



The Commonwealth of Massachusetts

MASSACHUSETTS SENATE

SENATOR WILLIAM N. BROWNSBERGER

Second Suffolk and Middlesex District

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THE JUDICIARY
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ETHICS

MENTAL HEALTH, SUBSTANCE
USE AND RECOVERY
PUBLIC SAFETY AND
HOMELAND SECURITY
PUBLIC SERVICE
WAYS AND MEANS

July 22, 2019

Aisling Kerr, Assistant Project Manager
Boston Planning and Development Agency
One City Hall Square
Boston, MA 02201

Re: MassDOT Air Rights Parcel 12

Dear Ms. Kerr,

As State Senator, I generally do not communicate with BPDA on planning issues, as I feel that they are within the purview of Boston's municipal elected officials.

In this case, as I happened to attend one of the informational meetings, I was struck that the traffic consultants seemed to be over-relying on state-provided public transportation as mitigation. I responded at the meeting and I repeat my comment below.

The public transportation facilities serving that location -- the Green Line and the Dudley 1 Bus are vastly overcapacity already. It seems likely that these facilities will give little incentive to the occupants of the proposed development to use public transportation.

For that reason, the concerns expressed in the letters from the Fenway Civic Association and the Neighborhood Association of the Back Bay about the project's traffic impacts, especially on Boylston Street, deserve careful consideration.

Best regards,

William N. Brownsberger
STATE SENATOR





The Commonwealth of Massachusetts

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STATE REPRESENTATIVE
8TH SUFFOLK DISTRICT

Committees:
Vice Chair, Consumer Protection
and Professional Licensure
House Ways and Means
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STATE HOUSE, ROOM 472
TEL. (617) 722-2013
Jay.Livingstone@MAhouse.gov

July 23, 2019

Aisling Kerr, Project Manager
Boston Planning and Development Agency
1 City Hall Plaza
Boston, MA 02201

Re: Parcel 12 DPIR

Dear Ms. Kerr:

We are writing to formalize some comments on the Parcel 12 DPIR in our capacity of the State Representatives of the 8th Suffolk District, which abuts this project, and the 9th Suffolk District, which encompasses the plan. First, we have been impressed and pleased with the process thus far – the current design of this project fits much better in the neighborhood than the original and the responsiveness and flexibility of the development team has been exemplary. We are also impressed by the inclusion of measures to aid with energy conservation/cutting down on greenhouse gas emissions and the proposed public park, which will be a great amenity for the community.

Because of the dense nature of this part of the neighborhood which caters to pedestrians, cars, bicycles, buses, and electric scooters alike, the already congested Mass Ave Bridge would become more congested by the additional vehicular and pedestrian circulation that this project would encourage. This presents a potential safety issue that we hope that the team will keep as a prioritized consideration. Our concern stems in particular from the numbers reflected in the DPIR that indicate that the Green Line at Hynes's percentage of capacity, which seems quite low. As frequent riders of the T at Hynes and the Number 1 Bus (We both live only blocks away from this transportation hub), I think that these numbers underestimate the current use. The transportation plans should continue to be closely scrutinized.

Another issue that has come up is how the loading docks will operate in practice and what the effect will be on Boylston Street traffic. We are skeptical that one dock would be adequate for both towers and whether the plan to have the loading dock staffed is actually feasible. Should the north tower be turned into a hotel, deliveries will be constant and could

greatly disrupt the area. We believe that the neighborhood would be better served with the north tower serving as housing, which would greatly help this issue.

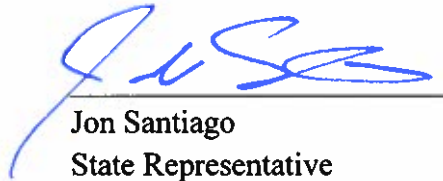
Finally, we would like reassurance that the project will follow a robust vetting process regarding glare and wind impacts. These environmental impacts are important to study further because of how greatly they can affect the quality of life within the neighborhood.

Thank you for this opportunity to voice concerns and for attention to this matter. We hope that you will try to address these issues ahead of approval.

