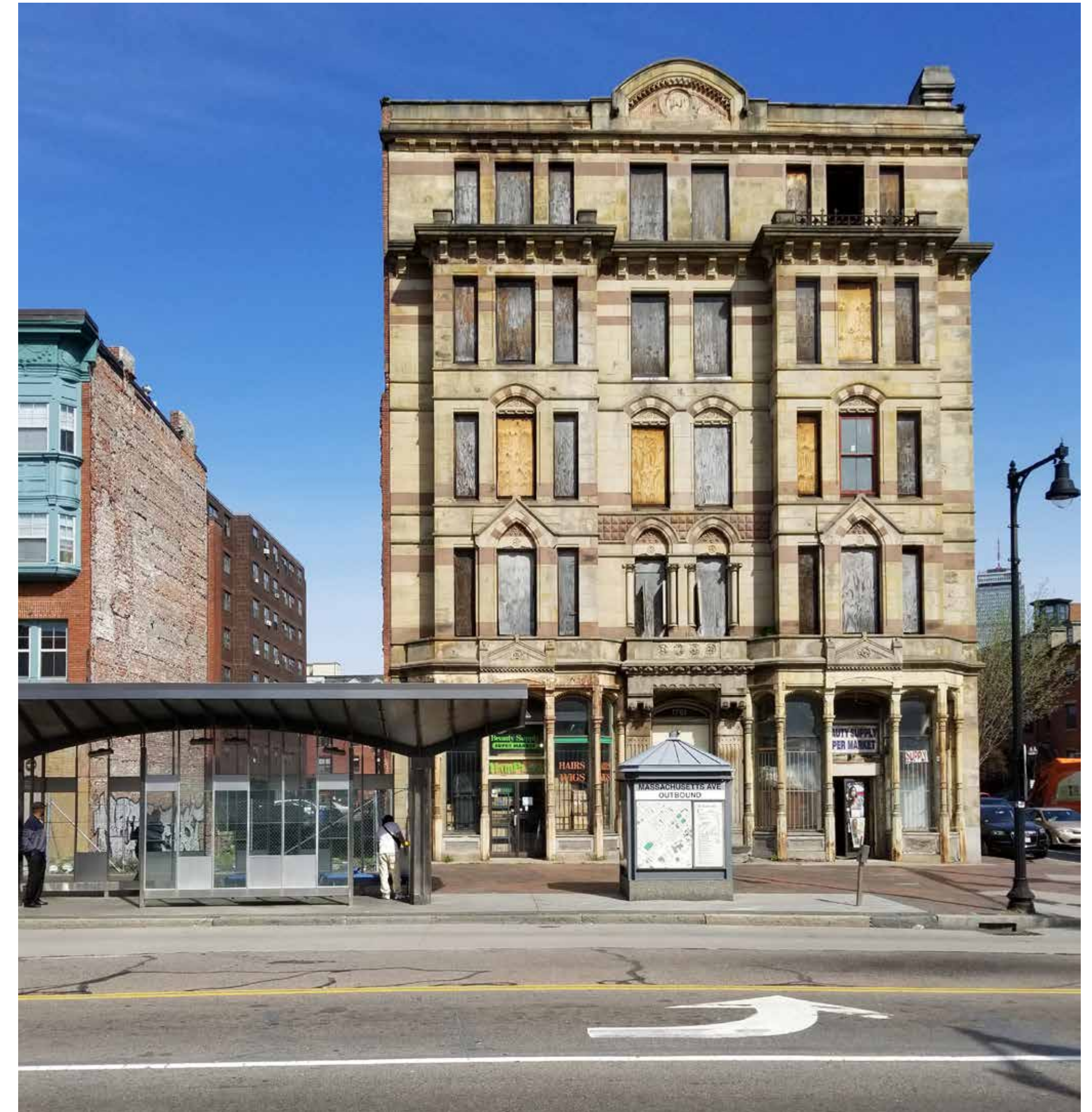
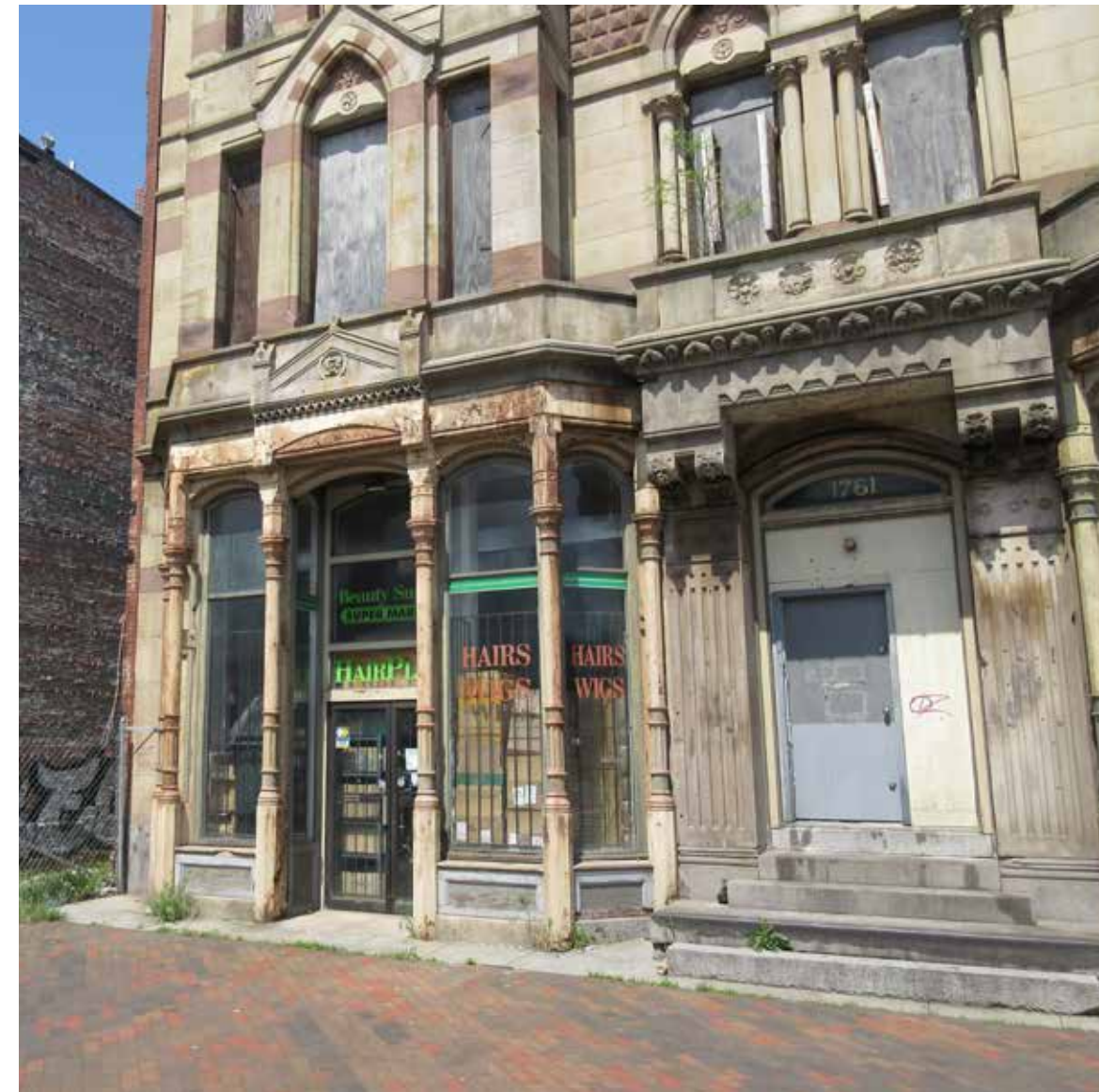
CIRCA 1901



CIRCA 1975

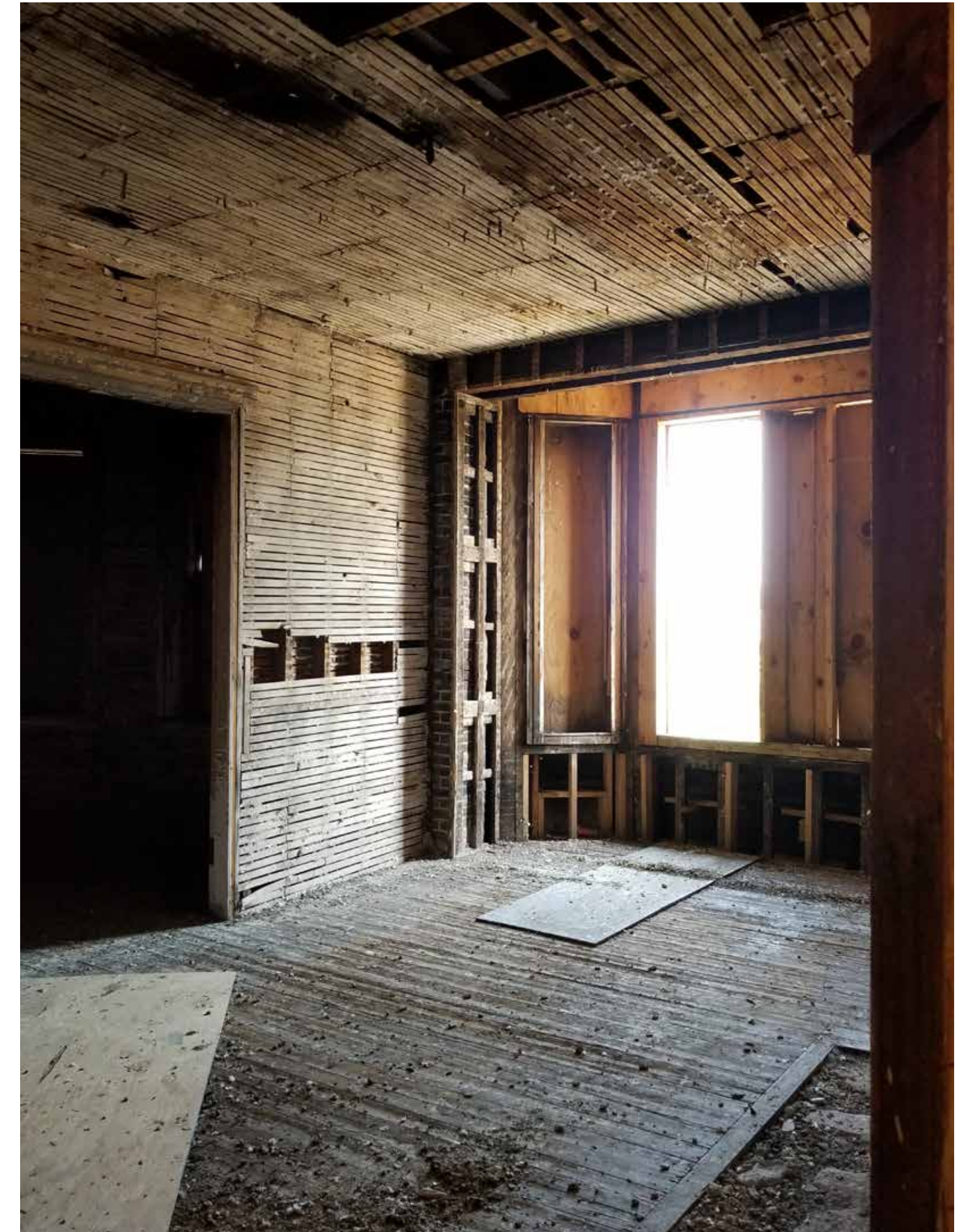
THE ALEXANDRA: CURRENT

EXTERIOR



THE ALEXANDRA: CURRENT

INTERIOR



PROGRAM: A NEW TYPE OF HOTEL OFFERING

CHIC, URBAN & COMPACT



CITIZEN M



CITIZEN M




ENVOY



ARLO



ARLO



02

CASE STUDIES

TALLER ADDITION

EXAMPLES WITHIN BOSTON



SEPARATE FORM // CONTRASTING PALETTE

EXAMPLES WITHIN BOSTON



03

DESIGN APPROACH

- PUBLIC REALM AND TRAFFIC
- HISTORIC RESTORATION OF ALEXANDRA
- NEW ADDITION

03

DESIGN APPROACH

- PUBLIC REALM AND TRAFFIC
- HISTORIC RESTORATION OF ALEXANDRA
- NEW ADDITION

PUBLIC REALM & TRAFFIC

EXISTING CONDITION



PUBLIC REALM & TRAFFIC

PROPOSED DESIGN OPTION



03

DESIGN APPROACH

- PUBLIC REALM AND TRAFFIC
- HISTORIC RESTORATION OF ALEXANDRA
- NEW ADDITION

EXISTING ALEXANDRA & HISTORIC RESTORATION

EXISTING CONDITIONS

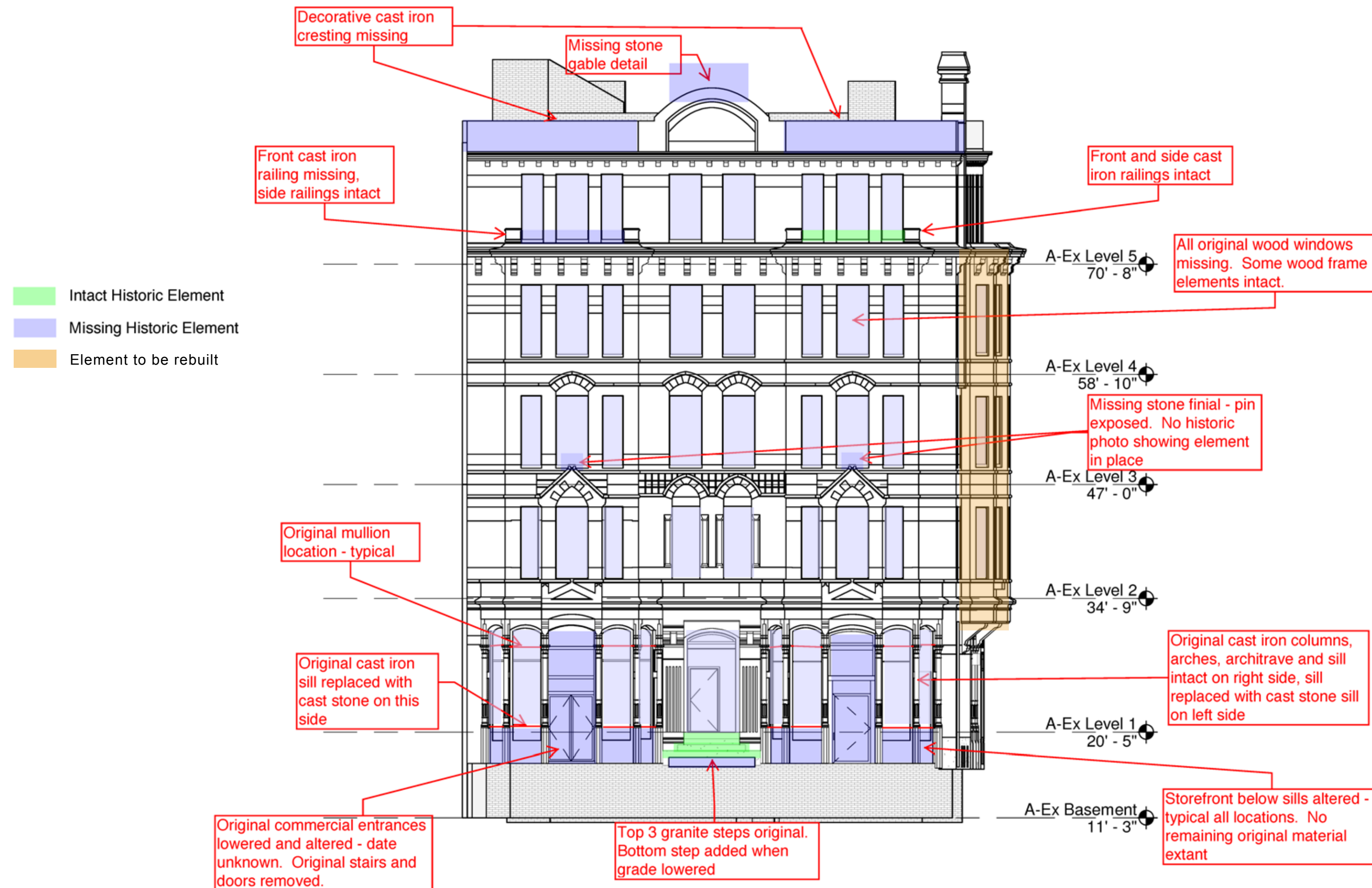
Existing Conditions and Restoration Notes:

1. Stone:

- Restoration requires highly skilled masons
- Fair condition overall
- Spalling at iron fasteners
- Soiling includes atmospheric, rusting and biological
- Missing and failing mortar joints (very narrow joints between stones)
- Missing decoratively carved elements including roof gable and finials – custom replication and stone carving required
- Replace south elevation brick parapet with stone parapet
- Requires sourcing original stone

2. Cast Iron:

- Restoration and replication require highly skilled iron restoration company
- Extant Rail Elements:
 - Fair to good condition overall
 - Remove, restore and reinstall
 - Replication of missing elements
- Missing Rail and Crest Elements:
 - Balcony railings can be replicated by skilled iron worker using extant elements as a template
 - Roof cresting will have to be designed using historic photographs, industry brochures from the period, and working with a skilled iron worker to ensure that the design can be constructed and will have structural integrity.
- Storefronts: Many of the original elements are intact. Conduct historic research to determine original configuration. Design storefront system to work with new use. Determine elements to be restored, replicated and modified.
- Storefront Stairs: Original cast iron and prismatic glass stair intact on east elevation. Discuss design of stairs on south elevation. Replication of cast iron and prismatic glass would require specialty craftsman.



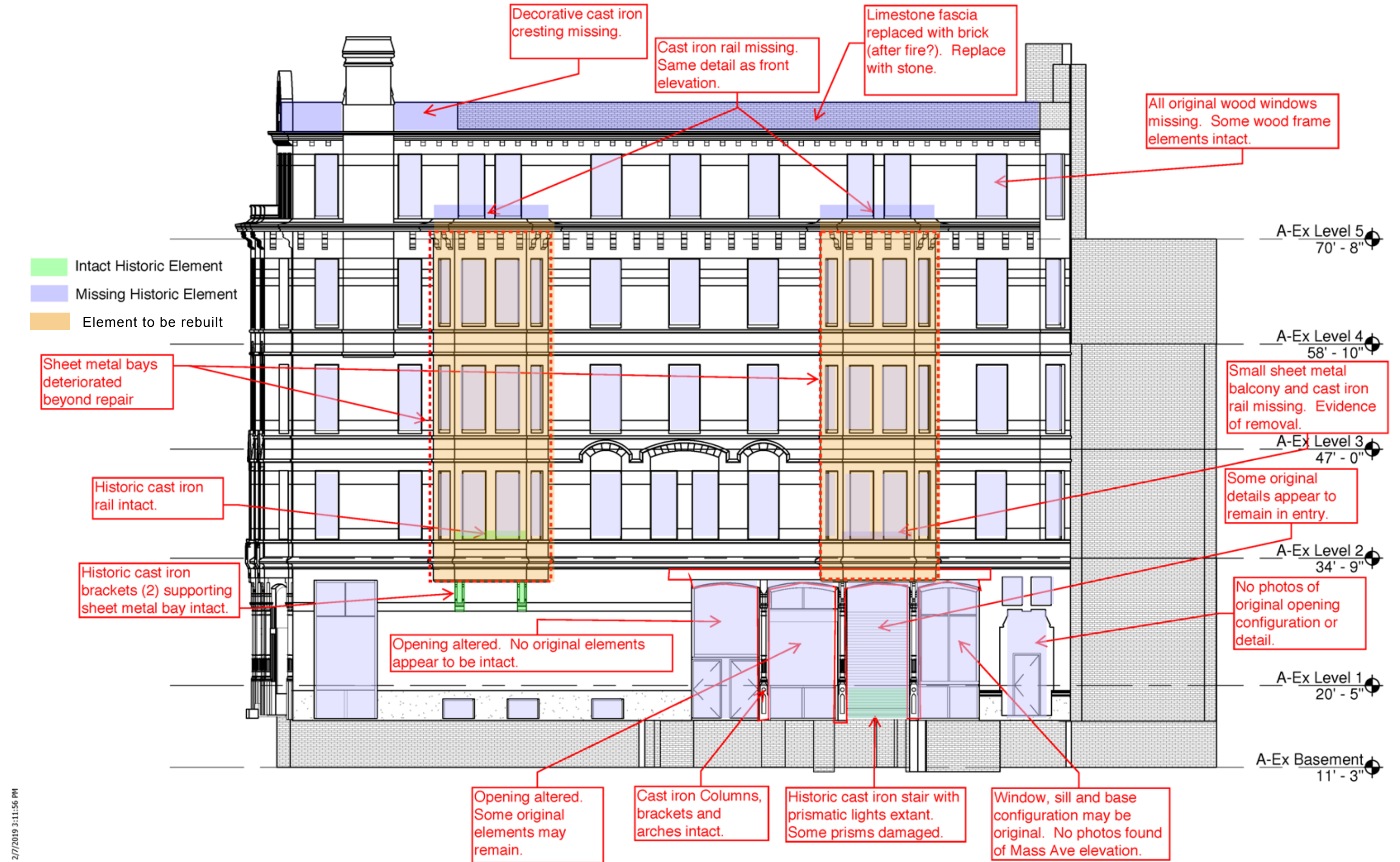
2/7/2019 3:11:54 PM

EXISTING ALEXANDRA & HISTORIC RESTORATION

EXISTING CONDITIONS

Existing Conditions and Restoration Notes:

3. Wood Windows:
 - All original wood windows missing
 - Replicate original fenestration pattern
 - Fabricate all new windows in compliance with current code requirements and SELDC guidelines.
4. Sheet Metal Bays:
 - Metal deteriorated beyond repair.
 - Replicate existing metal bays in all details.
5. Paint:
 - Replicate historic paint colors as closely as possible for windows, storefronts and cast iron elements.



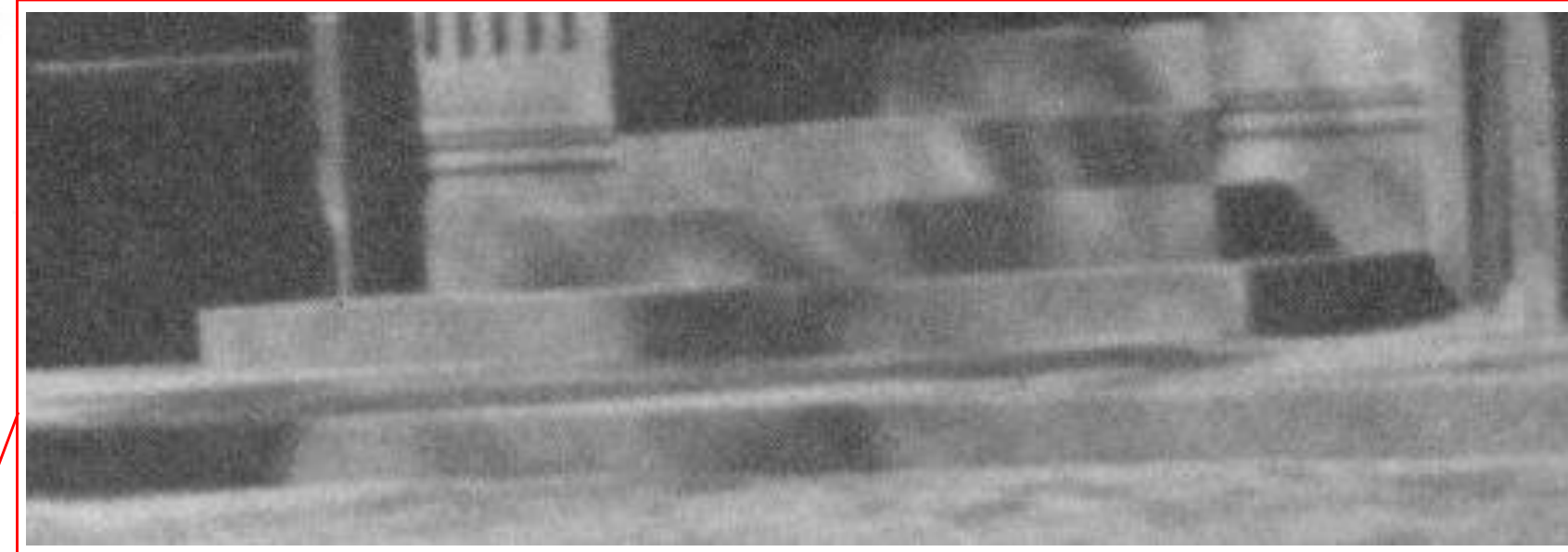
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EXISTING ALEXANDRA & HISTORIC RESTORATION

EXISTING CONDITIONS



1901 Image provided by cbt



Left: Original configuration of central stairs.



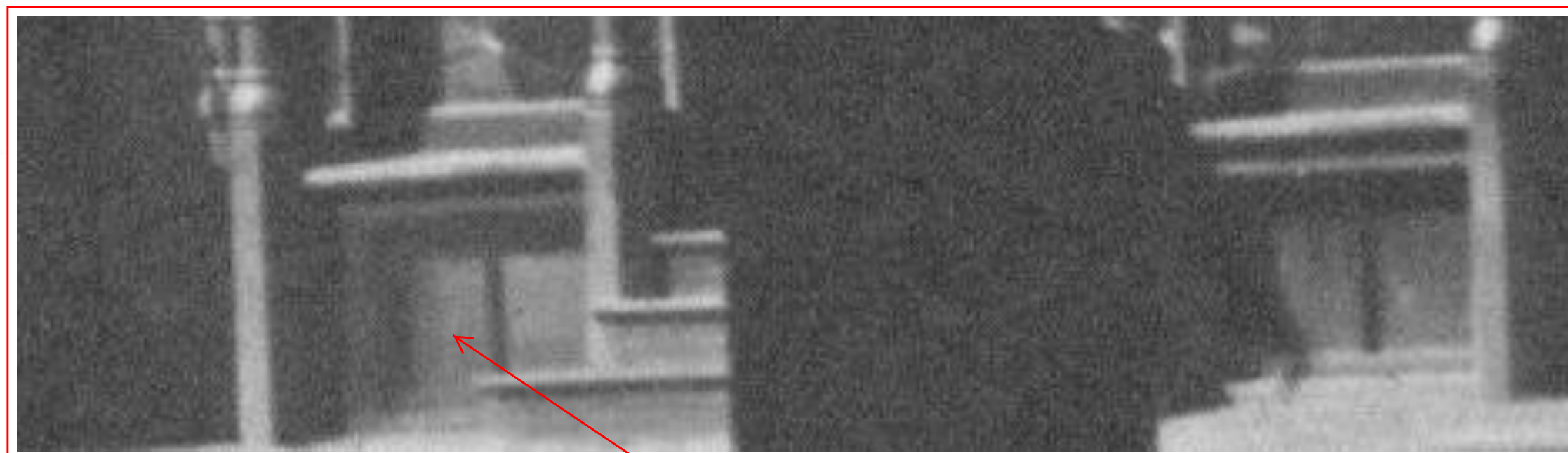
Middle Left: Current configuration showing original top four stairs and added bottom tread.



Middle Right: Shows original and added steps, and lowered grade.

Lower: Original storefront showing windows in lower base to let light into basement.

Step added when grade lowered. Date unknown.



Appear to be windows to let light into the basement.

EXISTING ALEXANDRA & HISTORIC RESTORATION

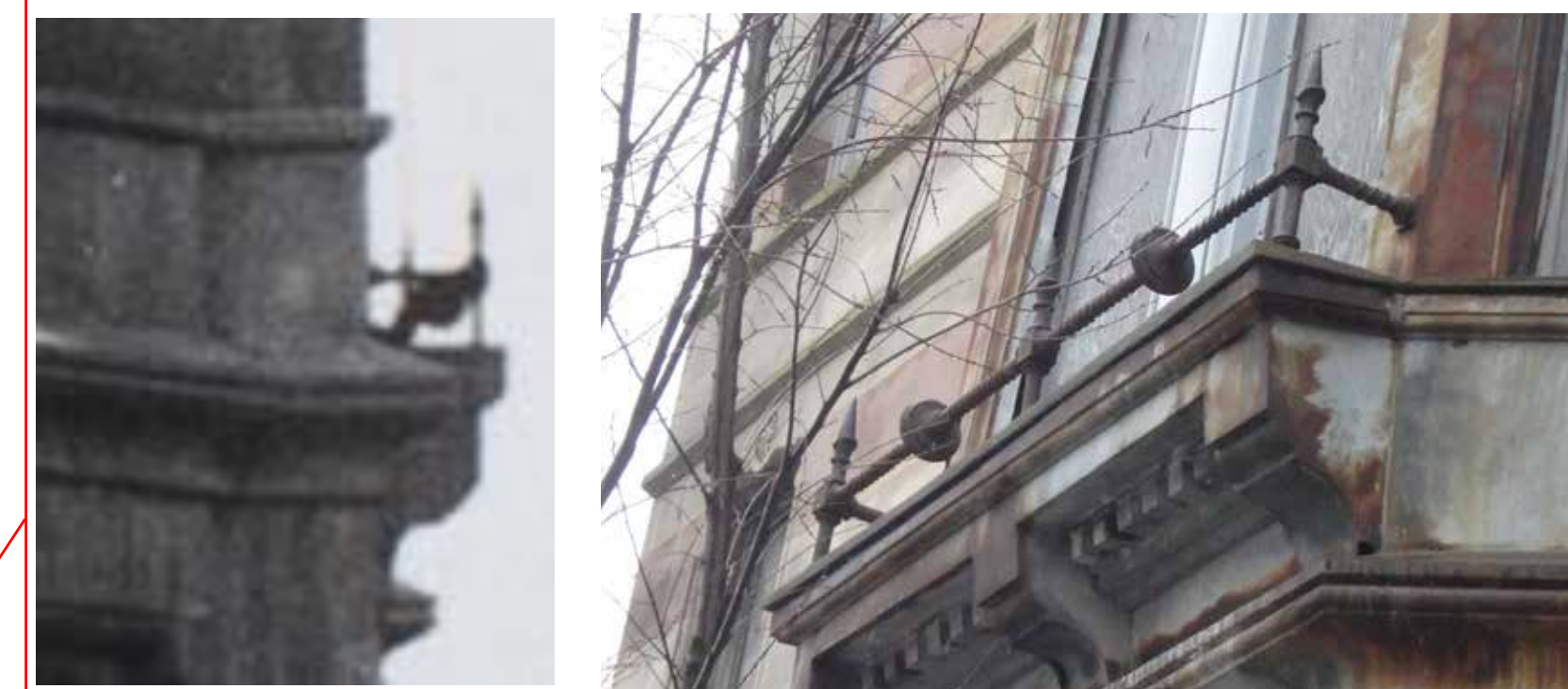
EXISTING CONDITIONS



1901 Photo courtesy of Historic New England



Left: Rail on Mass Ave elevation same as extant rail.
Middle Left: Rail on sheet metal bay in historic photo.
Middle Right: Rail and balcony extant.
Lower Left: Rows of prism lights on riser visible.
Lower Right: Extant cast iron stair with prism lights on Mass Ave. Appears to be same pattern as historic photo.



EXISTING ALEXANDRA & HISTORIC RESTORATION

EXISTING CONDITIONS



Storefront with original cast iron sill and granite base



Typical stone damage - spall, anchors, soiling



Sheet metal bay Mass Ave north. Note repairs where small balcony was removed.



Storefront with replacement cast stone sill and base (date unknown)



Typical stone joints - narrow and missing mortar



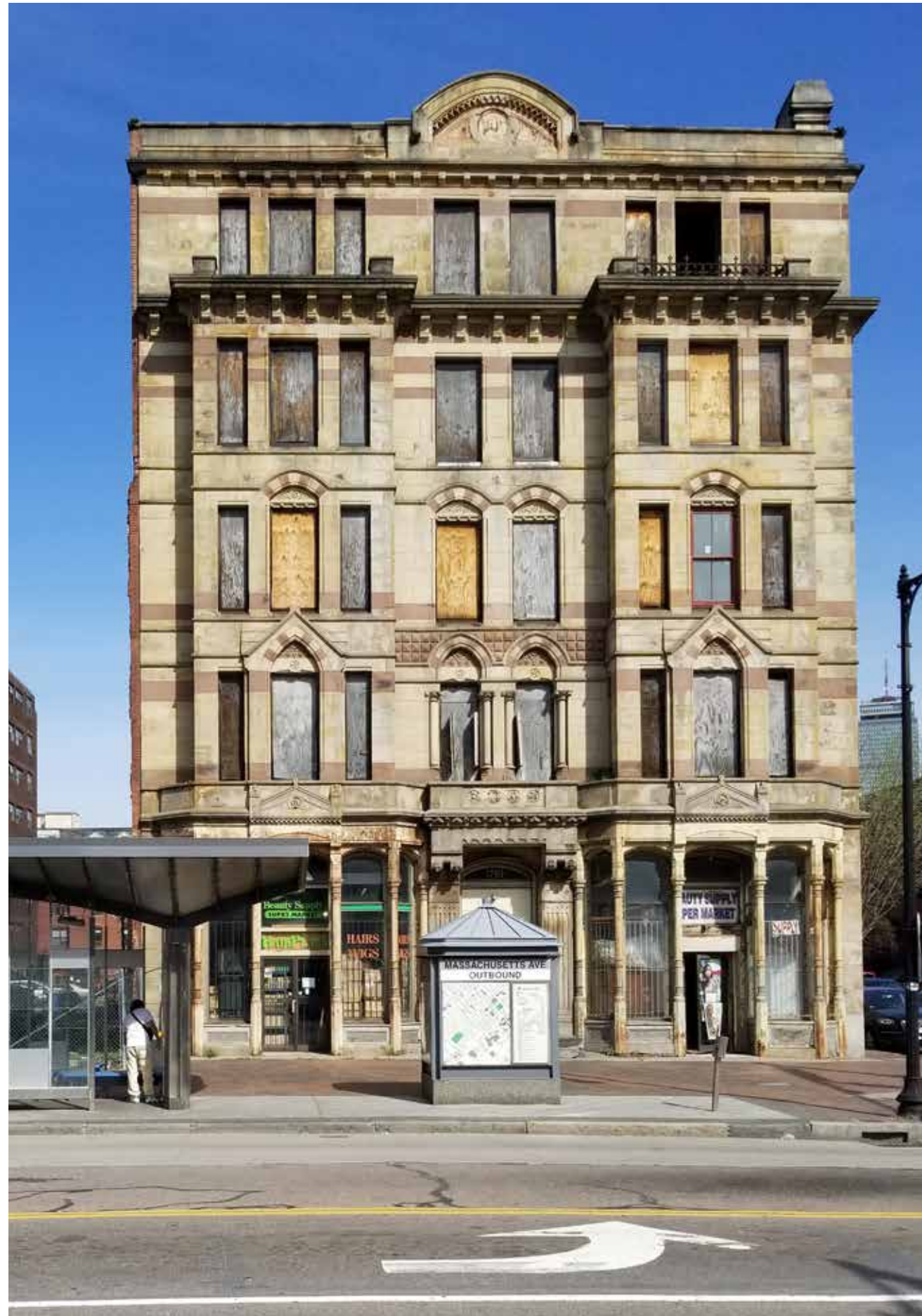
Pin at missing second floor window gable

03

DESIGN APPROACH

- PUBLIC REALM AND TRAFFIC
- HISTORIC RESTORATION OF ALEXANDRIA
- NEW ADDITION

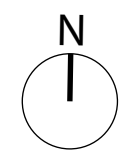
DESIGN APPROACH



- **HISTORIC RESTORATION OF THE EXISTING ALEXANDRA**
- **SIMPLE MASSING** THAT CAN ACT AS THE '**BACKDROP**' FOR ALEXANDRA
- **MATERIAL/COLOR PALETTE** THAT GIVES '**EMPHASIS**' TO ALEXANDRA
- **DETAILS** THAT COMPLEMENT THE '**CRAFT**' OF ALEXANDRA

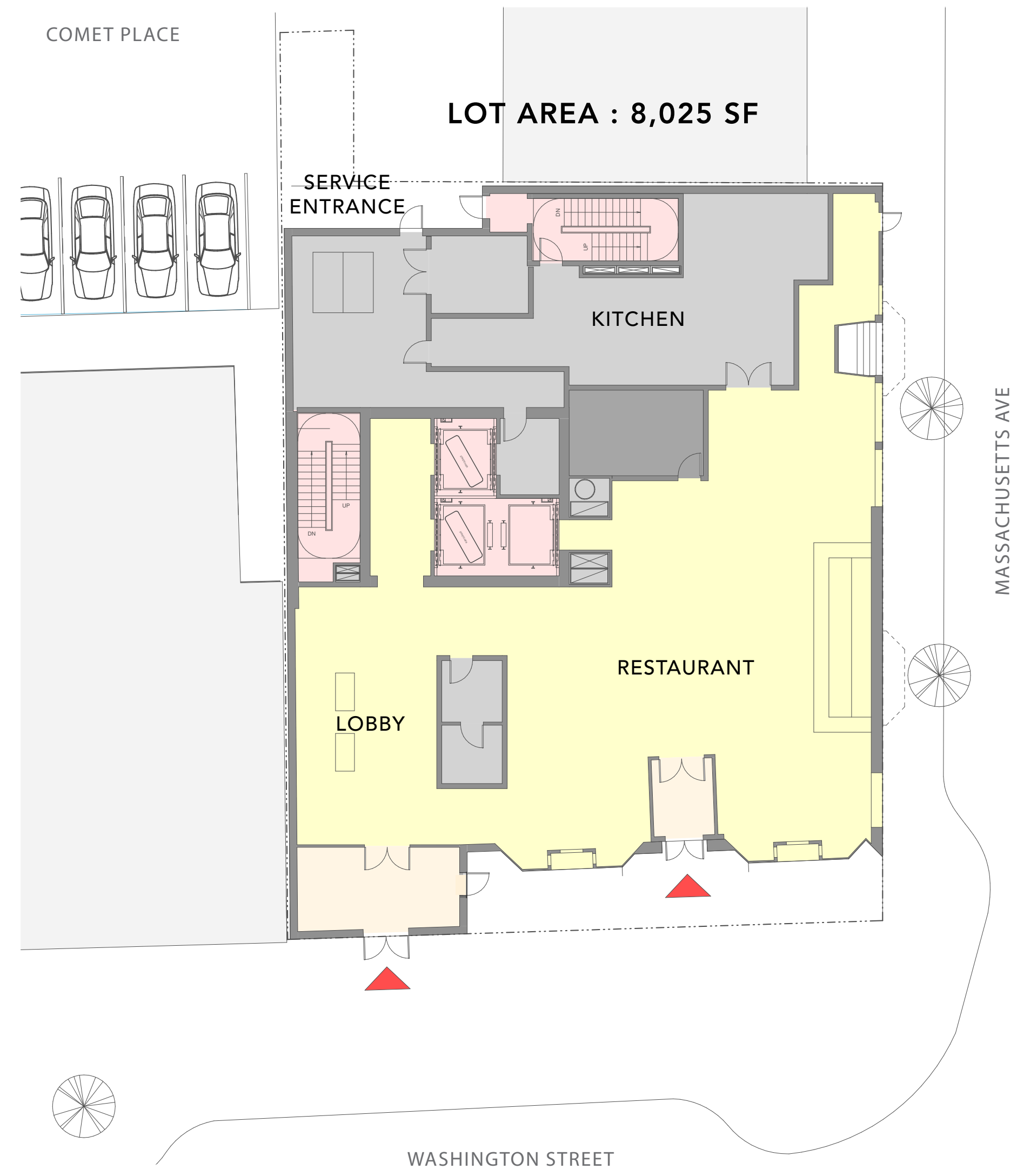
OVERVIEW

SITE PLAN

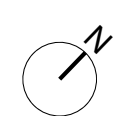


FLOOR PLANS

PROPOSED GROUND FLOOR PLAN



PROPOSED TYPICAL LOWER LEVEL

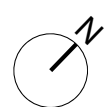
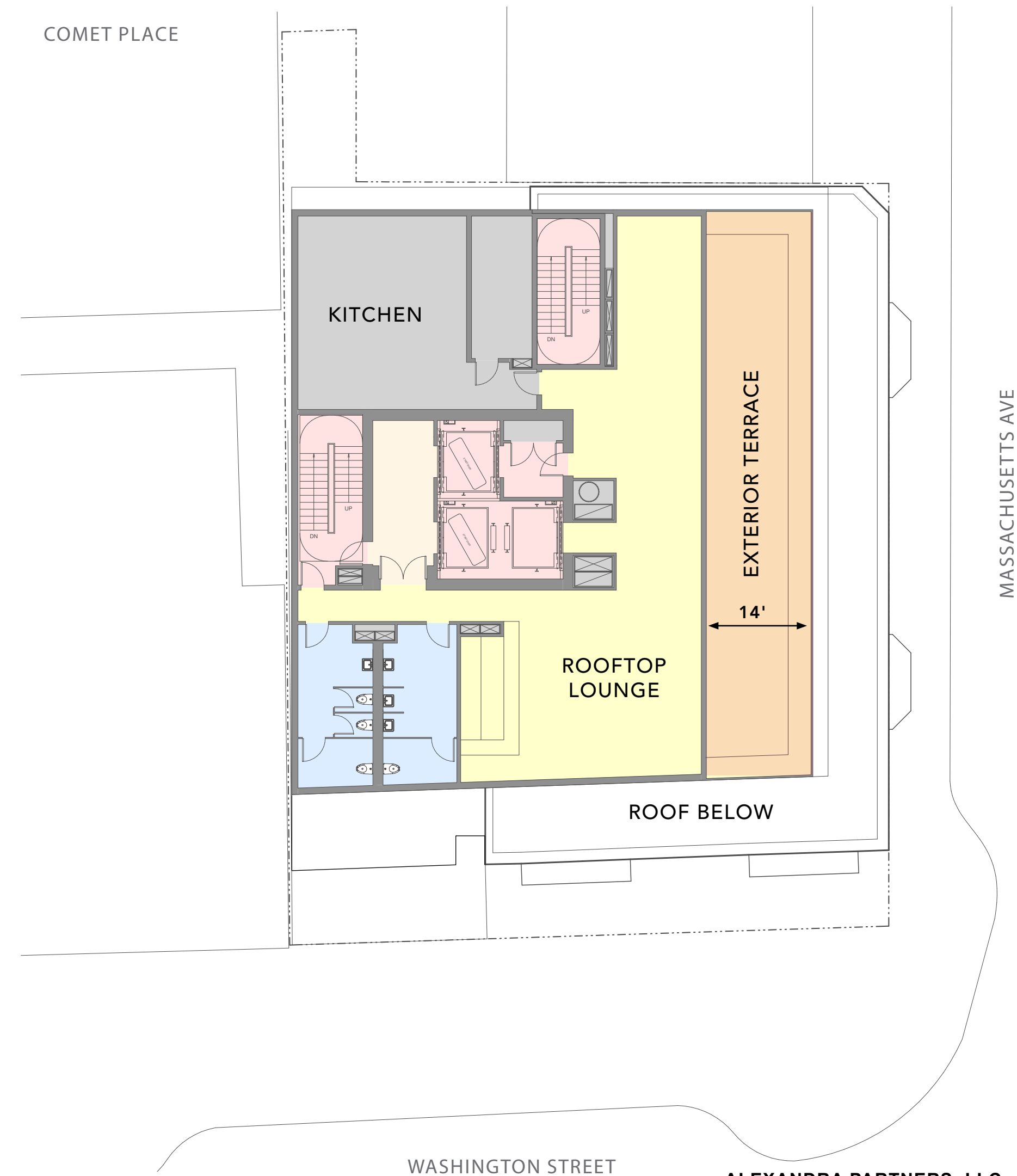