Sincerely,



Jay Livingstone
State Representative
8th Suffolk District



Jon Santiago
State Representative
9th Suffolk District



July 22, 2019

Brian Golden, Director
Boston Planning and Development Agency
One City Hall Square, 9th Floor
Boston, MA 02201

Dear Brian,

As the CAC/IAG for Air Rights Parcels 12, 13, 14 and 15 passes the 10th anniversary of our appointment, it is with great pleasure that the Back Bay Association writes to you in support of the project presented to members of the Boston Planning & Development Agency's Board of Directors. The CAC/IAG has been on a long journey as we first reviewed possible development projects presented by developers who were part of a bidding process to gain development rights for "air rights" parcels created by the Massachusetts Turnpike Authority.

The vision by Steve Samuels and his team at the Samuels Company has evolved into a profound new plan for Parcel 12. As the first view of Back Bay that drivers will view from the Mass. Pike, the creation of two buildings and a dramatic public park overview will serve as an additional attraction.

This mixed use project will include a new office building on Boylston Street (and Mass. Ave.) and a hotel (or residential) on Newbury Street. Featuring retail on the lower levels of both building and a park and overpass viewing section in between, this project will not just knit together the scar of the Mass. Turnpike, but will also improve existing conditions on all contiguous sides of the project site. Newbury Street will be most dramatically improved, with the street edge being filled in with a new hotel/residential and the westbound access ramp being moved further west on Newbury and improved pedestrian crossings. Massachusetts Avenue, currently a windswept bus stop, will have an expanded sidewalk, incorporated bike paths, a new park bounded by retail uses, and a stairway to a view of the sunset. Instead of just a parking lot, Boylston Street will have a new office and retail space / attraction.

As a member of the CAC/IAG, I am extremely proud to have participated in a public process that has resulted in this plan. Samuels & Associates used comments and feedback by the CAC/IAG to improve the project that will be going before the BPDA Board. They left no stone unturned as they sought to improve sightlines of the building (and sky) from Newbury Street, present a unique opportunity to view the sunset, add a new vision for a projected bike lane, create a public park for Bostonians, and increase the buildings sustainability, all in response to public comment.

On behalf of the Back Bay Association, we encourage the Boston Planning & Development Agency to approve this project.

Sincerely,

Meg Mainzer-Cohen
President
Back Bay Association



July 22, 2019

By Email

Aisling Kerr, Assistant Project Manager
Boston Planning and Development Agency
One City Hall Square
Boston, MA 02201

Re: MassDOT Turnpike Air Rights Parcel 12

Dear Aisling:

Fenway Civic Association (“FCA”), the Fenway’s oldest volunteer organization that accepts no public or developer funds, would like to make the following comments in response to the Draft Project Impact Report (“DPIR”) filed by Samuels & Associates (the “Proponent”) for the project located on the MassDOT Turnpike Air Rights Parcel 12 (the “Project”).

FCA is represented on the CAC for this project and its board members have attended many of its meetings. We submitted comments and greatly appreciated receiving a detailed response from VHB on June 24th. We have read the Scoping Determination and most recently met with the Proponent on July 10th to discuss our remaining concerns, which we provide comment on below.

Urban Design

Architecture and Design

We appreciate the Proponent’s reduction of exterior glazing compared to the EPNF project and attention to solar glare concerns expressed in our comments as well as its stated intent to explore bird safe treatments for the north façade which will reduce risk for collision when combined with open space and lower level plantings. We suggest continued exploration of both design and materials, including investigation of ORNILUX glass.

Height and Massing

We appreciate the ongoing work to more sensitively address the juxtaposition of significant height against the modest buildings, which include residences, on Boylston Street in the East Fenway. We point out that while pedestrian views from Newbury Street

and Boylston Street east of the Project have been detailed, no renderings of pedestrian views from the East Fenway neighborhood such as Massachusetts Avenue or Hemenway Street have been produced. It would be helpful for residents to understand the context of the Project from such viewpoints. We understand the Project is continuing to evolve, including attention to how it interacts with Boylston Street. While we appreciate the setback at the Project's third floor, we continue to believe the impact of this building is highly significant for the East Fenway. We request that the Proponent evaluate additional modifications (including setback, rotated massing, or other features) as the design progresses to make it less imposing on the East Fenway.