FLOOR PLANS

PROPOSED UPPER FLOOR PLAN



PROPOSED ROOFTOP LEVEL



DESIGN FEEDBACK SUMMARY - BCDC & SELDC

BOSTON CIVIC DESIGN COMMISSION & SOUTH END LANDMARKS DISTRICT COMMISSION

BCDC

SELDC

2018.12.04

BCDC meeting
SELDC meeting

- Understand height relationship in the context : Provide large context physical model

- Study lower massing : Street wall
- Study rooftop massing
- Study entrance treatment

2019.01.22

BCDC & SELDC joint meeting

- Study to provide additional setback at the new addition
- Study west facade

2019.02.12

BCDC & SELDC joint meeting

- Study top massing (setback)
- Study west facade

- Study facade treatment options for lower massing

DESIGN FEEDBACK AND UPDATE - BCDC & SELDC

STUDY LOWER MASSING : CREATE SCALED STREET WALL



DESIGN FEEDBACK AND UPDATE - BCDC & SELDC

STUDY SETBACK : PROVIDE ADDITIONAL SETBACK AT THE NEW ADDITION



DESIGN FEEDBACK AND UPDATE - BCDC & SELDC

STUDY SETBACK : PROVIDE ADDITIONAL SETBACK AT THE NEW ADDITION



DESIGN FEEDBACK AND UPDATE - BCDC & SELDC

STUDY SETBACK : PROVIDE ADDITIONAL SETBACK AT THE NEW ADDITION



DESIGN FEEDBACK AND UPDATE - BCDC & SELDC

STUDY SETBACK : PROVIDE ADDITIONAL SETBACK AT THE NEW ADDITION



DESIGN FEEDBACK AND UPDATE - BCDC & SELDC

STUDY WEST FACADE

2019.01.22 BCDC SELDC MEETING



2019.02.12 BCDC SELDC MEETING



2019.02.26 SELDC MEETING



2019.03.05 BCDC MEETING



DESIGN FEEDBACK AND UPDATE - BCDC & SELDC

STUDY WEST FACADE

OPTION 01



OPTION 02



OPTION 03



OPTION 04



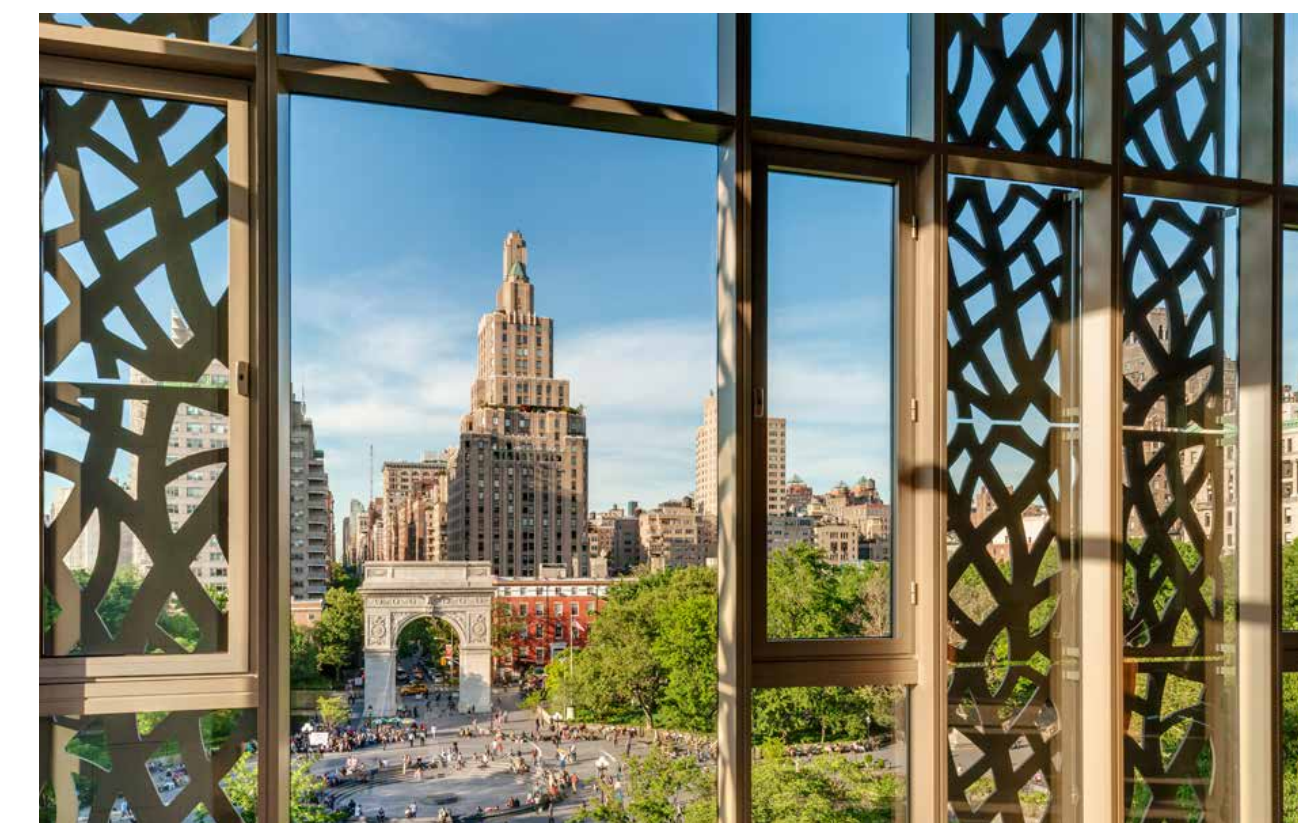
DESIGN FEEDBACK AND UPDATE - BCDC & SELDC

LOWER MASSING FACADE OPTIONS

ALT 1 - GLASS + MULLION CAPS



ALT 2 - GLASS + MESH SCREEN



DESIGN FEEDBACK AND UPDATE SUMMARY - BCDC & SELDC

2019.01.22 BCDC SELDC MEETING



2019.02.12 BCDC SELDC MEETING



2019.03.05 BCDC MEETING



- Total 12 Floors
- Added lower massing to create street wall



- Total 13 Floors
- Provided additional setback from existing Alexandra



- Total 13 Floors
- Additional setback at rooftop level (mechanical penthouse screen)

EYE LEVEL VIEW - MASSACHUSETTS AVE SOUTH



EYE LEVEL VIEW - MASSACHUSETTS AVE NORTH



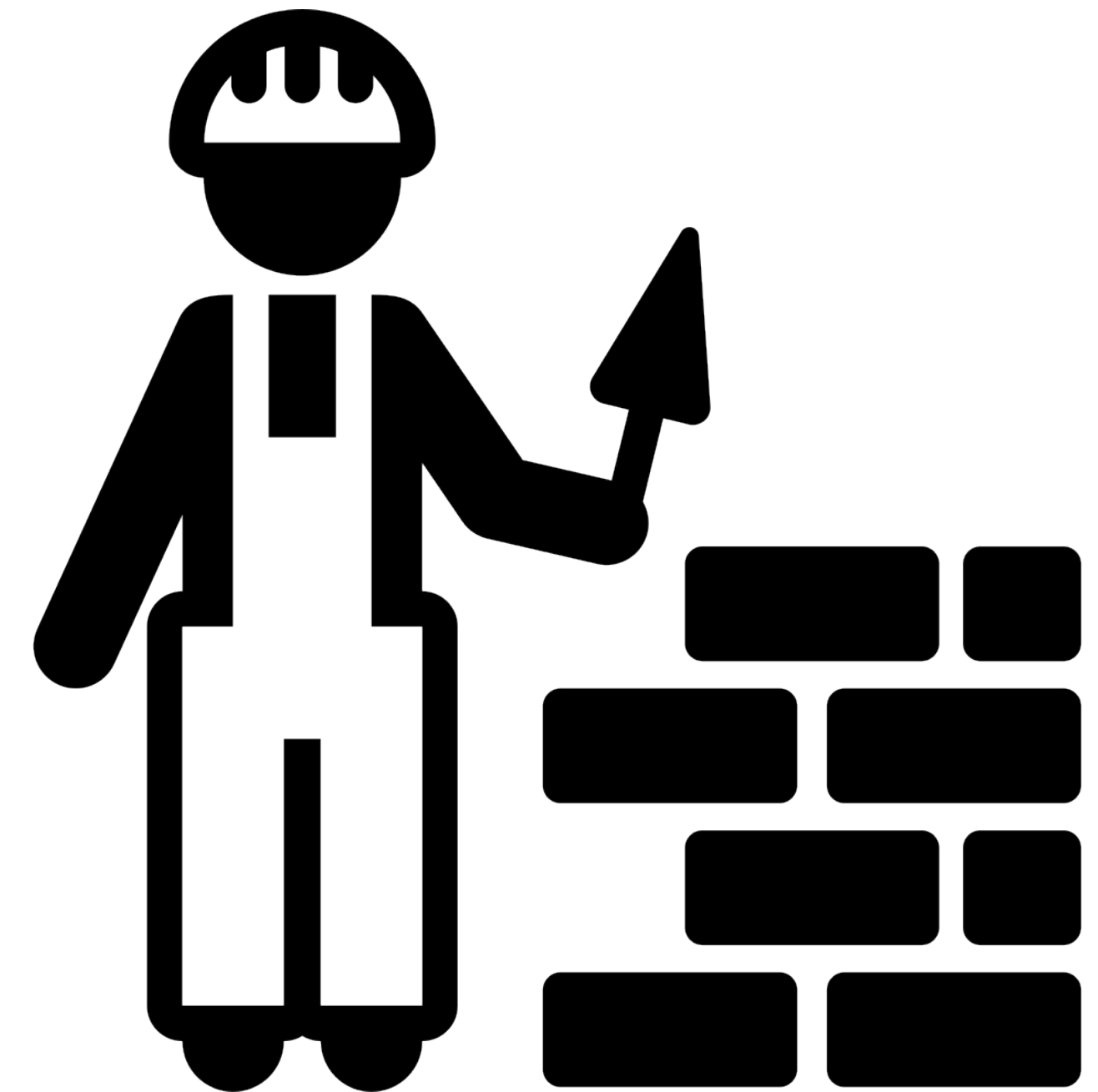
EYE LEVEL VIEW - MASSACHUSETTS AVE SOUTH



COMMUNITY BENEFITS AND MITIGATION

1. Local Construction Employment

In order to demonstrate its commitment to providing job opportunities, prior to the issuance of the initial building permit for the Project, the Applicant shall execute and deliver to the Authority a **Boston Residents Construction Employment Plan (the "Employment Plan")**, in a form acceptable to the Authority, consistent with the requirements of the Boston Residents Jobs Policy established by Chapter 30 of the Ordinances of 1983 and the Mayor's Executive Order Extending the Boston Residents Jobs Policy dated July 12, 1985, and consistent with Chapter 12 of the Ordinances of 1986, as amended by Chapter 17 of said ordinances. The Employment Plan will set forth the Applicant's plans to use good-faith efforts to ensure that its general contractor, and those engaged by said general contractor for construction of the Project on a craft-by-craft basis, use its good-faith efforts, to meet the following Boston Residents Construction Employment Standards: **(a) at least 50% of the total employee work hours in each trade shall be by bona-fide residents of the City of Boston; (b) at least 25% of the total employee work hours in each trade shall be by minorities; and (c) at least 10% of the total employee work hours in each trade shall be by women.** Work hours, as defined in the Employment Plan, shall include on-the-job training and apprenticeship positions.



2. Co-op Program with **Madison Park Technical Vocational High School in Roxbury**, for both construction co-ops, hotel workers, and restaurant staff
3. Promote **Local businesses** like valet companies (Prive Parking), Hotel supplies. Promote and hire local vendors
4. Creating economic activity and job creation with restaurant, rooftop lounge, and hotel, providing approximately **7,500 sq feet of usable public space**



5. Create community benefit fund to be managed by BPDA.

\$100,000

6. Transportation

Prior to the issuance of the initial building permit for the Project, the Applicant shall enter into a **Transportation Access Plan Agreement ("TAPA")** for the Project with the BTD reasonably satisfactory in form and substance to BTD and the Applicant. Upon the execution of the TAPA, the Applicant shall submit to the Authority a true, complete and correct copy of the fully executed TAPA.

7. Create active drop off/pick up spaces, legal for all vehicles, in place of 'valet' spaces. Incorporate into TAPA.



8. Add **bike racks** to sidewalk adjacent to property in compliance with City of Boston bicycle parking guidelines, which requirement shall also be incorporated into the TAPA;

\$10,000

9. Indoor bike storage for hotel employees in compliance with City of Boston bicycle parking guidelines, which requirement shall also be incorporated into the TAPA;



COMMUNITY BENEFITS AND MITIGATION

10. Provide **Mobility Micro Hub** via transit screen

\$10,000

11. Provide **transit and transportation information** inside hotel

\$15,000

12. **Plant trees and create a furniture zone** per City of Boston Complete Streets guidelines

\$15,000

13. Provide hotel guests with **complimentary Charlie Card**

14. **Subsidize Charlie cards** for hotel employees



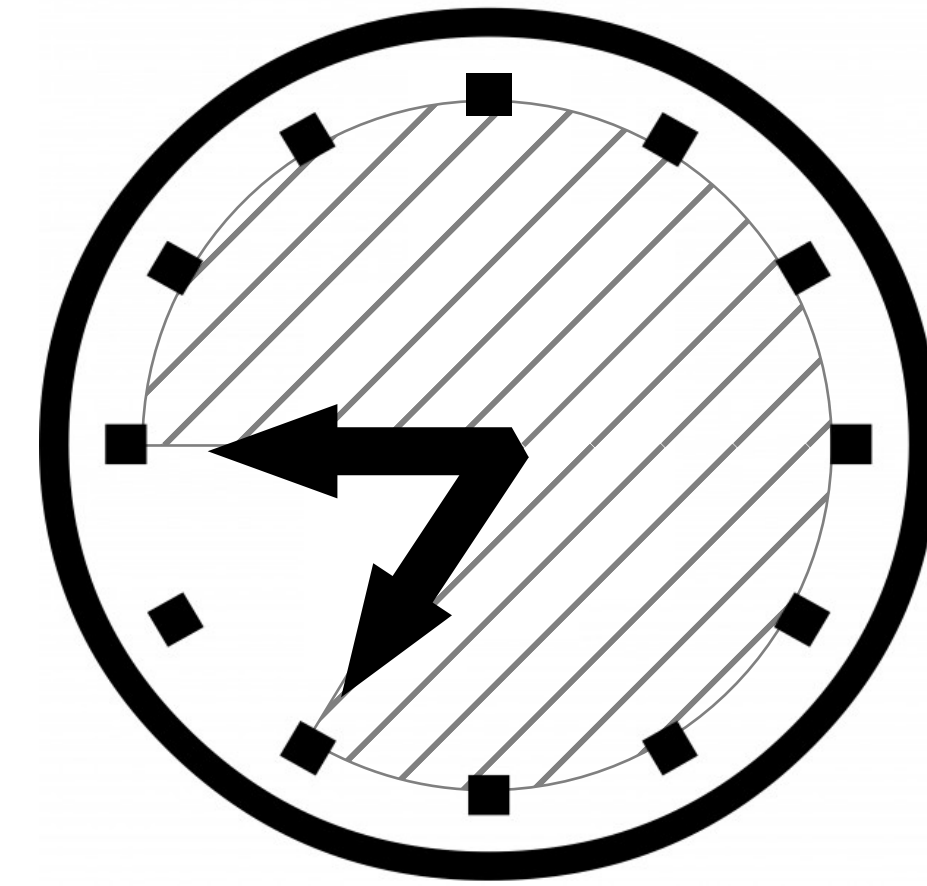
15. Collaborate with neighboring businesses for **shuttle access/sharing**

16. No deliveries trucks on Comet Place **between 9pm - 7am**

17. Fund for BTD for **local infrastructure improvements**

The proponent will contribute \$80,000 for a Washington Street Transit Action Plan. This initiative will evaluate transit service on Washington Street and make recommendations for improvements on this vital transit corridor.

Key goals of this initiative will be improvements to speed, reliability, and comfort of transit services on Washington Street. The funding will be used by the MBTA and City of Boston to make improvements on the corridor. Information gained from the plan will be especially important for assessing mitigation for future development projects on the Corridor.



\$80,000

18. Construction Mitigation

Prior to the issuance of the initial building permit for the Project, the Applicant shall submit to the City of Boston Transportation Department ("BTD") a **Traffic Construction Management Plan ("CMP")** for the Project in accordance with the City's Construction Management Program. The CMP shall identify construction parking and traffic impacts and specific mitigation measures to be implemented during the construction of the Project that are reasonably satisfactory to the BTD and the Applicant.

19. Façade restoration to comply with **SELDC** guidelines

20. Proactive **rodent control**, before and through duration of construction



21. Fund for Ramsay Park Improvements **\$10,000**

22. Fund for Chester Sq Park Improvements **\$10,000**

23. Fund to Washington Gateway Main Streets **\$10,000**
earmarked for sidewalk cleaning



TOTAL MITIGATION **\$260,000**



Michael Sinatra <michael.a.sinatra@boston.gov>

Dock Square Garage

Robert J. Allison

Fri, Mar 29, 2019 at 4:58 PM

To: "michael.a.sinatra@boston.gov" <michael.a.sinatra@boston.gov>

Cc: "elizabeth.a.stifel@boston.gov" <elizabeth.a.stifel@boston.gov>, "brian.golden@boston.gov"

<brian.golden@boston.gov>, "afraze@bostonpreservation.org" <afraze@bostonpreservation.org>, "mayor@boston.gov" <mayor@boston.gov>

Dear Mr. Sinatra:

I write in strong opposition to the proposed Dock Square Garage project.