We recently received updates on Huntington Theatre, a project that FCA had submitted written concerns with height and shadow impacts on. This project was able to lower ceiling heights after receiving BPDA project approval, and instead of reducing overall height, they increased the total number of units and FAR as part of a minor modification without increasing the mitigation funds to offset the increased density, use and traffic in the neighborhood. Because of this, we ask that should the Project capture interior capacity through modification of ceiling heights once BPDA project approval occurs, that the Proponent to commit to either reducing Project height based on its original program rather than increasing Project FAR or to increasing by proportional percentage the mitigation funds for the increased FAR.

Streetscape

We have discussed our concerns regarding the quality of streetscape experience along Boylston Street. Short of incorporating improvements to both sides of the street in the Project, we appreciate consideration of further studies that encompass the south side of Boylston Street, and understand the Proponent may be willing to support such an effort. Because there are existing issues with congestion and access along the south side of the street and an anticipated increase in pedestrian and vehicular traffic from the Project along both sides of the street, we believe such a commitment to be both appropriate and responsible. We ask that the BPDA incorporate the Proponent's funding of a study of the south side of Boylston Street opposite the Project into the Project's mitigation / community benefits package. We ask that the BTM facilitate this study and bring in all appropriate stakeholders.

Bicycle Planning

FCA continues to discuss our concerns with the city regarding bicycle speed along shared grade flyways given the negative experiences and accidents that have occurred in the Fenway. We are happy to hear that these designs are continuing to be refined and that traffic calming measures may be considered.

Transportation

FCA greatly appreciates the willingness of the Proponent to continue discussion of traffic concerns based on its plan to place all entries and exits as well as a dedicated vehicle drop off/pick up along Boylston Street.

- We understand that the Proponent will continue to evaluate alternate routing options to the left-hand turn currently proposed for entering and exiting the

Project. FCA believes the left-hand turns will negatively impact traffic and East Fenway residents who are routed along one-way streets from Hemenway Street to Boylston Street to exit the neighborhood and asks that another alternative be identified and adopted.

- Should the BPDA and BTD decide to permit left-hand turns into and out of the Project, we ask these be limited to periods of low volume when a traffic detail is present and prohibited at all other times. If BPDA and BTD decide to permit police-assisted left turns, we ask they be implemented as a pilot program of 6-12 months, after which point actual traffic impacts will be evaluated. If the impact of the pilot is determined to be substantially detrimental to the neighborhood, the Proponent should be required to identify and implement an alternative.
- We further request that loading schedules for trucks performing deliveries be limited to hours outside of high volume periods and be posted and enforced to assure they do not conflict with pedestrian, vehicular, and other traffic.
- We appreciate the additional traffic study performed by VHB to compare Red Sox game day and non-game day vehicle counts. The analysis was informative. We note that with the addition of 1000 Boylston, Fenway Theater, and the Project, that feasibly, volumes and demands will increase further, a reason why we also had requested projections that included Fenway Theater, which proposes to bring 5,600 patrons to the Fenway for evening concerts on a regular basis, into this evaluation. We request the BPDA require proponents of area projects to include game day analyses in their project impact assessments, and to include all significant proposals in projections.

Environmental Protection

Wind

FCA appreciates the refinement to the Project and its continued investigation of wind levels along the south side of Boylston Street. We understand that the results of the next analyses are pending and appreciate the attention paid to the south side of Boylston Street. We are concerned with the increase of wind level with proposed build conditions to the existing cafes and seating areas that occupy Boylston Street between Massachusetts Avenue and Hemenway Street. We heard the Proponent's consultants say at public meetings, in response to resident concerns, that the wind projections at these locations based on the current design are 'unacceptable' and we firmly agree. We ask the Proponent to commit to a design that result in no degraded conditions to these areas.

Construction Impacts

Given residential concern over limited on-street parking in the East Fenway, we repeat our request for a construction plan that requires off-site parking for its workers.

Project Mitigation

We have previously expressed our opinion regarding onsite affordable housing at the 80-120% AMI, but understand the current proposal leans towards hotel use for its north tower. Should the Project wind up including residential use, we request that discussions

Fenway Civic Association – P.O. Box 230435 – Astor Station – Boston, MA 02123

for housing in this range, which was identified as a need and a priority, but not realized through the Fenway's Planned Development Area projects, occur. We reiterate the importance of providing holistic assessment of both sides of Boylston Street and encourage support for a study of this area, as well as the previously suggested supports for area open space and for exploration of sound barriers along DOT properties between the Project and Lansdowne Street.

We appreciate the opportunity to comment and thank you for your consideration.
Sincerely,

CC:

Shanice Pimentel

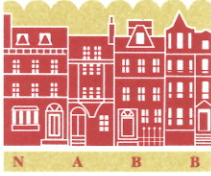
Josh Zakim

Jay Livingstone

Will Brownsberger

Matt Moran, Boston Transportation Department

Neighborhood
Association of the
Back Bay



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Jacquelin Yessian
Kathleen Young
Gerald Zukowski

Aisling Kerr, Project Manager
Boston Planning and Development Agency
1 City Hall Square
Boston, MA 02201

July 22, 2019

Regarding: Parcel 12 DPIR

Dear Ms. Kerr,

We are writing to formalize our comments on the Parcel 12 DPIR. As we have noted in past comments and meetings, we appreciate the intent of this project and the responsiveness of the team, particularly regarding energy and design issues. However, significant issues remain to be discussed and resolved. From the perspective of NABB's mission to preserve and enhance the Back Bay neighborhood and the quality of life of its residents, we believe that all issues should be addressed BEFORE your presentation of the project to a public meeting at the BPDA/BRA Board.

The following comments focus on these issues regarding the impact of the project:

Transportation – One major concern about locating so much vehicular and pedestrian circulation on the already-congested Mass Ave Bridge, is the inevitability of conflicts between people--on foot, bicycles, automobiles, and buses, and foreseeably very soon electric scooters--who desire to occupy the same space at the same time. We realize that much additional planning will be needed to ensure that these conflicts do not cause additional serious and even fatal accidents. **We look forward to continued, detailed public discussion of the transportation studies and the City's review.** Safety is a priority. We urge continued study of the issue of transportation safety involving the State, The BTS and BPDA, and neighbors.

Part of the justification for the project's relatively low number of parking spaces (which we appreciate) is that people will arrive using transportation network services like Uber and Lyft. However, the impact of these services is not quantified, nor is it stated how drop offs and pickups by these services would affect traffic data. Given the congestion generated by these services in downtown cores, we request deeper thinking and quantification, including what steps will be taken to assure that no drop offs or pickups will take place in front of the hotel/residential building and how restaurant drop-offs will be dealt with.



There has been some discussion of the issues surrounding a left turn from the parking garage onto Boylston St and the likely need for a detail officer at peak times. Given the stated preference from the Fenway Civic Association at the public meeting for all of that traffic to turn right, we request an

analysis of what traffic would look like with no left turn allowed and how that will differ from the arrangement proposed.

The numbers in the DPIR seem to indicate that the Green Line at Hynes is only at 50-75% of capacity today during peak hours, with the high number outbound in the PM. Based on our limited anecdotal experience, this estimate seems low. Their text indicates that the Green Line outbound PM peak will exceed capacity in the build condition. The Number 1 Bus is also projected to be over capacity. Are we adding more transit-oriented development without adding the transit capacity to handle it? What proposals are there to rectify this problem?

We note that there has not been a discussion of how traffic will function during large-scale events such as Red Sox games, of which there are approximately 80 per year at Fenway Park during the regular season (plus other events such as concerts, and playoff games in some years). This is a significant and increasing problem, which will not disappear by itself.

The detailed maps at the back of the DPIR point out the heavy pedestrian traffic at all of the Back Bay intersections studied, as well as heavy vehicle and bicycle traffic on Commonwealth Avenue at Charlesgate East. The traffic at this location may be impacted if there is no left turn allowed out of the garage, pushing those who want to access the Pike or Mass Ave into that traffic. Will this create an unsafe condition for those passing through this intersection or the Commonwealth Ave/Massachusetts Ave intersection?

We appreciate the project's major improvement of the Mass Ave Newbury Street intersection. With a proposal being developed at the Harvard Club, which we only heard about the week of July 15th, would it be possible to develop Newbury Street Extension as a two-sided street, also providing access to the north tower?

Loading – The DPIR states that the loading dock will accommodate trucks as large as semi-trailers but doesn't offer any insight into how the operation of the dock, which trucks must back into, will affect Boylston Street traffic. We have been told that the loading dock would be staffed at all times when deliveries are accepted, and that the staff would be charged with directing traffic when trucks need to back in. We are not sure that this scheme is feasible, nor are we convinced that a single loading point for the two towers is adequate. The proposal is particularly concerning if the north tower is to be used for a hotel, since this use is most likely to have a high volume of deliveries.