While the current garage building is non-descript, it has the advantage of a/ providing parking to this busy area, and b/ not not detracting from the surrounding historic area.

Faneuil Hall and the Blackstone Block are two of the most important historical resources in the City of Boston, if not in the entire country. Having this kind of large development immediately adjacent to both will cause irreparable harm to the city's historic fabric.

I hope the Boston Civic Design Commission will again reject this proposal, and that the Boston Planning and Development Agency will not support it.

Yours sincerely,

Robert J. Allison
South BostonRobert J. Allison
Professor of History
Suffolk University
[73 Tremont Street](#)
[Boston, MA 02108](#)[com](#)



Michael Sinatra <michael.a.sinatra@boston.gov>

The Dock Square Proposal

Louise Ambler

Mon, Apr 1, 2019 at 9:42 PM

Reply-To: Louise Ambler

To: michael.a.sinatra@boston.gov, elizabeth.a.stifel@boston.gov, afrazee@bostonpreservation.org

Mr. Sinatra,

While housing units would be appropriate on the Dock Square Garage site, surely their design should acknowledge the complex of historic buildings in the immediate neighborhood.

Sincerely,

Louise Ambler



Michael Sinatra <michael.a.sinatra@boston.gov>

Alexandra Hotel

3 messages

Mon, Feb 25, 2019 at 5:27 PM

To: michael.a.sinatra@boston.gov

Cc:

Mr. Sinatra,

I oppose the construction of this gross monument to greed!

The Restoration of the Alexandra is long overdue, but this tacked on monstrosity is a disgusting proposal in violation of everything from aesthetics to law!

This is a historic district yet gentrifying developers grabbed and exploit parcels in pursuit of profits at our expense. Bigger, higher, squeeze in a few more square feet for the "Luxury" marketplace. Governance loves its taxes and repeatedly betrays the trust of citizens who care more about quality of life than quantity of money. This towering ugliness is totally inappropriate for our neighborhood!

We are neighbors on Northampton Street, disgusted by comments supporting this corruption, mainly hoping it will bring them ancillary profits or are just tired of the too long neglected Alexandra.

The developer should be content to rebuild the adjacent historic building the Scientologists got torn down to maximize their profits!

This is all about money!

Tax dollars for the guardians of our heritage, luxury marketplace dollars for exploitative developers and resale dollars for speculating property owners

and more dollars from wealthy patrons. Greed has done enough damage! No tower! Rebuild "The Bean" and restore the Alexandra!

Lee Barron

Michael Sinatra <michael.a.sinatra@boston.gov>

Tue, Feb 26, 2019 at 9:37 AM



**boston planning &
development agency**

Hi Lee,

Thank you for sending over your comments. I will be adding this to the record and will be sharing it with the development team.

[Quoted text hidden]

[Quoted text hidden]



Michael Sinatra <michael.a.sinatra@boston.gov>

Opposition to the Dock Square Garage

1 message

Blair, Noel

Tue, Apr 2, 2019 at 10:40 AM

To: "michael.a.sinatra@boston.gov" <michael.a.sinatra@boston.gov>

Cc: "elizabeth.a.stifel@boston.gov" <elizabeth.a.stifel@boston.gov>, "brian.golden@boston.gov"

<brian.golden@boston.gov>, "afraze@bostonpreservation.org" <afraze@bostonpreservation.org>, "mayor@boston.gov" <mayor@boston.gov>

Dear Mr Sinatra,

After reading about the potential for a huge structure next to Fanueil hall, I'd like to register my family's opposition - the BPDA should not approve the Dock Square Garage. The historical significance of this area cannot be overestimated. This project is massively oversized, significantly detracting from the historical feel of the neighborhood, and diminishing the aura of Fanueil Hall and the Custom house tower, while providing no identifiable benefit other than to maximize profits for the garage owner. There must be a better development solution than building on top of an old garage more than doubling its height at the expense of these historic landmarks.

Thank you for your continued efforts on behalf of the community.

Noel Blair

[175 W Brookline St](#)

Noel Blair, CFA | Congress Asset Management Company
Two Seaport Lane | Boston, MA 02210-2001 |

[| www.congressasset.com](http://www.congressasset.com)

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BOSTON PRESERVATION ALLIANCE

April 1, 2019

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Miguel Gómez-Ibáñez

Carl Jay

Michael LeBlanc AIA

David Nagahiro AIA

Regan Shields Ives AIA

Anthony Ursillo CFA

Peter Vanderwarker

Mr. Michael Sinatra
Boston Planning and Development Agency
Boston City Hall
Boston, MA 02201
Via email: michael.a.sinatra@boston.gov
Re: Dock Square Garage

Dear Mr. Sinatra,

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.

The Alliance appreciates the proponent's efforts to modify the scale of the Dock Square Garage proposal based on feedback from various stakeholders and in an attempt to respond to the Boston Civic Design Commission's unanimous rejection of the proposal on March 5. We appreciate the continued dialogue between the proponent, the BCDC, the BPDA, and community members and the willingness to hear concerns including or own. However, despite the collegial process and changes to the design, the Alliance remains opposed to the project. The changes do not alleviate our concerns. The project is simply too overwhelming and out of context for this important historic location. We urge the BCDC to again reject the proposal.

Thank you for your continued attention to this proposal and the concerns of the community.

Sincerely,



Greg Galer
Executive Director

CC:
Elizabeth Stifel, Boston Civic Design Commission
Rosanne Foley, Boston Landmarks Commission

Executive Director

Gregory J. Galer, Ph.D.

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

BOSTON

Martin J. Walsh, Mayor

October 19, 2018

Ms. Teresa Polhemus
Boston Planning and Development Agency
One City Hall Square
Boston, MA 02201

RE: 201 Stuart Street (a.k.a. the Motor Mart)

Dear Ms. Polhemus:

The Boston Parks and Recreation Department (BPRD) has reviewed the PNF for the proposed redevelopment of 201 Stuart Street (a.k.a. the Motor Mart) into a 20 story building with 306 units and 46,000 sf of retail. BPRD respectfully requests that these comments be considered in the mitigation of the project's impacts and shared with the proponent, the IAG and the public.

Park Plaza Urban Renewal Area: At the Scoping Session, the proponent and BPDA said that the project site is within the Park Plaza Urban Renewal Area. BPRD seeks confirmation of whether the project is therefore subject to the stipulation that 1% of total development costs must be contributed to the Boston Common and Public Garden.

Shadow Impacts: The PNF and the presentation at the Scoping Session only showed net new shadows related to the restrictions on the Boston Common and Public Garden. BPRD requests additional shadow studies that show the impacts year round, from sunrise to sunset, on the entire neighborhood - including all public open spaces.

Density Impacts: This project will create 306 new households. At the Scoping Session, the proponent stated that Trader Joe's or a similar use is expected for the first floor facing the park. The number of anticipated residents and projected retail customers has not been provided. BPRD notes that over 300 households and a grocery store immediately on the park would dramatically increase the usage impacts. BPRD will need to assess the current design and features in the park to determine the impact that such use would have. BPRD requests consideration of a major contribution to the existing maintenance endowment for Statler Park to offset these impacts.

Public Realm: The proponent would like to visually, physically and functionally connect Statler Park to its project, as an amenity to the development. Church Street is proposed to be redesigned to be flush to the sidewalk with no curbs so that it reads as a continual space from the park to the project. The pedestrian use of that raised roadway was emphasized, though cars were shown. BPRD requests the opportunity to review the details about this proposed design. Public open spaces may not be privatized, so the proposed connection will need to be evaluated.



Boston Parks and Recreation Department

1010 Massachusetts Ave., Boston, MA 02118 / Tel.: 617-635-4505 / Fax: 617-635-3173

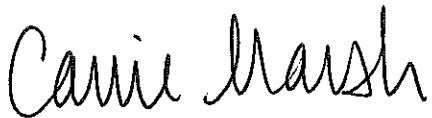
Construction Management: BPRD would like to review the *Construction Management Plan* for the project in order to ensure that there are no impacts to Statler Park.

Pet Recreation Space: If dogs are to be allowed, a pet recreation space should be provided onsite in order to minimize impacts to public parks in the vicinity.

Mitigation: BPRD respectfully requests that this development make a substantial contribution to the City's Fund for Parks to be used for open space in this neighborhood. This contribution should be at a significant level commensurate with the impact of 306 new households and a high traffic retail use on existing public open space.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Carrie Marsh". The signature is written in a cursive, flowing style.

Carrie Marsh, Executive Secretary
Boston Parks and Recreation Commission

cc: Christopher Cook, Commissioner, BPRD
Liza Meyer, Chief Landscape Architect, BPRD
Jon Greeley, Director of Development Review, BPDA
David Carlson, Deputy Director of Urban Design, BPDA
Michael Rooney, Project Manager, BPDA

VICTOR BROGNA
P.O. BOX 130371
BOSTON, MA 02113-0007

April 3, 2019

Michael A. Sinatra, Project Manager
Boston Planning & Development Agency
One City Hall Square, 9th Floor
Boston, MA 02201
michael.a.sinatra@boston.gov

Re: Further Comments on the Current Revision to the Proposed Dock Square
Garage Redevelopment in the Downtown Waterfront – Faneuil Hall Urban
Renewal Area

Dear Mr. Sinatra,

Please be advised that I oppose the proposal in the form as recently revised, for the same reasons that I opposed the proposal in its previous form.

In my comment letter of February 25, 2019, I opposed the proposal in its previous form for four specific reasons. The first was:

1. *The height and massing of the building as now proposed presents a direct and overwhelming negative impact on view sheds from the North End and its Greenway parks.*

I included an Exhibit 1 which showed the massive blocking of view sheds to the Custom House Tower and the downtown skyline which the proposal in the form it was then being presented would cause. The proposal in its revised form reduces the blocking only very slightly. It is substantially the same as before, as shown on the renderings posted on line and attached hereto as Exhibit 1.

My second reason was:

2. *The project as now proposed fails to meet the design requirements of the Greenway District Planning Study Use and Development Guidelines and the Greenway District Building Design Guidelines.*

I quoted from the Use and Development Guidelines:

“The scale and architecture of the existing neighborhood and adjacent landmarks, including Quincy Market, must be respected. This and the desire to preserve and enhance views of the Custom House Tower and to the harbor from City Hall Plaza will dictate massing on this site.”

The proposal as revised continues to fail to respect adjacent landmarks and continues to block views rather than preserving and enhancing them.

My third reason was:

3. *The proposed project has received a negative evaluation by the Design Review Committee of the Boston Civic Design Commission.*

Since I wrote that letter the Commission as a whole voted unanimously to disapprove the previous proposal. I applaud that action. Furthermore, I support the position taken by one or more of the members of the Commission that because the site is located so near significant historic and cultural resources nothing should be built on the roof of the present structure.

My fourth reason was:

4. *Underground parking at the garage site should be studied before further action is taken to build on top of the garage.*

I am not aware that such a study has been commenced, much less completed. It is therefore my position that any further consideration of a Dock Square Garage redevelopment project is premature, and should not take place until a detailed investigation of the feasibility of installing underground parking at the site has been taken and completed, and a report of the findings has been made public.

Additionally, I am not aware the Design Review Subcommittee has taken a position on the merits and demerits of the revised proposal. Action by the committee as a whole should not be scheduled until the subcommittee's recommendation is ready to be made. There is no need to rush this extremely controversial project through the approval process.

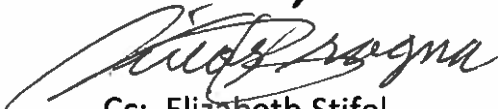
Since this project may end up before the Zoning Commission for a Planned Development Area Review, I add a quote from Article 80 of the Boston Zoning Code, Section 80C-4. **Standards for Planned Development Area Review Approval.** It begins with, "The Boston Redevelopment Authority shall not approve a Development Plan or Master Plan for a Planned Development Area unless the Authority finds that:

"(e) on balance, nothing in such plan will be injurious to the neighborhood or otherwise detrimental to the public welfare, weighing all the benefits and burdens."

In my opinion, the project as revised clearly fails to meet that standard, and therefore should not be approved by the BPDA.

Yours sincerely,

Victor Brogna

A handwritten signature in black ink, appearing to read "Victor Brogna", written in a cursive style.

Cc: Elizabeth Stifel
Brian Golden
Mayor Walsh
Alison Frazee

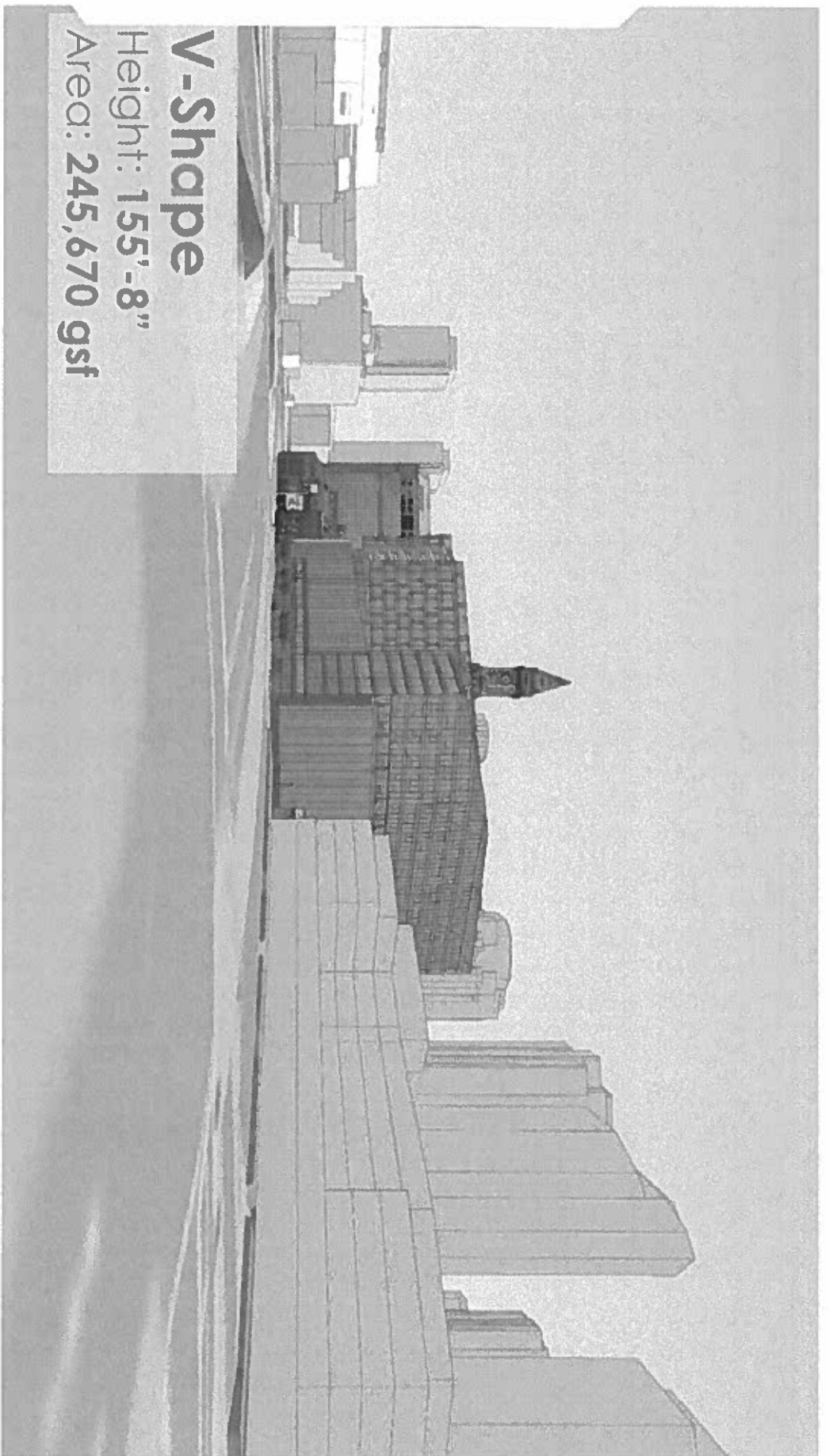
EXHIBIT 1

Blocking of Views of the Custom House Tower and The Downtown Skyline

Previous proposal – p. 1 (views blocked)

Revised proposal – p. 2 (views blocked)

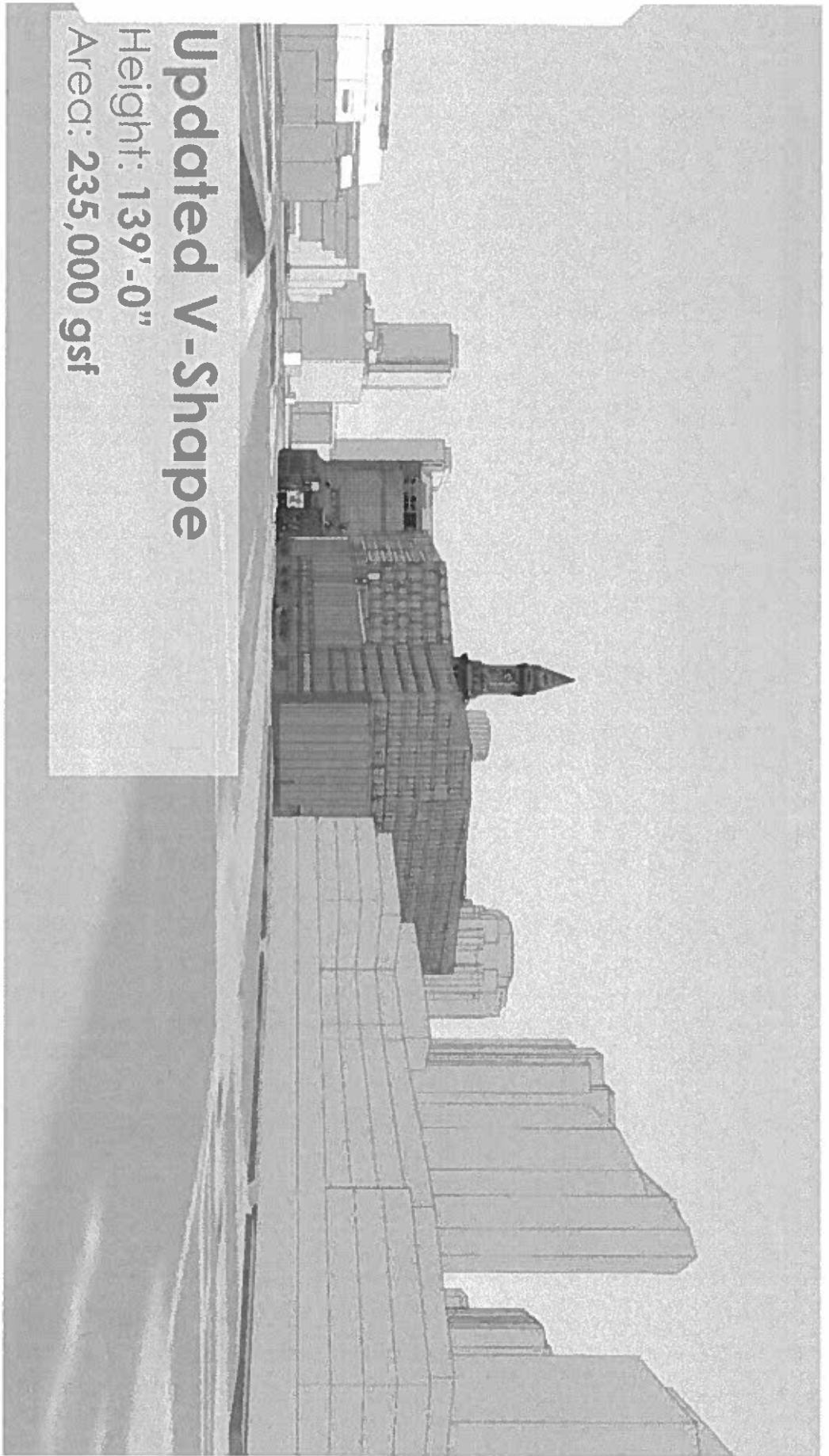
No Significant Change



V-Shape

Height: 155'-8"

Area: 245,670 gsf



Updated V-Shape

Height: 139'-0"

Area: 235,000 gsf



Michael Sinatra <michael.a.sinatra@boston.gov>

Fwd: Delivery Status Notification (Failure)

Sarah Buermann

Fri, Mar 29, 2019 at 12:46 AM

To: michael.a.sinatra@boston.gov

pls scroll down -- apologies for typo in first try.