Urban Design – The park, flanked by the two towers, is a very welcome public space. However, despite the new perspective drawing, the breadth and height of the towers have swallowed much of the visible sky, creating a forbidding wall enclosing the western end



of Newbury Street. We would like more thought given to the relationship of the tower form to the Newbury Street view, in hopes that the two can be better integrated.

Building Mass – We do not understand why four additional floors and 104,000 s.f. of premium office space are proposed to offset a reduction of 15,000 s.f. of retail space for the creation of the center park. The project looms over Boylston. What are the numbers to justify this offset? Why is one floor (26,000 s.f.) not sufficient?

Housing vs. Hotel – We strongly recommend that the north tower be used for housing, which is sorely needed in the city, and has less of an impact on peak hour traffic and fewer requirements for daily deliveries.

Energy Conservation – We appreciate the modifications to the project to increase energy efficiency and look for additional changes as the design progresses. In light of the City's and the Commonwealth's plans for climate action and resiliency, we seek designs that meet the most stringent energy requirements. We applaud the intention to continue the study of the potential complete elimination of fossil fuels. The project is close to Platinum now. Net zero buildings are being made possible for commercial buildings.

Greenhouse Gases – We appreciate the provision to refit electric equipment in the future if and when electrical energy continues to prove energy and cost effective. We encourage you to continue your efforts to consider using the latest proven technologies for the highly controlled building operation. For example, daylighting strategies in the office buildings offer proven ways to reduce energy consumption while providing a high quality indoor environment.

Wind

The wind studies did not show new dangerous or unsafe wind conditions based on only Annual Average wind conditions. However, since the average does not express the extreme conditions the site is subjected to through the seasons, additional studies are requested. The study refers to exploration of additional wind mitigation options, anticipated in July. These should be explored and presented to the CAC and the public. The businesses across Boylston Street and the proposed park should not be negatively affected by wind.

Shadow

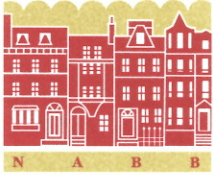
We request an electronic copy of the source media file of the shadow study.

Glare

Despite BPDA requirements to study potential glare from mostly glass buildings, this environmental impact is not well controlled throughout the City. The west facing elevation of this project offers potential glare areas. We ask the BPDA to provide an independent review to assure that glare is not a problem for drivers, cyclists and pedestrians, particularly at peak traffic hours.

City and State Reviews – We request the BPDA to present an analysis of the correlation of the project with the State's ENF Certificate, EEA # 16011 EENF Certificate June 7, 2019.

Neighborhood
Association *of the*
Back Bay



We would appreciate your arranging a public meeting to review the PDA Plan in detail before approval.

Respectfully submitted,

Martyn Roetter, Chair

cc: jay.livingstone@mahouse.gov, william.brownsberger@masenate.gov,
jon.santiago@mahouse.gov, josh.zakim@Boston.gov, A.E.George@Boston.Gov,
Althea.Garrison@Boston.Gov, Michael.Flaherty@Boston.Gov, Michelle.Wu@Boston.gov,
Ed.Flynn@Boston.Gov, Parcel 12 CAC c/o Fritz Casselman



423 Marlborough Street • Boston, MA 02115

July 22, 2019

Aisling Kerr, Project Manager
Boston Planning and Development Agency
1 City Hall Square Boston, MA 02201
Re: Parcel 12

Regarding: Parcel 12 DPIR

Dear Ms. Kerr:

I am a co-founder and board member of the Charlesgate Alliance and a resident of the Charlesgate neighborhood for nearly 40 years.

To begin, I want to make clear that all of the Charlesgate Alliance board members strongly support this project. We have met with the developers. They seem to understand and appreciate the neighborhood, and we appreciate their creative responses to early critiques. Charlesgate still bears scars from highway projects of the 1950s and 60s. Parcel 12 will contribute significantly toward healing those wounds by reintegrating and enhancing our neighborhood streetscape. The current design seems truly inspired. It has the potential to transform an unpleasant and dangerous stretch of concrete into an appealing and lively public space. We believe this development will evolve into a center of public activity that will contribute positively to the social life of the city. I do have few suggestions, however.