----- Forwarded message -----

From: **Mail Delivery Subsystem** <mailer-daemon@googlemail.com>

Date: Thu, Mar 28, 2019 at 8:58 PM

Subject: Delivery Status Notification (Failure)

To:

The response was:

DNS Error: 1254043 DNS type 'mx' lookup of bosston.gov responded with code NXDOMAIN Domain name not found: bosston.gov

----- Forwarded message -----

From: Sarah Buermann

To: michael.a.sinatra@bosston.govCc: elizabeth.s.stifel@boston.gov, brian.golden@boston.gov, afraze@bostonpreservation.org, mayor@boston.gov

Bcc:

Date: Thu, 28 Mar 2019 20:58:22 -0400

Subject: Dock Square Garage Proposal

Hello,

This proposal in its current iteration is not acceptable. Please re-work it with much more respect to the historic and valuable viewsheds. The current plan destroys these due to unconsidered massing and height. Also, more attention to appropriate materials is required. In addition, parking issues must be resolved via means that do not destroy historic and aesthetic value, which, once lost, cannot be re-attained.

BPDA should not approve this project and BCDC should again vote to disapprove this proposal.

This is a project for which long-term thinking and long-term values must be used rather than sacrificing that which is irreplaceable for short-term gain.

Thank you all for your efforts in this territory.

Sarah Buermann

11/8

[50 Weld Hill Street](#)[Jamaica Plain 02130](#)

icon.png

2K





Michael Sinatra <michael.a.sinatra@boston.gov>

Comments on Dock Square Garage Project

1 message

Ashley Casavant

Mon, Apr 1, 2019 at 4:52 PM

To: "michael.a.sinatra@boston.gov" <michael.a.sinatra@boston.gov>

Cc: "elizabeth.a.stifel@boston.gov" <elizabeth.a.stifel@boston.gov>, afrazees <afrazees@bostonpreservation.org>, "mayor@boston.gov" <mayor@boston.gov>, "brian.golden@boston.gov" <brian.golden@boston.gov>

Dear Michael,

I am writing to you with great concern over the recently proposed Dock Square garage project. **The BCDC should again vote to disapprove this proposal. The BPDA should not approve a project that is unable to gain the support of the Boston Civic Design Commission.**

This building is out of context, of improper scale, and offensively disregards the historical neighborhood that surrounds it. We have played host to some of the most important events in the history of our nation, many of which took place in the neighborhood of this proposed project and its surrounds, and I believe we owe it not just to ourselves but to the rest of the country to preserve what we have left of that legacy. It's not just our history, but our nations history. But I truly believe a project like this would show the world that we simply don't care about our history and the buildings that have survived it.

If approved, I worry of the precedence this project would set for future development in the area. If one building can be built that so dramatically disrespects the historical fabric around it, I worry that other buildings may follow be allowed to follow suit, slowly stripping the area of its charm - which, as a reminder, is vital to our tourism economy (people don't come to Boston to see glass condo buildings...). I worry that this project will also set a precedence of disregarding existing height restrictions for the area, which were put into place for good reason.

I understand the need for development that addresses our immediate and future needs as a thriving city. However, there are other design approaches that can be taken that would address those needs while still paying homage to the history of the area. The proposed design is not the best option that could be pursued for this site.

Again, **the BCDC should again vote to disapprove this proposal. The BPDA should not approve a project that is unable to gain the support of the Boston Civic Design Commission.** These design decisions have lasting consequences. Please make decisions that will make our children and our grandchildren proud of the Boston we will leave to them.

Sincerely,
Ashley Casavant

Sent from [Outlook](#)



Michael Sinatra <michael.a.sinatra@boston.gov>

Dock Square Garage project comments

1 message

Adam Castiglioni

Tue, Apr 2, 2019 at 6:02 AM

To: "michael.a.sinatra@boston.gov" <michael.a.sinatra@boston.gov>
Cc: "elizabeth.a.stifel@boston.gov" <elizabeth.a.stifel@boston.gov>, "brian.golden@boston.gov" <brian.golden@boston.gov>, "mayor@boston.gov" <mayor@boston.gov>, Alison Frazee <afrazee@bostonpreservation.org>, Lydia Edwards <lydia.edwards@boston.gov>, Michlewitz Aaron <aaron.m.michlewitz@mahouse.gov>, "joseph.boncore@masenate.gov" <joseph.boncore@masenate.gov>, "michael.bonetti@boston.gov" <michael.bonetti@boston.gov>, "jay.livingstone@mahouse.gov" <jay.livingstone@mahouse.gov>, Jesse Brackenbury <jbrackenbury@rosekennedygreenway.org>, Michelle Wu <michelle.wu@boston.gov>

Dear Mr. Sinatra, Mr. Golden, and Ms. Stifel,

I strongly urge that the BCDC vote on Tuesday, April 2nd to oppose the proposed Dock Square Garage resident development project.

I feel this development is too tall and will block the view of the Boston Skyline, including the historic Custom House, from the Rose Kennedy Greenway. On Saturday afternoon, I was enjoying a warm day on the Greenway in the North End park and enjoyed the excellent view from the greenway of this skyline and the Custom House. If you allow this garage to be developed this high the city will lose this excellent view and it will make this city less livable. I strongly urge you to reject this development and consider a much more responsible development of this site. Our city should not be for sale to the highest bidder. Some things are more important than just making money. The historical character of our city is at stake here. Please do the right thing and reject this project.

Thank you for your attention to this.

Sincerely,

Adam Castiglioni
North End Resident

I would like to



Michael Sinatra <michael.a.sinatra@boston.gov>

Dock Square Garage proposal

1 message

Christine Clements

Tue, Apr 2, 2019 at 7:17 AM

To: michael.a.sinatra@boston.gov

Cc: Mayor Walsh <mayor@boston.gov>, Brian Golden <brian.golden@boston.gov>, Elizabeth Stifel <elizabeth.a.stifel@boston.gov>

Dear Michael-

I am writing to add my voice to the many Bostonians opposed to the current proposal for redeveloping the Dock Square Garage. I've followed the design iterations and consider it still too tall, and ugly, for its location. As a resident of the North End for over twenty years, I lived through the Big Dig and know the value of the opportunities created by opening up that swath of land.

On the plus side, yes we need more housing, and yes replacing a boring parking garage would be an improvement. We also need ground level uses that engage people and bring more life to the greenway. And we need to preserve the historic elements of our skyline that make living in and visiting Boston so special. Even the most recent rendering of the reduced height project blocks all but the very top of the Custom House Tower. If the parking component were put underground, plenty of housing units could be accommodated within an envelope that doesn't obstruct the view.

The existing fabric of our city, its scale and diversity of buildings spanning centuries, is as much a precious resource as an old growth forest. If we squander it for short term financial gains for a few investors, it will be gone forever.

I agree with the BCDC's previous disapprovals, and hope that they and the BPDA will send the designers back to the drawing board for a better solution.

Thank you,
-Christine Clements AIA
[57 Charter Street](#)
[Boston 02113](#)



Michael Sinatra <michael.a.sinatra@boston.gov>

Dock Square Garage

Duke Collier

Fri, Mar 29, 2019 at 10:22 PM

To: "michael.a.sinatra@boston.gov" <michael.a.sinatra@boston.gov>

Dear Mr. Sinatra,

Wouldn't it make more sense to tear down the garage, then let the developer design from a clean sheet of paper. This would allow a less constrained design envelope. It would also allow a de novo discussion about how much parking is appropriate on that site in light of 21stC discussions about urban transportation options.

Best regards,

E M Collier Jr
45 Province St
02108

{{Your text here}}

Sent from my iPad



Michael Sinatra <michael.a.sinatra@boston.gov>

Dock Square Garage

Barbara Elfman

Thu, Mar 28, 2019 at 11:03 PM

To: michael.a.sinatra@boston.gov, elizabeth.a.stifel@boston.gov, briangolden@boston.gov, mayor@boston.gov, afraze@bostonpreservation.org

Dear All,

Please carefully consider and reject the building of units on top of the Dock Square Garage. One of the design flaws that I constantly see in development is the refusal to build underground parking. It would make perfect sense in this instance when this area is so heavily used by pedestrians. The mass and height of the building would then be appropriate.

The Dock Square Garage is located near some of the most significant historic and cultural resources in Boston including Faneuil Hall, Quincy Market, the Blackstone Block, and the Holocaust Memorial. Development on this site impacts this historic context as well as views to and from the historic North End neighborhood, the Custom House Tower, and countless historic places and views that define Boston. The proposal, even as revised, negatively impacts these areas that contribute to the history, context, and sense of place in this area of the city.

Though housing units and public realm improvements are welcome on this site, the proposal adds overwhelming height to an existing above ground parking garage. The optimal solution would be to design a new building that is appropriate for this site in height, massing, and materials. If this kind of solution isn't feasible now, we should not be forced to accept a substandard development which will be with us for generations.

Other options to meet the current demand for parking should be explored so that the best development possible can be achieved at this important site. The desire for on-site parking for nearby employees should not dictate high-impact, long-term design decisions.

BCDC should again vote to disapprove this proposal. The BPDA should NOT approve a project that is not able to gain the support of BCDC.

Thank you for reading my opinion,
Barbara Elfman



Michael Sinatra <michael.a.sinatra@boston.gov>

Dock Square Garage Development

Fusco & Four

Thu, Mar 28, 2019 at 2:42 PM

To: michael.a.sinatra@boston.gov

Cc: elizabeth.a.stifel@boston.gov, Alison Frazee <afrazee@bostonpreservation.org>, mayor@boston.gov

To: Michael Sinatra, BPDA Project Manager

As a resident of Boston for more than 40 years, there are few things that I am more passionate about than the character of our city. As the Producer of Boston Design Week, which has presented over 450 design-related programs over the past six years attracting more than 75,000 attendees, I can safely say that many of my colleagues in the design fields feel the same way.

Boston is a city respected around the world for the integrity of its architecture, both old and new. While the two haven't always peacefully co-existed, I believed that we had achieved a balance in the City where we were protecting our historical architectural heritage while still encouraging new development. However, the latest proposal for the redevelopment of the Dock Square Garage flies in the face of such a balance.

Located near some of the most significant historic and cultural resources in Boston including Faneuil Hall, Quincy Market, the Blackstone Block, and the Holocaust Memorial, this development will impact both this historic complex as well as views that help define the City of Boston.

I understand that the developers paid a very high price for the Dock Square Garage, and hope to maximize their profit, but by proposing an overwhelming height and massing we will all pay the price by being forced to accept a substandard development which will be with us for generations.

There must be other options -- the BCDC should vote again to disapprove this project, and the BPDA should not approve this project without the BCDC support.

Tony Fusco, Director

--

Fusco & Four
8 Allenwood Street
Boston, MA 02132

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Michael Sinatra <michael.a.sinatra@boston.gov>

Dock Square Garage

Bin Gao

Thu, Mar 28, 2019 at 9:47 PM

To: michael.a.sinatra@boston.gov

Cc: elizabeth.a.stifel@boston.gov, brian.golden@boston.gov, afraze@bostonpreservation.org, mayor@boston.gov

Dear Mr. Sinatra,

The proposal to add residential units atop the Dock Square Garage near Quincy Market is unacceptable. It shouldn't be approved as presented.

The Dock Square Garage is located near some of the most significant historic and cultural resources in Boston including Faneuil Hall, Quincy Market, the Blackstone Block, and the Holocaust Memorial. Development on this site impacts this historic context as well as views to and from the historic North End neighborhood, the Custom House Tower, and countless historic places and viewsheds that define Boston. The proposal, even as revised, negatively impacts these areas that contribute to the history, context, and sense of place in this area of the city.

Thank you for your consideration.

Regards,

Bin



Jack Glassman AIA, LEED AP
Historical Architect; Preservation Planner
Charlestown, Massachusetts

April 2, 2019

Michael A. Sinatra, Project Manager
Boston Planning and Development Agency
Boston City Hall, Ninth Floor
One City Hall Plaza
Boston, MA 02201

Re: Dock Square Garage Residential Tower Addition, 20 Clinton Street

Dear Mr. Sinatra,

As a Boston resident with 30+ years of public- and private-sector professional experience in architecture and urban design (including 6½ years as a BRA Senior Architect) who currently chairs the BSA Historic Resources Committee, I am writing to vehemently oppose the current proposal to surmount the respectful albeit nondescript Dock Square Garage with, in essence, a jagged peak dividing the historic Blackstone Block from Faneuil Hall Marketplace. This shocking proposal would 1) dominate Boston's historic Creek Square (site of the original mill creek connecting the Town or Great Cove to the North Cove and subsequent Mill Pond), 2) block views of the Custom House Tower and 3) totally dominate the skyline along the Alexander Parris-designed North and South Market Streets and the Freedom Trail, traversed by millions of visitors annually.

Billed as a “sculptural” and architecturally interesting makeover, the proposed design clearly aspires to draw attention to itself as a glassy new icon. However, this critically important location, situated at the heart of the crossroads between City Hall, the Blackstone Block, the Market District and the North End, requires deference to history, achieved via respectful scale, massing and materials. A residential “vener,” the introduction of some textural interest to the plain facades of the existing garage and, perhaps, a two- or three-story vertical addition could enhance the building without overshadowing the entire area. I urge the BCDC and BPDA to reject the existing proposal and to encourage the developer to reimagine the project as a contextual addition rather than a jarring intervention.

Sincerely,

Jack Glassman AIA, LEED AP

cc: Hon. Martin J. Walsh, Mayor, City of Boston
Brian Golden, Director, BPDA
Elizabeth Stifel, Executive Director, BCDC
Alison Frazee, Boston Preservation Alliance



Michael Sinatra <michael.a.sinatra@boston.gov>

Dock Square Garage

Alec Fri, Mar 29, 2019 at 1:21 PM
To: michael.a.sinatra@boston.gov

Dear Mr. Sinatra,

The Dock Square Garage project is to big a project for this very sensitive nad historic part of our city. It commits us to keeping an old fashioned garage into an age which is moving away from land uses.

Alexander Y. Goriansky
[255 Massachusetts Ave.](#)
[Boston, MA 0215](#)



Michael Sinatra <michael.a.sinatra@boston.gov>

Dock Square Parking Garage, height change rqst.

THOMAS HART

Sat, Mar 30, 2019 at 7:17 PM

Reply-To: THOMAS HART

To: michael.a.sinatra@boston.gov

Cc: elizabeth.a.stifel@boston.gov, brian.golden@boston.gov, afraze@bostonpreservation.org, mayor@boston.gov

Michael Sinatra, BPDA Project Manager

Dear Mr. Sinatra:

Thank you for the opportunity to comment on the proposed height addition to the Dock Square parking garage to provide residential units. I oppose the addition of any height to the garage.

While not a resident of the City of Boston our family finds itself bringing out of town guests to the Dock Square Garage/Quincy Market/Faneuil Hall area. The area is picturesque in its simple historical beauty. The proposal, even as revised, will decrease the beauty and negatively impact the area that contributes so much to Boston. Should the project be approved then more likely than not others of its sort will be allowed - chipping away at the beauty and changing the area from one that we and our guests enjoy visiting and patronizing to one that we move past on our way to something more in keeping with Boston's history.

Tom Hart (Thomas J. Hart), 173 Oak St., Unit 402, Newton, MA 02464



Michael Sinatra <michael.a.sinatra@boston.gov>

Dock Square Garage - from North End resident

Heath, Molly

Tue, Apr 2, 2019 at 10:12 AM

To: "michael.a.sinatra@boston.gov" <michael.a.sinatra@boston.gov>

Mike,

My husband and I have heard that the Dock Square Garage redevelopment has been stalled as a result of a few members of the BCDC. As North End residents and employees of companies headquartered in Boston, raising our four children in the North End, who attend the Eliot School and for whom the Greenway serves as their backyard/weekend destination/cultural excursion, I would like to encourage the BPDA to consider the desires of the community when evaluating the merits of this project that will provide more housing, better design and an activation of the Greenway where it is desperately needed. I understand the project has been revised as a direct result of the comments from the BCDC, creating an appropriate compromise. As a family, we implore and urge the BPDA to approve this project. North End residents and the people that work and live in the city, have been waiting for this project.

Thank you,

Mary Heath

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Michael Sinatra <michael.a.sinatra@boston.gov>

Dock Square Garage

1 message

Richard Henderson

Tue, Apr 2, 2019 at 8:40 AM

Reply-To: Richard Henderson

To: michael.a.sinatra@boston.gov

Cc: elizabeth.a.stifel@boston.gov

Dear Mr. Sinatra,

I am writing to object to the proposed addition to the Dock Square Garage. The BCDC was right to reject the last version of this proposal, and the newest proposal is still unacceptable. The BCDC-- and the BPDA-- should vote against this development. No amount of tinkering with height, materials, massing is going to fix this conception of a cap atop the existing garage-- it simply should not happen.

It is truly remarkable that past generations of Bostonians have over many decades ensured that the Faneuil Hall/Quincy Market/Blackstone Block complex remains essentially unmarred by out of scale, out of place development. The important views from the top of the City Hall steps, from the corner of the Old State House, from the North End, perceive an incomparable composition of outstanding 18th and 19 century buildings.

I believe in redevelopment, in the need to build more housing units. I'm a strong proponent of the Bulfinch Crossing project and the nearby proposal to replace the Harbor Garage. But this idea-- to try to keep the existing garage and yield a relatively small number of new units-- is a half measure that we will greatly regret. If you allow this project to move forward, I suspect you will look out your office windows every day and think, why did we do that?

Trends in technology and society indicate that parking garages will soon be rendered obsolete. Throughout America, developers are designing and building garages that can be readily converted into other uses. But here, in the nation's most walkable, technology-savvy city, we are going to ruin a centuries-old urban composition in order to keep a parking garage viable for a decade or two more? We've managed to protect this complex for many decades-- let's wait one or two more till the garage is unnecessary, and do it right.

Thank you.

Sincerely,

Richard Henderson

[3 Parley Vale Apt 2](#)

[Jamaica Plain, MA 02130](#)



Michael Sinatra <michael.a.sinatra@boston.gov>

Dock Square Garage

Ellen Hume

Thu, Mar 28, 2019 at 3:50 PM

To: michael.a.sinatra@boston.gov

Cc: elizabeth.a.stifel@boston.gov, brian.golden@boston.gov, mayor@boston.gov, Alison Frazee <afrazee@bostonpreservation.org>

March 29, 2019

Dear Mr. Sinatra,

The Dock Square Garage you are developing is located near some of our most significant historic and cultural resources in Boston, including Faneuil Hall, Quincy Market, the Blackstone Block, the Holocaust Memorial and Boston's oldest neighborhood, the North End, with its revolutionary and immigrant history. Development on this site impacts this historic context as well as views to and from the North End, the Custom House Tower, and countless historic places and views that define Boston. The proposal, even as revised, negatively impacts our neighborhood and these adjacent areas that are essential to the soul and beauty of Boston.

- Though housing units and public realm improvements are welcome on this site, the proposal adds **too much height** to the above ground parking garage. Please instead demolish the garage, put any necessary parking underground, and design a new building that is appropriate for this location, in height, massing, and materials. If this kind of solution isn't feasible now, we should not be forced to accept a substandard plan for short-term gain.
- Other options to meet the current demand for parking should be explored so that the best solution can be developed at this important site. The desire for on-site parking for nearby employees should not dictate high-impact, long-term design decisions.
- **BCDC should again vote to disapprove this proposal.** The BPDA should NOT approve a project that is not able to gain the support of the Boston Civic Design Commission.

Thank you

Ellen Hume

Co-Chair, Board of Trustees

Columbus Court Condominiums

[20 Tileston St.](#)[Boston, MA 02113](#)



Michael Sinatra <michael.a.sinatra@boston.gov>

Dock Square Garage

Laura Lacombe

Fri, Mar 29, 2019 at 2:30 PM

To: michael.a.sinatra@boston.gov

Cc: elizabeth.a.stifel@boston.gov, brian.golden@boston.gov, Alison Frazee <afrazee@bostonpreservation.org>, mayor@boston.gov

Dear Michael Sinatra,

I urge you to reconsider the proposal to build on top of the Dock Square Parking Garage. I believe that this proposal is a hasty attempt at development for development's sake, and has not taken into consideration the historic significance of the area, the vibrancy of Faneuil Hall as part of Boston's city center, or the importance of these buildings to Boston's cityscape. I think that such an insensitive design is not the correct course of action, and that this development project should be redesigned to be more appropriate for historic Boston. For such an important area, in such a beautiful city, please do right by your citizens and spend time seeking a design that will make us all proud.

Thank you for your consideration!