Parking

We strongly support this development for its contribution to transit-oriented development. We hope that you will advance this by further limiting the project's on-site parking. Parcel 12 will be very well served by public transportation, and there are a number of parking structures located in the immediate area. With this in mind, we hope you will restrict on-site parking to the smallest number of spaces possible.

Urban Design

We hope that both the developers and the BPDA will consider this project within the context of the exciting changes taking place in the Charlesgate/Kenmore area. Projects like Parcel 12, 1000 Boylston St., the Kenmore Sq. Revdevelopment project, the Kenmore Sq. hotel tower, and the Fenway Center are creating a critical mass of development that is

shifting the center of the city westward. New projects are being announced on a regular basis. Just this week the Harvard Club and Trinity Financial announced plans for a 200-room boutique hotel that will front on the block of Newbury Street west of Mass. Avenue.

We urge both Samuels Associates and the BPDA to actively consider how the Parcel 12 development can propel a redesign of the block of Newbury Street between Mass. Avenue and Charlesgate East. We support your plans to move the Turnpike onramp further to the west, but we urge both of you to seize the opportunity to turn this neglected block into one that is attractive to pedestrians and bicyclists as well. The Charlesgate Alliance is working with the DCR to build a system of new bike/ped connections in Charlesgate Park which will begin at the end of this block. In addition, the MassDOT recently announced a \$40M+ redesign of the Storrow Drive roadways at Charlesgate that will restore 3+ acres of waterfront parkland where Charlesgate Park meets the Charles River. Together, these two projects will create seamless bike and pedestrian connections between Charlesgate Park, the Esplanade, and the Charles River. In light of this, we strongly encourage construction of a protected, bidirectional bike path in order to fully connect Mass Avenue and Newbury St. to this exciting new bike/ped transportation corridor.

To conclude, the Charlesgate Alliance strongly supports this project. We look forward to an active partnership with Samuels Associates and the BPDA. Together we can create a combination of iconic architecture, reintegrated streetscape, and revitalized parkland that will make this neglected area into a truly compelling urban district. We look forward to working with you.

Sincerely Yours,

A handwritten signature in black ink, appearing to read "H. Parker James". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

H. Parker James
Co-Founder, The Charlesgate Alliance

MEMORANDUM

TO: Aisling Kerr, Project Manager
FROM: John (Tad) Read, Senior Deputy Director for Transportation & Infrastructure Planning
Manuel Esquivel, Senior Infrastructure & Energy Planning Fellow
Ryan Walker, Smart Utilities Program - Associate
DATE: July 9, 2019
SUBJECT: Parcel 12 - **Smart Utilities Comments - DPIR**

Comments and request for further information:

Thank you for your Smart Utilities Checklist submission. Please review the following comments and use the edit link that was generated with the initial submission to make necessary updates to the checklist. Any diagrams should be submitted to Manuel Esquivel at manuel.esquivel@boston.gov.

1. Please revisit the calculation of storm water retained to meet the 1.25" requirement. Please use the requested units (i.e. in² or in³).
2. Thank you for your comments regarding AST; we will continue to review this item with BTD and ask for further information in the future if needed.
3. Any street lights that need to be installed as a part of the project are being asked to be ready for smart technologies. This requires extra electrical and fiber optic connections at the light poles. We will continue to review this item with PIC and PWD and ask for further information in the future if needed.
4. Please provide lateral diagrams indicating how all utility infrastructure will be extended to each building from the right-of-ways. If multiple possible scenarios exist and final plans are undetermined, please indicate all possibilities.
5. If major reorganization or installation of utility infrastructure below grade will take place as part of the project, please provide a cross-section diagram indicating how utility infrastructure will be organized under ground. Please refer to the Smart Utility Standard cross-section diagrams.

If you have any questions regarding these comments or would like to arrange a meeting to discuss the policy please feel free to contact Manuel Esquivel at manuel.esquivel@boston.gov or 617.918.4382.

Context:

On June 14, 2018 the BPDA Board adopted the [Smart Utilities Policy for Article 80 Development Review](#). The policy (attached) calls for the incorporation of five (5) Smart Utility Technologies (SUTs) into new Article 80 developments. Table 1 describes these five (5) SUTs. Table 2 summarizes the key provisions and requirements of the policy, including the development project size thresholds that would trigger the incorporation of each SUT.

In general, conversations about and review of the incorporation of the applicable SUTs into new Article 80 developments will be carried out by the BPDA and City staff during every stage (as

applicable) of the review and permitting process, including a) prefile stage; b) initial filing; c) Article 80 development review prior to BPDA Board approval; d) prior to filing an application for a Building Permit; and e) prior to filing an application for a Certificate of Occupancy.

In conjunction with the SUTs contemplated in the *Smart Utilities Policy*, the BPDA and City staff will review the installation of SUTs and related infrastructure in right-of-ways in accordance with the *Smart Utility Standards* (“SUS”). The SUS set forth guidelines for planning and integration of SUTs with existing utility infrastructure in existing or new streets, including cross-section, lateral, and intersection diagrams. The *Smart Utility Standards* are intended to serve as guidelines for developers, architects, engineers, and utility providers for planning, designing, and locating utilities.

In order to facilitate the review of integration of the SUTs and the SUS, the BPDA and the Smart Utilities Steering Committee has put together a *Smart Utilities Checklist* that can be filled out and updated during the review process. Please fill out the parts of the *Checklist* that apply to your project. Make sure to review this *template* first, before submitting the *Smart Utilities Checklist*.

After submission, you will receive:

1. A confirmation email with a PDF of your completed checklist. Please include a copy of this document with your next filing with the BPDA.
2. A separate email with a link to update your initial submission. Please use ONLY this link for updating the Checklist associated with a specific project.

Note: Any documents submitted via email to Manuel.Esquivel@Boston.gov will not be attached to the PDF form generated after submission, but are available upon request.

The *Smart Utilities Policy for Article 80 Development Review*, the *Smart Utility Standards*, the *Smart Utilities Checklist*, and further information regarding the *Boston Smart Utilities Vision* project are available on the project’s website: <http://www.bostonplans.org/smart-utilities>.

Manuel Esquivel, BPDA Senior Infrastructure and Energy Planning Fellow, will soon follow up to schedule a meeting with the proponent to discuss the *Smart Utilities Policy*. For any questions, you can contact Manuel Esquivel at manuel.esquivel@boston.gov or 617.918.4382.

Table 1 - Summary description of 5 Smart Utility Technologies (SUTs) included in the *Smart Utilities Policy for Article 80 Development Review*

Smart Utility Technology (SUTs)	Summary Description
---------------------------------	---------------------

District Energy Microgrid	Energy system for clusters of buildings. Produces electricity on development site and uses excess “heat” to serve heating/cooling needs. By combining these two energy loads, the energy efficiency of fuel consumed is increased. The system normally operates connected to main electric utility grid, but can disconnect (“island”) during power outages and continue providing electric/heating/cooling needs to end-users.
Green Infrastructure	Infrastructure that allows rainwater to percolate into the ground. Can prevent storm runoff and excessive diversion of stormwater into the water and sewer system.
Adaptive Signal Technology	Smart traffic signals and sensors that communicate with each other to make multimodal travel safer and more efficient.
Smart Street Lights	Traditional light poles that are equipped with smart sensors, wifi, cameras, etc. for health, equity, safety, traffic management, and other benefits.
Telecom Utilidor	An underground duct bank used to consolidate the wires and fiber optics installed for cable, internet, and other telecom services. Access to the duct bank is available through manholes. Significantly reduces the need for street openings to install telecom services.

Table 2 - Summary of size threshold and other specifications for the 5 SUTs advanced in the *Smart Utilities Policy for Article 80 Development Review* (**Note: This table is only for informational purposes. Please refer to the complete *Smart Utilities Policy for Article 80 Development Review* to review the details.**)

	Article 80 Size Threshold	Other specifications
District Energy Microgrid	>1.5 million SF	Feasibility Assessment; if feasible, then Master Plan & District Energy Microgrid-Ready design
Green Infrastructure	>100,000 SF	Install to retain 1.25" rainfall on impervious areas (Increase from 1" currently required by BWSC)
Adaptive Signal Technology	All projects requiring signal installation or improvements	Install AST & related components into the traffic signal system network
Smart Street Lights	All Projects requiring street light installation or improvements	Install additional electrical connection & fiber optics at pole

Telecom Utilidor	>1.5 million SF of development, or >0.5 miles of roadway	Install Telecom Utilidor
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July 22, 2019

Mr. Brian P. Golden, Director
Boston Planning and Development Agency
One City Hall Square
Boston, MA 02201

Attn: Aisling Kerr

Re: Parcel 12 DPIR and Development Plan

Dear Mr. Golden,

We appreciate the proponents' extensive process of consultation with the BPDA and the surrounding community, and its willingness to materially alter its original proposal in response to expressed concerns. The Project will certainly transform the area in the immediate vicinity of Berklee College of Music, an abutter to the project site.