Laura Lacombe

--

[Laura A. Lacombe](#)

Architectural Conservator

Santander Program for Research and Conservation of Maya Sculpture

[Copan Acropolis Tunnel Conservation Project](#)

[Peabody Museum of Archaeology and Ethnology](#)

Harvard University



Michael Sinatra <michael.a.sinatra@boston.gov>

Dock Square Garage

Thu, Mar 28, 2019 at 2:24 PM

To: Michael.a.sinatra@boston.gov

Cc: "Elizabeth.a.stifel@boston.gov brian.golden@boston.gov" <mayor@boston.gov>

Dear Ladies and Gentlemen:

One of the distinguishing characteristics of the area around the Quincy Markets is scale. Specifically low scale. By plunking a huge building beside other buildings of smaller scale, you ruin the smaller buildings by overwhelming them. The proposed addition to the Dock Square Garage will wreck the Quincy Markets. Do not allow this to happen.

I understand that Boston is growing up. This growth should be permitted in certain areas and prohibited in others. This area of old Boston should be preserved as it is.

Sincerely,

A.T.Lyman

[85 East India Row](#)
[Boston](#)



Michael Sinatra <michael.a.sinatra@boston.gov>

Dock Square Garage Comments

Justin MacDonald

Thu, Mar 28, 2019 at 11:29 PM

To: michael.a.sinatra@boston.gov

Cc: afraze@bostonpreservation.org, mayor@boston.gov, brian.golden@boston.gov, elizabeth.a.stifel@boston.gov

Hello,

Thank you for taking public comment on the proposed Dock Square Garage redevelopment. I am an architecture fanatic and lover, I enjoy the very old and the very new, and have been studying architecture for a long time. Boston is a beautiful city with a broad range of buildings that I appreciate, including the Boston City Hall (though I am sad about what was destroyed to make it).

This Dock Square Garage proposal is simply inappropriate for the area. It is not only too large, but very architecturally out of context. Boston, as a city, has a unique opportunity to undue some of the damage that was done in the 60s and 70s around Quincy Market. People come to Boston to see and appreciate the old, not to see boring glass buildings abounding. I believe a more historically fitting building of a slightly smaller scale will work here, perhaps by an architect like Robert Stern. Please don't buckle to the pressure of money, money that could ruin much of this city if left unchecked.

I am not anti-development, and am in fact excited that this garage will be redone, as others as well, but let's do it right. I agree entirely with the Boston Preservation Alliances stance regarding the building and parking as illustrated here: "Though housing units and public realm improvements are welcome on this site, the proposal adds overwhelming height to an existing above ground parking garage. The optimal solution for this site would be to demolish the garage, put any necessary parking below grade, and design a new building that is appropriate for this site in height, massing, and materials. If this kind of solution isn't feasible now, we should not be forced to accept a substandard plan for short-term gain."

Thank you for your time and effort!

Justin MacDonald



Michael Sinatra <michael.a.sinatra@boston.gov>

Dock Sq. Garage Proposal

Marilyn MacLeod

Thu, Mar 28, 2019 at 6:30 PM

To: michael.a.sinatra@boston.gov

Cc: elizabeth.a.stifel@boston.gov, brian.golden@boston.gov, afraze@bostonpreservation.org, mayor@boston.gov

- Hello,

I am writing to voice to you my deep concern about the latest Dock Square Garage proposal. I do not think it's a good idea to change the space near Faneuil Hall, Quincy Market and the Blackstone Block at all. I feel that the Boston skyline has already changed so significantly in my lifetime. We should maintain the area's historic charm as it is. I'm not opposed to change per se. Just opposed to further destroying more of Boston's historic charming neighborhoods in order to build tasteless buildings in the guise of need but more likely is greed.

If you find it still necessary to construct a building at that site, it should at least be done in the scale and style of the historic buildings nearby. I understand that additional parking is needed. Why not build parking below ground?

I am very concerned and hope that you will in the end make the right decision for the people of the City of Boston and beyond, and limit the building so it is done in a manner that respects the beautiful historic neighborhood that exists today because once it's gone, it can never come back.

Best regards,

Marilyn MacLeod

Sent from my iPad



Michael Sinatra <michael.a.sinatra@boston.gov>

dock squ development

Karen Macnutt

Fri, Mar 29, 2019 at 10:36 AM

To: michael.a.sinatra@boston.gov

Dear Mr. Sinatra,

I understand that the Dock Square garage wants to increase its height. Please oppose this.

A lot of work was done at the time City Hall was built to preserve the character of the Dock Square area to keep its historic feel, to make it a place for people to come and enjoy the city. Allowing the modern buildings in the area to increase their height destroys that architectural plan for the area; it overwhelms the older buildings; and it has the potential to shade what are now sunny, pleasant areas for people to walk. This is an area that is the heart of landmark Boston. The people who own the garage well knew that when they first built and can not now cry foul.

Karen MacNutt
[129 Minot St](#)
[Dorchester, MA 02122](#)

Martha J. McNamara
56 Pinckney Street
Boston, MA 02114

1 April 2019

Michael Sinatra
Project Manager
Boston Planning and Development Agency
Boston City Hall
Via email: michael.a.sinatra@boston.gov

RE: Dock Square Garage Project

Dear Mr. Sinatra:

I write in strong opposition to the redevelopment proposal for the Dock Square Garage in Boston's historic Faneuil Hall/Quincy Market/Blackstone Block neighborhood. I am an architectural historian with a special expertise in the buildings and landscapes of New England. I am Director of the New England Arts and Architecture Program and Co-Director of the Architecture Program at Wellesley College. I currently serve as Chair of the Board of Governors of the Bostonian Society, stewards of Boston's Old State House. I have served on the Beacon Hill Architectural Commission, as well as on the boards of the Society of Architectural Historians and the Vernacular Architecture Forum. Most important, I am a 35-year resident of Boston and have lived in both the North End and Beacon Hill – neighborhoods adjacent to the proposed redevelopment site.

The Dock Square Garage site is surrounded by historic and cultural resources of local, state, regional, and national significance. Faneuil Hall and Quincy Market (both National Historic Landmarks) are iconic Boston buildings which, together with the Blackstone Block, constitute a rare survival of Boston's 18th- and early 19th-century urban landscape. The proposal to redevelop the Dock Square Garage is massively out of scale for this historic context and it will do irreparable harm to Boston's most beloved, most visited, and most photographed buildings and streetscapes. In particular, the proposal to add a multi-level glass block to the existing structure's height would completely overwhelm the historic structures that surround it as well as almost entirely obstruct significant vistas from the Kennedy Greenway and the North End to the city skyline and, most notably, to Boston's Custom House Tower.

The existing Dock Square Garage may not be historically or aesthetically significant enough to merit preservation, but it is a relatively inoffensive building that does not compete with the neighboring historic landmarks. Specifically, its height, materials, and simple, taut facades do not detract from the historic context. Recladding the existing building and adding an enormous glass block that will tower over neighboring 18th- and 19th-century buildings would utterly destroy the character and ambiance of this most historic section of our city. Further, the glass tower will visually wall off the Greenway from Boston's skyline – essentially reestablishing

the visual and spatial obstruction once created by the elevated Central Artery between the North End and the Faneuil Hall/Quincy Market/Blackstone Block neighborhood.

The proposal to retain an above-grade parking structure and encase it in new construction is also a retrograde idea that should be rejected out of hand. We all need to recognize that reducing automobile use is our path to a sustainable future and the City of Boston itself has taken affirmative steps along that path by committing to reducing carbon emissions through encouraging mass transit use, walking, and biking. Because our future must be one with fewer cars, retaining an above ground parking garage is short-sighted and runs directly counter to the City's stated objectives. A more thoughtful, forward-looking, contextual, and sustainable project for the Dock Square Garage site would raze the existing building and convert that square footage to an appropriately scaled, mixed residential/retail project that responds to the surrounding historic context and maintains the existing visual and spatial openness across the Greenway.

The proposed Dock Square Redevelopment Project would be an unmitigated disaster for the Faneuil Hall/Quincy Market/Blackstone Block neighborhood as well as for the Kennedy Greenway and the North End. The project is massively out of scale for the surrounding historic buildings and streetscapes and it is utterly short-sighted in its retention of above ground parking at a time when urban automobile use is in decline. The BCDC should again vote not to approve the project and the BPDA should never allow a project that does not have the approval of the Boston Civic Design Commission to go forward.

Thank you for allowing me to comment on this project. If you have any questions, I can be reached via email at

Sincerely,

Martha J. McNamara

cc:

Mayor Martin Walsh, City of Boston
Brian Golden, Boston Planning and Development Agency
Elizabeth Stifel, Boston Civic Design Commission
Rosanne Foley, Boston Landmarks Commission
Alison Frazee, Boston Preservation Alliance
Eve Waterfall, Beacon Hill Civic Association
Rob Whitney, Beacon Hill Civic Association



Michael Sinatra <michael.a.sinatra@boston.gov>

Dock Square Garage

Ariana McSweeney

Mon, Apr 1, 2019 at 10:34 AM

To: "michael.a.sinatra@boston.gov" <michael.a.sinatra@boston.gov>

Cc: "elizabeth.a.stifel@boston.gov" <elizabeth.a.stifel@boston.gov>, "brian.golden@boston.gov"

<brian.golden@boston.gov>, "afraze@bostonpreservation.org" <afraze@bostonpreservation.org>, "mayor@boston.gov" <mayor@boston.gov>

Dear Mr. Sinatra,

I am writing to express my opposition to the addition that Fortis Property Group have proposed to build on top of the Dock Square Garage. The design far exceeds the neighborhood's height restrictions, and these regulations are an integral part of preserving the historic character of the area. If construction were to go forward as planned, iconic Boston sites like Quincy Market would be dwarfed by the new addition and much of the area's historic context would be lost. I would also prefer that the ground floor of the garage be used in a way that engages pedestrians, and the current design would not serve this purpose.

Thank you for your consideration and your work on this project!

Best wishes,

Ariana

Ariana McSweeney/Preservation Craftsperson

Mount Auburn Cemetery / [580 Mount Auburn Street / Cambridge, MA 02138-5517](#)[Please consider the environment before printing this e-mail.](#)

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Michael Sinatra <michael.a.sinatra@boston.gov>

Dock Square Garage projec

Rudy Mitchell

To: michael.a.sinatra@boston.gov

Thu, Mar 28, 2019 at 5:40 PM

Greetings,

I am writing to oppose the Dock Square Garage proposal. I think the mass and height and style of this building is not appropriate for this site surrounded by historic buildings. If a historic looking brick building of the same height as the current buildings cannot be feasibly built, then no development should proceed. The proposed development would overpower and overshadow (metaphorically) the current historic buildings.

Sincerely,

Rudy Mitchell, Senior Researcher, EGC



Michael Sinatra <michael.a.sinatra@boston.gov>

Dock Square Garage

1 message

Jeffrey Moore

Tue, Apr 2, 2019 at 9:38 AM

To: "michael.a.sinatra@boston.gov" <michael.a.sinatra@boston.gov>

Michael,

I am disappointed to hear that the Dock Square Garage has been stalled due to a few members of the BCDC. I understand the project has been revised as a result of these comments from the BCDC as a compromise. As I had previously indicated, I have been a North End resident for 15 years, walk by this garage every day and have always believed there could be enhanced use beyond a parking garage. I'm again writing to encourage the BPDA to consider the desires of community members like myself for an enhanced design, use and activation of this portion of the Greenway.

My family and I urge the BPDA to approve this project.

Thank you,

Jeff Moore

[61 Prince Street](#)

[Boston, MA 02113](#)

Jeffrey C. Moore

Senior Vice President

Lincoln Property Company

[53 State Street](#) – 8th Floor

Boston, MA 02109

**Beatrice Nessen
19 Charles River Sq.
Boston, MA 02114**

TO: Boston Civic Design Commission

FROM: Beatrice Nessen

RE: Dock Square Garage Proposal

DATE: March 29, 2019

The modified proposal for enlarging and recladding the existing garage, though reduced in height, remains architecturally inappropriate for historic context where the Dock Square garage is located. The historic Faneuil Hall and its adjacent market buildings and North End represent one of Boston's most historic areas. In addition to be totally incongruous and out of scale for this historic context, the proposed building does not meet the City's adopted Greenway District Guidelines and furthermore would obstruct views to and from the historic North End neighborhood, the Custom House Tower, and countless historic places and viewsheds that define Boston.

I appreciate the fact that Boston needs additional housing stock, preferably affordable housing, the proposed addition on top of the existing garage, re clad, is not the solution. Why sacrifice the integrity of one of Boston's most important historic areas for a structure that violates and harms the historic character. Would it not be wiser to find a vastly better solution for both housing and parking capacity than to approve a design that will result in permanent damage to this important historic Boston asset?

I urge the members of the BCDC to once again disapprove of this design and urge the BPDA not to approve it.

Thank you.

VICTOR BROGNA
P.O. BOX 130371
BOSTON, MA 02113-0007

April 1, 2019

Michael A. Sinatra, Project Manager
Boston Planning & Development Agency
One City Hall Square, 9th Floor
Boston, MA 02201
michael.a.sinatra@boston.gov

Re: Comments on the Current Revision to the Proposed Dock Square Garage
Redevelopment in the Downtown Waterfront – Faneuil Hall Urban
Renewal Area

Dear Mr. Sinatra,

Please be advised that I oppose the proposal in the form as recently revised, for the same reasons that I opposed the proposal in its previous form.

In my comment letter of February 25, 2019, I opposed the proposal in its previous form for four specific reasons. The first was:

1. *The height and massing of the building as now proposed presents a direct and overwhelming negative impact on view sheds from the North End and its Greenway parks.*

I included an Exhibit 1 which showed the massive blocking of view sheds to the Custom House Tower and the downtown skyline which the proposal in the form it was then being presented would cause. The proposal in its revised form does not reduce the blocking. It is exactly the same as before, as shown on the renderings which are posted on line.

My second reason was:

2. *The project as now proposed fails to meet the design requirements of the Greenway District Planning Study Use and Development Guidelines and the Greenway District Building Design Guidelines.*

I quoted from the Use and Development Guidelines:

“The scale and architecture of the existing neighborhood and adjacent landmarks, including Quincy Market, must be respected. This and the desire to preserve and enhance views of the Custom House Tower and to the harbor from City Hall Plaza will dictate massing on this site.

The proposal as revised continues to fail to respect adjacent landmarks and continues to block views rather than preserving and enhancing them.

My third reason was:

3. *The proposed project has received a negative evaluation by the Design Review Committee of the Boston Civic Design Commission.*

Since I wrote that letter the Commission as a whole voted unanimously to disapprove the previous proposal. I applaud that action. Furthermore, I support the position taken by one or more of the members of the Commission that because the site is located so near significant historic and cultural resources nothing should be built on the roof of the present garage

My fourth reason was:

4. *Underground parking at the garage site should be studied before further action is taken to build on top of the garage.*

I am not aware that such a study has been commenced, much less completed. It is therefore my position that any further consideration of a Dock Square Garage redevelopment project is premature, and should not take place until a detailed investigation of the feasibility of installing underground parking at the site has been taken and completed, and a report of the findings has been made public.

Additionally, I am not aware the Design Review Subcommittee has taken a position on the merits and demerits of the revised proposal. Action by the committee as a whole should not be scheduled until the subcommittee's recommendation is ready to be made. There is no need to rush this extremely controversial project through the approval process.

Since this project is likely to end up before the Zoning Commission for a Planned Development Area Review, I add a quote from Article 80 of the Boston Zoning Code. Section 80C-4. **Standards for Planned Development Area Review** **Approval** begins with, "The Boston Redevelopment Authority shall not approve a Development Plan or Master Plan for a Planned Development Area unless the Authority finds that:

“(e) on balance, nothing in such plan will be injurious to the neighborhood or otherwise detrimental to the public welfare, weighing all the benefits and burdens.”

In my opinion, the project as revised clearly fails to meet that standard, and therefore should not be approved by the BPDA.

Yours sincerely,

Victor Brogna

Cc: Elizabeth Stifel
Brian Golden
Mayor Walsh
Alison Frazee

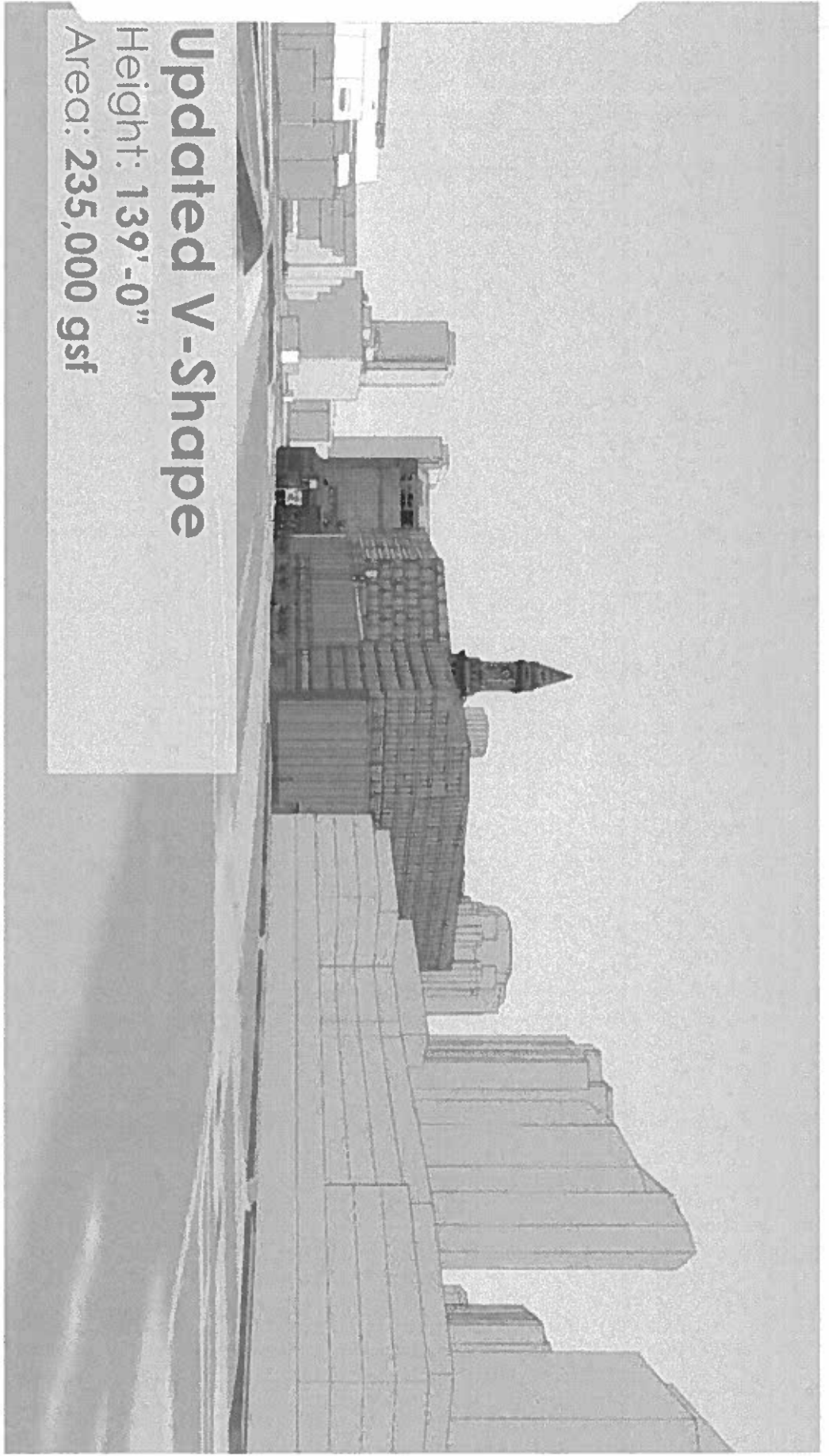
EXHIBIT 1

Blocking of views of the Custom House Tower and the Downtown Skyline

Previous Proposal – p. 1 (views blocked)

Revised proposal – p. 2 (views blocked)

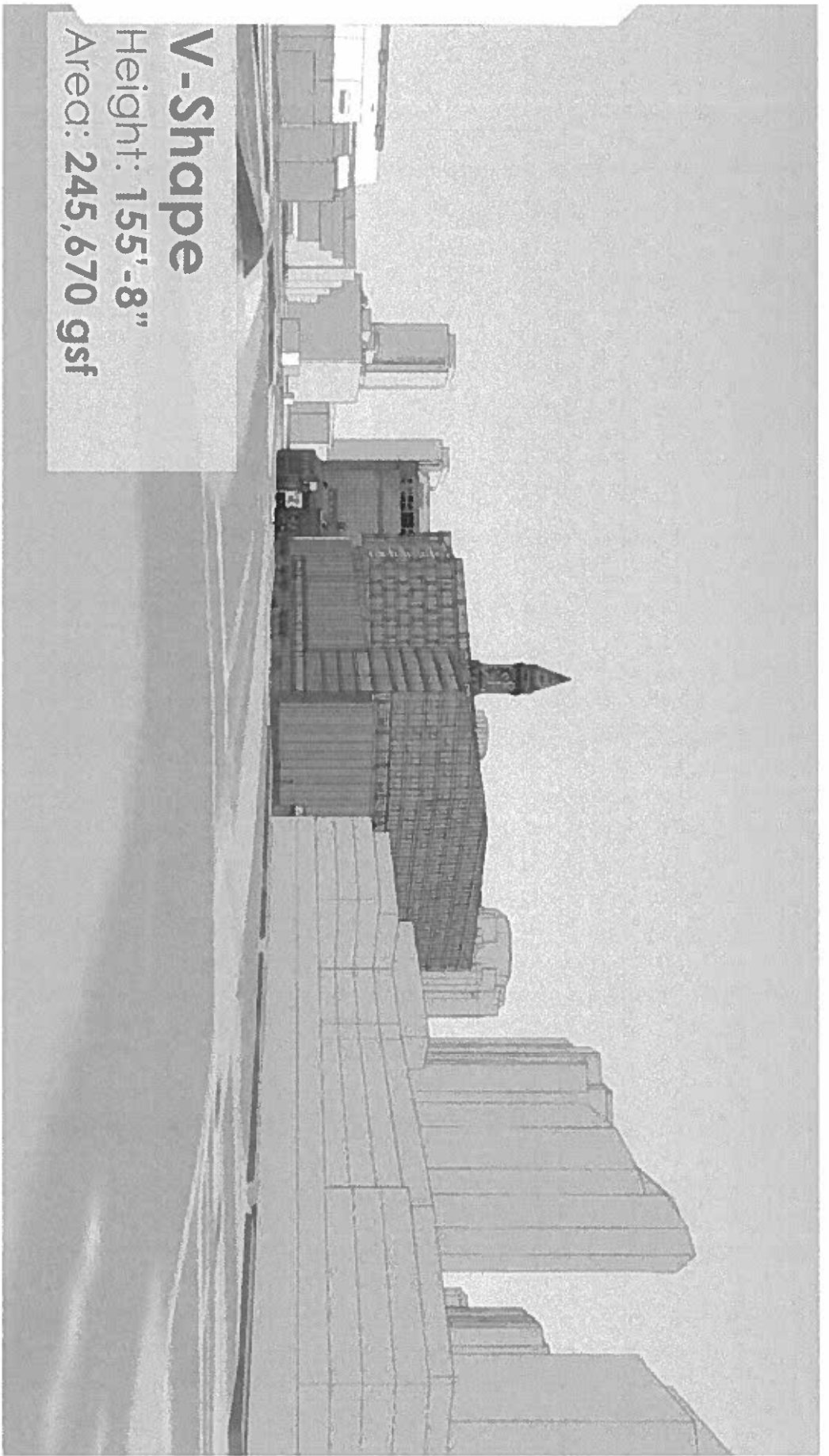
No Change



Updated V-Shape

Height: 139'-0"

Area: 235,000 gsf



V-Shape

Height: 155'-8"

Area: 245,670 gsf



Michael Sinatra <michael.a.sinatra@boston.gov>

Dock Square Support Letter

1 message

Joe O'Malley

Mon, Apr 1, 2019 at 3:24 PM

To: Michael Sinatra <michael.a.sinatra@boston.gov>

Mr. Sinatra,

I am writing to express my support for the redevelopment of the Dock Square Garage, as proposed, with the parking component being maintained during and following construction.

Faneuil Hall Marketplace, located in the heart of downtown Boston, is home to 40 local businesses operating in one of the most historic retail locations in the world. Our local businesses sell unique, hand crafted items to throngs of visitors who seek out a unique shopping experience. As the General Manager, I am intimately aware of the needs of our visitors, who are also frequenting many of the area's other historic and arts attractions including the New England Aquarium, The Children's Museum, the Old State House and Paul Revere's House. While these visitors come from all over the world, many of our visitors are also local and regional residents, who utilize various modes of transportation, though many of whom drive their personal vehicles. These individuals and families need a place that is convenient to park. And with other nearby redevelopment projects continuing to diminish parking, we want to reaffirm our desire to maintain the parking at the Dock Square Garage; the success of our small businesses and historic resources depend on it.

The Faneuil Hall Marketplace is a thriving destination. And, while serving as an important part of our organization's infrastructure, the utilitarian Dock Square Garage is an obstacle to the activation of the area. The addition of housing, ground floor retail along the Greenway and a more iconic design to the hulking garage will certainly add vitality to this dead corner of Boston. The addition of new residents to this part of the City will be a great benefit to our businesses, and the overall improvements will create a more safe environment to residents and visitors alike.

I appreciate the process to date and believe the Dock Square Garage redevelopment proposal has improved as a result of the many public meetings and the active participation by the Boston Civic Design Commission. But, the elimination of the Garage as suggested by some BCDC members would be devastating to the local businesses and their employees. The disapproval of this proposal as a result of an inability to recognize the importance of redevelopment, more housing, improved architecture and retail along the greenway, would be a complete disappointment and a waste of much time and resources. I urge the BPDA to approved the updated proposal.

To restate the main assertion of this letter, we need the parking of the Dock Square Garage. And as a member of the IAG for this project, I believe there is a consensus from North End residents who also utilize the garage for visitors or snow emergencies. Please consider the small businesses and area residents when this project is reviewed.

I appreciate your time and consideration.

Sincerely,

Joe O'Malley

.....
Joseph M. O'Malley

General Manager

Faneuil Hall Marketplace & South Station

4 South Market, 5th Floor

Boston, Ma 02109

Faneuil Hall Marketplace | South Station | Ashkenazy Acquisition Corp.

www.faneuilhallmarketplace.com | www.south-station.net | www.aacrealty.com



Michael Sinatra <michael.a.sinatra@boston.gov>

Dock Square garage proposal. protest

1 message

Jane O'Reilly

Thu, Mar 28, 2019 at 2:47 PM

To: michael.a.sinatra@boston.gov

Cc: elizabeth.a.stifel@boston.gov, Alisafrazee@bostonpreservation.org, brian.golden@boston.gov, mayor@boston.gov

Everything about this proposal is an egregious mistake.

The size, the so-called design, the site, the squandering of all pretense to historic preservation, of respecting what remains of the waterfront...so many things are wrong it could only be proposed in Boston, where many architects study but few are competent to design, or, worse, to have their better designs approved.

The only possible solution to redeveloping this site is to tear the entire building down and redesign. By the way, rising water levels make a deep garage inadvisable, as surely you know. No, no, no, no

Enough with the luxury condo craze...this site is the heart of our city's history, the tourist traffic, and the gathering places for actual residents and workers.

This building would be hideous and counter productive at any location, but especially destructive for the site discussed.

Sincerely,

Jane O'Reilly

[150 Orleans St](#)

407

East Boston, Ma 02128



Michael Sinatra <michael.a.sinatra@boston.gov>

Dock Square Garage

1 message

Daniela Palma

Mon, Apr 1, 2019 at 6:32 PM

To: michael.a.sinatra@boston.gov

Dear Mr. Sinatra,

The Dock Square Garage is located near some of the most significant historic and cultural resources in Boston including Faneuil Hall, Quincy Market, the Blackstone Block, and the Holocaust Memorial. Development on this site impacts this historic context as well as views to and from the historic North End neighborhood, the Custom House Tower, and countless historic places and viewsheds that define Boston. The proposal, even as revised, negatively impacts these areas that contribute to the history, context, and sense of place in this area of the city.

Though housing units and public realm improvements are welcome on this site, the proposal adds overwhelming height to an existing above ground parking garage. The optimal solution would be to design a new building that is appropriate for this site in height, massing, and materials. If this kind of solution isn't feasible now, we should not be forced to accept a substandard development which will be with us for generations.

Other options to meet the current demand for parking should be explored so that the best development possible can be achieved at this important site. The desire for on-site parking for nearby employees should not dictate high-impact, long-term design decisions.

BCDC should again vote to disapprove this proposal. The BPDA should NOT approve a project that is not able to gain the support of BCDC.

Cheers
Daniela



Michael Sinatra <michael.a.sinatra@boston.gov>

Dock Square Garage

1 message

Paul Revere House

Fri, Mar 29, 2019 at 12:42 PM

Reply-To: Nina Zannieri

To: michael.a.sinatra@boston.gov

Cc: elizabeth.a.stifel@boston.gov, Brian.golden@boston.gov, Mayor@boston.gov, afrazee@bostonpreservation.org

Michael

The Dock Square Garage shares a visual corridor with the North End, Faneuil Hall, and the Blackstone Block, which makes it essential that due care be taken to ensure that development at this location respects the scale and significance of its surroundings. I also appreciate that the needs for housing and parking are significant. Now is the time to consider alternatives that meet these needs while ensuring that the height, massing, and materials used at this particular site are in keeping with its surroundings.

I hope that both the BPDA and BCDC will not approve the current proposal but will continue to work with the developer to devise a plan and design that respects both this location and the need for public improvements.

Nina

Nina Zannieri

Executive Director

Paul Revere Memorial Association

19 North Square

Boston, MA 02113



Michael Sinatra <michael.a.sinatra@boston.gov>

Dock Square Garage Proposal Revised

Jeanne Pelletier

Thu, Mar 28, 2019 at 4:43 PM

To: michael.a.sinatra@boston.gov

Cc: elizabeth.a.stifel@boston.gov, Alison Frazee <afrazee@bostonpreservation.org>, mayor@boston.gov, brian.golden@boston.gov

Dear Mr. Sinatra,

I am writing to voice **my strong objection** to the Dock Square Garage Proposal as initially proposed and as recently revised.

This new proposal is still out of scale, out of character, and out of keeping with the historic setting and exceptional architecture that makes up the Faneuil Hall, Quincy Market, and Blackstone Block area of Boston.

While new development in Boston is necessary to meet its growing needs, our growing economy puts us in the enviable position of not having to settle for anything less than great architecture.

Particularly where structures adjoin nationally significant historic areas — with buildings of the caliber of no less than Faneuil Hall, the Custom House Tower, and Quincy Market — they should represent the very best in urban design, architecture, and sensitivity to the historic setting. This project, even “re-designed” does not meet these criteria.

I would urge the BCDC to encourage the creation of a new, truly noteworthy building on this important site that not only meets the parking needs of employees, but also contributes positively to this important and historic setting.

Thank you for your consideration.

Jeanne M. Pelletier

Preservation Advisor

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Michael Sinatra <michael.a.sinatra@boston.gov>

Dock Square Garage Proposal

Thu, Mar 28, 2019 at 9:16 PM

To: michael.a.sinatra@boston.gov

Cc: elizabeth.a.stifel@boston.gov, brian.golden@boston.gov, afraze@bostonpreservation.org

Greetings,

The neighborhood surrounding this proposed envelopment is hugely historical. It seems like those long-standing historical structures will be dwarfed by the stature of the proposed project. Please use common sense and strive to compromise on a scope of construction that will allow the present neighborhood to retain a semblance of its past feel and significance.

Respectfully
Alan Peterson CFA
176 High St
Pembroke, MA 02359



The Landmark Building
34 Main Street Ext. Suite 401
Plymouth, MA 02360

April 1, 2019

Michael Sinatra, Project Manager
Boston Planning and Development Agency
One City Hall Square
Boston, MA 02201

RE: Dock Square Garage

Dear Mr. Sinatra:

I write you on behalf of Preservation Massachusetts in regarding the Dock Square Garage proposal that is scheduled to be heard by the Boston Civic Design Commission (BCDC) on April 2. Preservation Massachusetts is the statewide non-profit organization that actively promotes the preservation of historic buildings and landscapes as a positive force for our communities. We provide advocacy, support and education for preservation initiatives and projects and challenges in all 351 cities and towns in the Commonwealth.

Part of our statewide role is supporting local organizations and individuals working to promote preservation as an important part of future planning and growth in all Massachusetts communities. Our local partner, the Boston Preservation Alliance, has made us aware of the proposed project and its impact on an extremely historic and sensitive area of the city.

The size and scale of the Dock Square Garage project would have extremely negative impacts on some of the most historic buildings and cultural sites in Boston, including Faneuil Hall, Quincy Market and the Holocaust Memorial. It would also alter the viewsheds to the historic North End, the waterfront, Custom House Tower and alter the sense of place for this location that contributes so much to the historic and cultural fabric of Boston.

While we are in support of projects that create housing and make improvements to the public realm, we feel that other options and designs that are more appropriate to such an historic site be explored before any project is approved. As our partner the Boston Preservation Alliance stated, "if this kind of solution isn't feasible now, we should not be forced to accept a substandard plan for short-term gain." Boston is a leader in melding preservation with future growth, the old and the new. There is opportunity here to ensure that an appropriate new development that respects the scale, size and historic significance of this location be the goal. It is obvious that the current proposed project will have impacts far beyond its physical footprint



The Landmark Building
34 Main Street Ext. Suite 401
Plymouth, MA 02360

and long after construction ends. Preservation Massachusetts strongly urges the BCDC not to support this project. If the BCDC does not support the project, then the Boston Planning and Development Agency should also not approve it.

I thank you for the opportunity to offer our comments on this important project and once again respectfully urge that the project be denied.

Sincerely

James W. Igoe
President

Cc: Mayor Martin Walsh Mayor@Boston.gov
Elizabeth Stifel, BCDC Elizabeth.a.stifel@boston.gov
Brian Golden, BPDA brian.golden@boston.gov
Alison Frazee, BPA afrazee@bostonpreservation.org



Michael Sinatra <michael.a.sinatra@boston.gov>

Dock Square Garage Proposal

Raymond Raposa

Thu, Mar 28, 2019 at 4:19 PM

To: michael.a.sinatra@boston.gov, stifel@boston.gov, brian.golden@boston.gov, mayor@boston.gov, afraze@bostonpreservation.org

Dear Michael,

I have reviewed the revised proposal to add residential units atop the Dock Square Garage. I understand the developer has made some changes, but I feel the revised proposal is still too much for the historical importance of the site. The site is very significant in a historical context for the city of Boston and our Commonwealth and this proposal does not respect the site. I urge the BCDC to disapprove the proposal.

I am a resident of Brighton and an active in two community groups and I do not see this proposal strengthen our community and the Faneuil Hall, Quincy Market and Blackstone Block area.

I understand the city needs many changes for housing units and parking, however projects must not take away from the important richness of our community. I hope the commission will disapprove this proposal.

Thank you,

Raymond Raposa
180 Cory Road, Unit 8
Brighton, MA



Michael Sinatra <michael.a.sinatra@boston.gov>

Dock Square Garage

Chris Ripman

Sat, Mar 30, 2019 at 10:14 AM

To: "michael.a.sinatra@boston.gov" <michael.a.sinatra@boston.gov>

Cc: Chris Ripman

Dear Mr. Sinatra,

I respectfully submit that the Dock Square Garage proposal is a bad idea in terms of its impact on this sensitive historic area.

Please do not let this happen to our city!

Best regards

Chris Ripman. RA

Sent from my iPhone. Please forgive creative interventions by Siri.



Michael Sinatra <michael.a.sinatra@boston.gov>

Dock Square Garage Proposal

Rivers, Deborah

Thu, Mar 28, 2019 at 3:39 PM

To: "michael.a.sinatra@boston.gov" <michael.a.sinatra@boston.gov>

Cc: "elizabeth.a.stifel@boston.gov" <elizabeth.a.stifel@boston.gov>, "brian.golden@boston.gov"

<brian.golden@boston.gov>, "afraze@bostonpreservation.org" <afraze@bostonpreservation.org>, "Mayor@boston.gov" <Mayor@boston.gov>

Dear Mr. Sinatra,

The Dock Square Garage is located near some of the most significant historic and cultural resources in Boston including Faneuil Hall, Quincy Market, the Blackstone Block, and the Holocaust Memorial. Development on this site impacts this historic context as well as views to and from the historic North End neighborhood, the Custom House Tower, and countless historic places and viewsheds that define Boston. The proposal, even as revised, negatively impacts these areas that contribute to the history, context, and sense of place in this area of the city.

Kind regards,

Deborah Rivers, AIA, LEED AP BD+C, WELL AP*Senior Healthcare Architect/ Sustainability Leader***HDR**[99 High Street, Suite 2300](#)

Boston, MA 02110-2378

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----- Forwarded message -----

From: **Bruce Rosenbaum**

Date: Thu, Mar 28, 2019 at 1:53 PM

Subject: elizabeth.a.stifel@boston.gov brian.golden@boston.gov afrazee@bostonpreservation

To: <michael.a.sinatra@boston.gov>

Hi Michael --

Hope all is well.

Just wanted to express my concerns about size, scale and aesthetic of the proposed Dock Square Garage in a historic section of Boston. It seems to be out of place and character for the area.

I hope that the city would reconsider other options that offer more sensitivity in the building of a garage in the location.

Thanks for the consideration.

Bruce

Bruce Rosenbaum

Steampunk ReImagineer

ModVic, LLC

www.modvic.com

[Wall Street Journal: The Man Who Makes Steampunk](#)

[CELESTE – The Steampunk Armillary](#)

TEDx Talk [Steampunk Design: Reimagining Resilience](#)

Boutique Design Magazine: [Steampunk Dynamo](#)

--



Michael Sinatra, MPA

Project Manager

617-918-4280

michael.a.sinatra@boston.gov



Michael Sinatra <michael.a.sinatra@boston.gov>

Hotel Alexandra Development

1 message

Marcia Soden

Mon, Mar 11, 2019 at 1:54 PM

To: "fair.sharif@boston.gov" <fair.sharif@boston.gov>, "kim.janey@boston.gov" <kim.janey@boston.gov>, Development Review at the BPDA <Michael.A.Sinatra@boston.gov>

Dear Representatives:

I am writing to let you know that I fully support the current proposal for the Hotel Alexandra. I have been a South End resident for 30 years. The neighborhood has worked extremely hard to develop that parcel for many, many years. It cannot remain neglected or it will fall into utter disrepair. Something beautiful must be done to help that corner and that area of the South End! Thank you for your help.

Sincerely,

Marcia Soden
[42 Gray Street](#)



Michael Sinatra <michael.a.sinatra@boston.gov>

Proposed Building for Dock Square Garage

1 message

Solar, Barry

Thu, Mar 28, 2019 at 2:46 PM

To: "michael.a.sinatra@boston.gov" <michael.a.sinatra@boston.gov>

Dear Michael,

I am a resident of Back Bay. In addition, I am on the board of directors of Docomomo US.

I strongly oppose the proposed building. It is much too massive for its sensitive location.

I agree with the concerns of BCDC; and I do not feel their concerns are met by the changes the development team has proposed for the project.

Very truly yours

Barry L. Solar

[180 Beacon St. 4G](#)

[Boston, Ma. 02116](#)

The comments above are my own.

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Michael Sinatra <michael.a.sinatra@boston.gov>

Please Do Not Approve the Plans for the Dock Square Garage

1 message

HANNAH GOFF SPICHER

Tue, Apr 2, 2019 at 12:02 PM

To: michael.a.sinatra@boston.gov

Cc: elizabeth.a.stifel@boston.gov, brian.golden@boston.gov, mayor@boston.gov, Alison Frazee <afrazee@bostonpreservation.org>

Dear Michael Sinatra,

I urge you to vote no on the revised design plan for the Dock Square Garage.

It's a rude and unfitting design that tramples on the beauty and fun of the Greenway and jams a short-sighted building solution down Boston's throat.

I volunteered with the Greenway for several years, admiring the views of the Custom House Tower. (I'm attaching photos so you can see what I mean.) The Dock Square proposal would block views of the city's quintessential tower, along with numerous other sites.

Boston cannot afford to ignore its priceless and irreplaceable constellation of historic buildings. Please vote no on this design.

Sincerely,
Hannah Spicher

2 attachments



IMG_0360.jpg
2382K



IMG_0362.jpg
3236K



Michael Sinatra <michael.a.sinatra@boston.gov>

Dock Square Garage Feedback

Mary Beth Sweeney

Mon, Apr 22, 2019 at 12:52 PM

To: michael.a.sinatra@boston.gov, elizabeth.a.stifel@boston.gov

Cc: afraze@bostonpreservation.org

Dear Michael and Elizabeth,

I am reaching out to share a heartfelt plea for your team to preserve the amazing view of the Custom House Clock from the Greenway and entry to the North End. I am a young professional and purchased my apartment in the North End three years ago. Given my proximity to the Greenway, I spend a great deal of time in the park between Hanover and Sudbury Street - walking through (barefoot when the fountains are on), reading a book, grabbing coffee/pastry with friends and sitting at the tables, or participating in the summer exercise series. I can't tell you how often I see locals and tourists alike taking and posing for pictures of the skyline....the skyline which 1000% is made special by the view of the Custom House Tower. I can't tell you how many photo's I've taken of the gorgeous skyline and the colors that reflect off the Custom House during sunrise and sunset. It is truly the best view of Boston in the city - I can not be alone in this opinion. I've seen shots of this view on countless ads for Boston and tv commercials -- all those commercial breaks during televised Boston sports...

This entire section of the Greenway seems designed to capture the view of the Custom House. All the tables and swings are facing the skyline! When you walk by, where are the crowds facing? The skyline and clock. I implore your team to spend the next few weekends or evenings at this section of the Greenway and watch how the space is used and the value it brings to the city. Walk down Hanover and enjoy the view as well. When I first moved to the city, I used the clock as my compass to where I was! While no one, including myself, is a fan of the garage there has to be an alternative. Adding a bad idea to an already awful design is not going to solve the problem.

Please take a stand against developers who are not going to be the ones living with the outcome of this decision for decades to come.

Many thanks,

Mary Beth Sweeney
[26 Stillman Street, North End](#)

9237 118

135 RE#
8/22/79 3.56 TM

BRIDGE PERMIT

AGREEMENT made this 20th day of JUNE, 1979,
by and between the CITY OF BOSTON, acting by and through its Public
Improvement Commission, hereinafter called the Grantor (which
expression shall include its successors and assigns), and GERALD
W. BLAKELEY, JR., FERDINAND COLLOREDO-MANSFELD, and JOHN M. HINES,
as they are Trustees of CARLTON HOUSE TRUST under Declaration of
Trust dated June 23, 1965 and registered with the Suffolk Registry
District of the Land Court as Document No. 273392, as amended,
and as they are Trustees of P&G INVESTMENT TRUST under Declaration
of Trust dated July 15, 1964, recorded with Suffolk Deeds, Book 7888,
Page 15, as amended, having their principal place of business, c/o
Cabot, Cabot & Forbes Co., 60 State Street, Boston, MA 02109,
and GORDON E. EMERSON, JR., JOHN L. COOPER, CHARLES W. CORBITT,
ROBERT GLADSTONE, HAROLD S. JENSEN, WALTER C. NELSON and BRIANT
H. WELLS, JR., Trustees of BAY COLONY PROPERTY COMPANY under
Declaration of Trust dated January 21, 1971, recorded with Suffolk
Deeds, Book 8417, Page 366, as amended, having their principal
place of business at 2 Faneuil Hall Marketplace, Boston, MA 02109,
which Trustees of Carlton House Trust, P&G Investment Trust and
Bay Colony Property Company are together hereinafter called the
Grantees (which expression shall include their successors and
assigns):

WITNESSETH:

WHEREAS, certain of the Grantees are the fee owners of certain
parcels of land situated on the southerly and northerly sides of
Public Alley No. 437 in the vicinity of its intersection with
Arlington Street in the said City of Boston, and of the portion

see Cert 75559 BK 373 pg 159

of Public Alley No. 437 which abuts such parcels, subject to the public street easement; and

WHEREAS, certain of the Grantees are the owners of the building which is presently situated on the parcel of land on the southerly side of Public Alley No. 437 and are to be the owners of a building which is to be erected on the parcel of land on the northerly side of such alley; and

WHEREAS, Grantees have filed their petition for a permit to erect and permanently maintain a structure bridging over Public Alley No. 437;

WHEREAS, a public hearing was held on March 1, 1979 after seven days' notice published in three newspapers published in the City of Boston; and

WHEREAS, Grantees have paid to Grantor the sum of THIRTY-SIX THOUSAND DOLLARS (\$36,000.00), in consideration for relinquishment by Grantor of its rights in the air space above Public Alley No. 437 to be occupied by the Bridge described below, as effected by the grant of the permit granted hereby;

NOW THEREFORE, Grantor hereby grants and issues to Grantees a permit under Chapter 179 of the Acts of 1961, from and after the date hereof, to erect, permanently maintain and fully utilize, including, without limitation, the repair and replacement thereof from time to time, a structure bridging Public Alley No. 437 in the City of Boston, the lowest portion of which structure shall be at least 30.08' above Boston City Base, the length of which shall not be over 115', and the highest point of which shall not be more than 100' above Boston City Base, all substantially in accordance with the plan annexed and marked Exhibit "A" (the "Bridge").

PROVIDED, ALWAYS, this permit to erect, permanently maintain and fully utilize the Bridge is granted upon and subject to the following provisions:

1. That the Grantees shall in their use and occupancy of the Bridge conform to laws, statutes and ordinances in effect as of the date of this agreement.

2. That in the event of any violation by Grantees of any of the terms or specifications of this permit the Mayor of the City of Boston shall give written notice specifying such violation to each of the Grantees at the addresses first above set forth (or at such other addresses of which any Grantee may have notified Grantor) and to all lessees and mortgagees of all or any portion of the premises on either side of the bridging structure of which Grantor has received written notice, at the addresses specified in such notices. In the event that such violation has not been cured within thirty (30) days after such notice is given, or, in the case of a violation which cannot in the exercise of reasonable diligence by any Grantee, lessee or mortgagee be cured within such period, if neither any Grantee nor any lessee nor any mortgagee has commenced to cure such violation within such thirty (30) day period, or if such Grantee, lessee or mortgagee fails thereafter to pursue such cure with reasonable diligence, then, in such event, the Mayor of the City of Boston shall be entitled, in his sole discretion and at his option, either to recover from Grantees, jointly and severally, the full damages caused by such violation to the City of Boston or to secure an injunction ordering the Grantees, jointly and severally, to cure such violation forthwith. It is acknowledged and agreed that Grantor will suffer irreparable harm in the event of any violation by Grantees of any of the terms or provisions of this agreement, and that payment of damages will not be an adequate remedy for any such violation.

3. That the Grantees do hereby jointly and severally covenant with the Grantor forever to indemnify and save harmless the City of Boston against all claims and demands of all persons for damages, costs, expenses or compensation for, on account of, or in any way growing out of the erection, use, occupancy and dismantling by Grantees of the Bridge, or by reason of any act or neglect of said Grantees, their officers, agents, and employees, or by reason of any violation of any term or specification contained in this permit or in any license or permit necessary in the said use and occupancy of the Bridge.

4. That the Grantees do hereby jointly and severally covenant with the Grantor forever to save harmless the City of Boston against all claims and demands of all persons for damages, costs, expenses or compensation for, on account of, or in any way growing out of the leakage of gas, sewage or water from the Bridge onto the portion of Public Alley No. 437 beneath the Bridge.

5. The Grantees do hereby jointly and severally covenant with the Grantor to so construct and maintain the Bridge so as not to constitute a hazard or danger to persons and/or property making use of the public way below and to indemnify and hold harmless the City of Boston from any and all damages or injuries caused by the construction, maintenance, destruction or dismantling of the Bridge or from collapse of the Bridge or which arise by reason of any material or thing whatsoever falling or being thrown from the Bridge.

6. That Grantees, their successors and assigns, shall at their sole expense, maintain the Bridge in good repair and make all repairs, renewals, and replacements necessary to that end, and commence promptly and proceed diligently with any required repair, renewal or replacement. Grantees agree that the City of Boston shall have no obligation to repair, renew or replace the Bridge in any manner or in any circumstance. All repairs, renewals and replacements herein required shall be done in a good and workmanlike manner and in compliance with all applicable laws, ordinances, regulations and orders of governmental authority.

7. That the Grantees will, prior to their entry upon or use or occupation of the Bridge, obtain a building permit for the construction of the Bridge, and the Grantees will, as a preliminary requisite to the obtaining of said permit, prepare and file at their own expense all plans and specifications reasonably required by the Public Works Commissioner and the Building Commissioner of the City of Boston.

8. That the Grantees will enter upon, use, occupy, construct and maintain said Bridge only after approval of said plans and specifications by the Building Commissioner and by the Public Works Commissioner and in accordance with the terms of the building permit which may be issued.

9. The Grantees further specifically agree as follows, to the extent applicable during the period of construction:

a. The work of relocating, altering or cutting off any sewer and water pipes shall be done in consultation with the City of Boston Water and Sewer Commission, to its satisfaction.

b. Before the Grantees rebuild any roadway and sidewalks, they shall consult with the City's street lighting staff, Room 708, New City Hall, for any street lighting installations required, and shall obtain any permit, license or other approval to the extent required by law.

c. The Grantees shall reconstruct any excavated street pavement and sidewalks in a manner satisfactory to the City's Public Works Department.

d. The Grantees shall obtain prior approval of the Traffic and Parking Departments of construction schedules relating to the Bridge so as to insure the continued orderly flow of traffic.

e. The cost of all work relative to maintaining, supporting, altering and restoring any public works' structures, sidewalks, pavement, etc., shall be borne by the Grantees.

f. The Grantees shall be liable for any damage negligently or wrongfully caused by them or by their agents or independent contractors to any public or private property that may be present in the portion of Public Alley No. 437 beneath the Bridge during the period of construction of the Bridge.

10. In the event of any conveyance by any of the Grantees (or by any successor in title) of legal title to the property owned by such Grantee beneath the Bridge and to the property owned by such Grantee abutting the Bridge, the Grantee (or such successor in title) so conveying title shall not be liable hereunder with respect to any breach hereof occurring after the Grantor is notified of such conveyance, and only the holder of title to such property at the time of such breach shall be liable with respect to such breach.

11. The Grantees agree to use their reasonable best efforts to require all deliveries to the buildings to be connected by the Bridge to be made at the loading dock to be located in the new building to be constructed on the northerly side of Public Alley No. 437.

The name Bay Colony Property Company is the designation of the Trustees for the time being under a Declaration of Trust dated January 21, 1971, as amended, and all persons dealing with Bay Colony Property Company must look solely to the real property of the Trust located at 14-15 Arlington Street and 1, 3, and 5 Newbury Street for the enforcement of any claims against Bay Colony Property Company arising hereunder, as neither the Trustees, officers, agents or shareholders assume any personal liability for obligations entered into on behalf of Bay Colony Property Company, and no other Trust property shall be liable with respect to any obligations assumed hereunder.

The obligations of Carlton House Trust and P&G Investment Trust (or of any successor in title) under this instrument do not constitute personal obligations of the Trustees or beneficiaries of Carlton House Trust or of P&G Investment Trust (or of any such successor in title), and Grantor agrees for itself and on behalf of the City of Boston to look solely to the interest of Carlton House Trust and of P&G Investment Trust (or of any such successor in title) in the real property located at 2-10 Commonwealth Avenue and 14-15 Arlington Street and 1, 3 and 5 Newbury Street, for satisfaction of any liability in respect of this permit and not to seek recourse against such Trustees or beneficiaries of any of them or any of their personal assets, nor against any other assets of such Trusts (or of any such successor in title) for such satisfaction.

EXECUTED AND DELIVERED as a sealed instrument the day and year first above written.

CITY OF BOSTON

Approved as to form:

David D. Quinn
Corporation Counsel
City of Boston

By: Joseph Casazza
Chairman, Public Improvement
Commission

BAY COLONY PROPERTY COMPANY

Approved:

James H. White
Mayor, City of Boston
JUN 25 1979

By: John F. Emerson
Trustee and for Co-Trustees
but not individually.
Gordon E. Emerson, Jr.

John F. Emerson
As Trustee of P&G Investment
Trust, for self and Co-Trustees,
and not individually.

John F. Emerson
As Trustee of Carlton House
Trust, for self and Co-Trustees,
and not individually.

COMMONWEALTH OF MASSACHUSETTS

Suffolk, ss. Twentysecond day of June, 1979

Then personally appeared the above-named JOSEPH F. CASAZZA, Chairman of the Public Improvement Commission of the City of Boston, and acknowledged the foregoing to be his free act and deed and the free act and deed of the City of Boston, before me

Stephen J. Clapp
Notary Public
My Commission Expires: April 4 1980

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COMMONWEALTH OF MASSACHUSETTS

Suffolk, ss.

JUNE 20, 1979

Then personally appeared the above-named John M. Hines and acknowledged the foregoing to be his free act and deed, as Trustee of Carlton House Trust and as Trustee of P&G Trust as aforesaid, before me

Marian E. Ross
Notary Public
My Commission Expires: August 17, 1984

COMMONWEALTH OF MASSACHUSETTS

Suffolk, ss.

June 20, 1979

Then personally appeared the above-named Gordon E. Emerson, Jr and acknowledged the foregoing to be his free act and deed, as Trustee of Bay Colony Property Company as aforesaid, before me

Gerald E. Wilson
Notary Public
My Commission Expires: May 4, 1984



Michael Sinatra <michael.a.sinatra@boston.gov>

Dock Square Garage Project

Suzanne Taylor

Tue, Apr 2, 2019 at 1:51 PM

To: "michael.a.sinatra@boston.gov" <michael.a.sinatra@boston.gov>

Hi Michael,

I received a notice from the Boston Preservation Alliance to email you regarding the Dock Square Project.

My concerns remain the same, as mentioned previously, regarding the reduced parking available, even though it may not be as affected due to the valet and stacking, and keeping the historical integrity of the area.

If you have any questions or would like to talk, please do not hesitate to call or email me at any time.

Thank you again, Michael,

Suzanne

Suzanne Taylor

Freedom Trail® Foundation

44 School Street, Suite 250

Boston, MA 02108

TheFreedomTrail.org





Michael Sinatra <michael.a.sinatra@boston.gov>

Dock Square Garage

Patricia Thiboutot

Fri, Mar 29, 2019 at 2:25 PM

To: michael.a.sinatra@boston.gov, brian.golden@boston.gov, mayor@boston.gov, <admin@bostonpreservation.org>

Dear City Officials,

Please do NOT allow the proposed building on top of Dock Square Garage:

As residents of the North End Waterfront, we are very concerned about the impact this proposed development will have on our community.

We concur with the statement below:

Though housing units and public realm improvements are welcome on this site, the proposal adds overwhelming height to an existing above ground parking garage. The optimal solution for this site would be to demolish the garage, put any necessary parking below grade, and design a new building that is appropriate for this site in height, massing, and materials. If this kind of solution isn't feasible now, we should not be forced to accept a substandard plan for short-term gain.

Please save our HISTORIC neighborhood from developers who do not share the preservation of our architecture.

Sincerely,

Armand and Patricia Thiboutot, North End Waterfront Residents



Michael Sinatra <michael.a.sinatra@boston.gov>

Dock Square Garage Proposal

Kim Trask

Fri, Mar 29, 2019 at 11:05 AM

To: michael.a.sinatra@boston.gov

Cc: elizabeth.a.stifel@boston.gov, mayor@boston.gov, brian.golden@boston.gov, afraze@bostonpreservation.org

Dear Michael,

I am writing in opposition to the project proposed at Dock Square near historic Faneuil Hall. I strongly believe height proportionality is necessary to protect the character and quality of downtown Boston. I also think projects should be designed to maximize value to the location and building atop an existing garage does not achieve that goal. I hope the city will reject the project as proposed.

Thank you.

Best regards,

Kimberly Trask, Esq.



Michael Sinatra <michael.a.sinatra@boston.gov>

Comment regarding Dock Square Garage proposal

1 message

Tony Ursillo

Tue, Apr 2, 2019 at 11:50 AM

To: michael.a.sinatra@boston.gov

Cc: elizabeth.a.stifel@boston.gov, brian.golden@boston.gov, Alison Frazee <afrazee@bostonpreservation.org>, mayor@boston.gov

Dear Mr. Sinatra,

I have been paying attention to the developments regarding the Dock Square Garage proposal. I have attended the most recent public/community meeting as well as more than one BCDC meeting. I am aware that the BCDC has had numerous concerns with respect to this project and that the proponent's design changes have not satisfied those concerns. That resulted in a rejection of the project by the full BCDC.

I am aware that the BCDC was scheduled to put forth another vote at tonight's meeting, although it looks like the project has been pulled from the agenda. Regardless, I would like to briefly outline my **opposition to this project as currently proposed** and would greatly appreciate the city and the BPDA working to find a better solution for this site that satisfies all interested parties.

- 1. Historic significance:** The site of the project sits in one of the most historically significant locations in Boston. Therefore, I think it is important that any proposal be very respectful of the surrounding architectural aesthetic, which includes height aspects and use of materials consistent with neighboring buildings. The current Dock Square proposal still towers over neighboring buildings, far exceeding current design guidelines. The glass design is also very inconsistent with the brick and stone construction materials in Faneuil Hall and the adjacent Blackstone area.
- 2. Garage alternatives:** The proponent does not seem inclined to try to create an alternative to keeping the garage above ground and operational during construction. While the proponent has indicated that the merchants at Faneuil Hall and surrounding retail shops would be materially harmed by the garage going out of service during construction, I believe the proponent is also reluctant to consider placing parking below grade due to the increased costs associated with accomplishing that. On the first point, I think that the decision to keep parking above grade and essentially locking it in permanently as construction is done on top of it is a very short-sighted decision. With a density of public transportation options available in the immediate area (to both visitors and merchants) and the secular trend of decreased car usage and ownership, maintaining the garage in the long run is a poorly considered decision. As for the short-term (during construction), I would note that there are several garages within 3-4 blocks of Faneuil Hall (Government Center Garage, Pi Alley Garage, Post Office Square Garage, Aquarium, etc.) that are more than adequate to accommodate tourists and merchants during this period. If necessary, the city should work with the developer and merchants to provide relief (discounted parking, etc.) during that period. As for the costs of placing parking below grade, I would make the following points: 1) it will allow for the developer to create a design that addresses the critical height concerns that are currently one of the biggest objections of the BCDC and others, 2) it eliminates the need to later repurpose the currently proposed above-ground garage, and 3) it is not the obligation of city, the BPDA, or the citizens of Boston to compensate a developer for poor economics based on faulty assumptions made in purchasing a property. It is the responsibility of the developer to do extensive work prior to a purchase to understand what the reasonable outcomes are for any proposed project, which includes the downside risk of making that commercial purchase.

Summarizing, I do believe that the site can be greatly improved with a project that takes into consideration the concerns outlined above. More retail, a more engaging pedestrian realm at ground level, and residential additions are all positive steps for a site that is not taking full advantage of its location. That said, I do believe there is a workable path to addressing the concerns above while providing a positive economic result for the developer.

I look forward to future meetings and discussions regarding this proposal.

Regards,

Tony Ursillo
45 Province St., #2402
Boston, MA. 02108



Michael Sinatra <michael.a.sinatra@boston.gov>

Dock Square Garage Proposal -- BCDC, please reject!

Sara Wermiel

Mon, Apr 1, 2019 at 11:10 PM

To: michael.a.sinatra@boston.gov

Cc: elizabeth.a.stifel@boston.gov, brian.golden@boston.gov, afraze@bostonpreservation.org, mayor@boston.gov

Dear Mr. Sinatra:

I am writing concerning the proposed addition to the Dock Square Garage, which the BCDC will be reviewing.

This proposed project is much too large and totally inappropriate in its design for a location of such historical importance.

That so much historic fabric was needlessly destroyed in the Dock Square area for the Government Center urban renewal project in the 1960s is bad enough. The City should not add injury to past injuries by allowing an oversized, disrespectful development to be built amidst what little (but invaluable) historic fabric remains in this most historic area. The City made a terrible mistake in the past; it wiped out blocks of buildings in the oldest part of one of the most historic cities in the nation – a blot on the City for which it must forever make amends.

The City must refrain from making more mistakes like this. This proposed project would be a horrible mistake, a development that is completely inappropriate with respect to scale and materials for a site in this historic area. It must be rejected.

Sincerely,

Sara Wermiel

Sara E. Wermiel, PhD

Construction historian/historic preservation consulting

70A South Street

Jamaica Plain, MA 02130



Michael Sinatra <michael.a.sinatra@boston.gov>

Dock Square Garage Project

1 message

Joe Zloch

Wed, Apr 17, 2019 at 9:12 PM

To: michael.a.sinatra@boston.gov
Cc: afraze@bostonpreservation.org

Dear Mr. Sinatra,

I am writing to urge you to reject the current proposal for Dock Square.

I reside in the North End, around the corner from our beloved Old North Church.

Every day as I walk down Salem Street and cross the Greenway I am awed by the sheer beauty of the Custom House Tower, the jewel of our downtown skyline.

The Dock Square proposal would obliterate that magnificent view except for the very top of the tower.

Much of the year I see tourists snapping pictures of this same view. Pity the developers don't care about it. Please don't let another architectural gem be minimized by new build!

Sincerely,

Joseph Zloch

[1 Michelangelo Street M108](#)
[Boston, MA. 02113](#)