We appreciate the challenges associated with providing service and parking access to the entire development, yet ask that the BPDA ensure that the north side of Boylston Street not be devoted to such uses to the exclusion of a generous retail frontage as shown on the ground floor office building floor plans (Figure 3.6b) included in the Draft Project Impact Report (DPIR).

In reviewing Sec. 6.3.2 of the DPIR, we note that uncomfortable wind conditions are predicted at four (4) locations at the intersection of Massachusetts Avenue and Boylston Streets in both the Build and Full Build Conditions. Further, the narrative states that "It is worth noting that wind conditions ... are predicted to be comfortable for their intended (*sic*) during the summer months when the open space is most active."

In fact, students enrolled at Berklee and the Boston Conservatory at Berklee virtually constantly traverse these sidewalk areas throughout the fall and spring semesters at much higher rates than during the summer months as they move between buildings in the East Fens and the Back Bay. It is at these times when higher velocity winds during months of colder temperatures are predicted. We therefore request that the proponent be tasked to develop more effective strategies to address these predicted uncomfortable wind conditions.

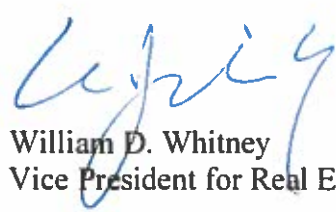
We share the reservations of Fenway Civic Association and several other commenters on the ENF with respect to the plan to have vehicles exit the Project's parking garage turn left onto Boylston Street eastbound. Providing a duty police officer likely will facilitate those drivers seeking to make this left hand turn, but may do so at the expense of those other drivers on Boylston Street already in an eastbound queue, particularly on Red Sox home game days.

We ask that Berklee and other affected abutters be afforded the opportunity to work with the proponent and the City of Boston as the Construction Management Plan for the Project is being developed. In particular, to the extent that sidewalks on the north side of Boylston Street are unavailable during the construction period, we ask that the proponent not rely on the limited sidewalk width on the south side of Boylston Street to accommodate pedestrian movement along Boylston Street between Massachusetts Avenue and Hemenway and Ipswich Streets.

We also hope to have a continuing dialogue with the proponent with respect to other construction period impacts, including how construction vehicles approach, enter into and exit the site; how concrete and other construction materials-bearing vehicles will queue and management of dust and dirt during excavation activities.

Thank you for the opportunity to comment on this significant project.

Sincerely,

A handwritten signature in blue ink, appearing to read 'W. Whitney', is written over the typed name and title.

William D. Whitney
Vice President for Real Estate

Cc: Peter Sougaridies, Samuels and Associates



Parcel 12

James Michel <jamesomichel@gmail.com>

Mon, Jul 22, 2019 at 12:37 AM

To: Aisling.Kerr@boston.gov

Cc: christopher.cook@boston.gov, john.dalzell@boston.gov

Dear Ms. Kerr:

As we have commented previously, the member organizations of the Boston Clean Energy Coalition (BCEC), listed below, strongly encourage the BPDA and the developers of Parcel 12 to consider the important leadership role they can provide by making this project a net-zero-carbon (NZC) development. More specifically, we ask that they reject 'natural' gas, and use electricity exclusively, to heat and cool the project. We understand that this will require design changes, and would argue that it makes sense to execute such changes now, in the early stages of the approval process, assuring that they will cost less than in the long run. We know the developer is capable: they made major design changes to address the community's request for public access to park/open space in a matter of weeks. In a time of climate emergency, we need civic leaders to step up and start creating green, twenty-first century buildings, and we need the BPDA to boldly move the process forward with urgency and commitment.

The Carbon Free Boston report, released earlier this year, has clearly identified the electrification of the built environment, coupled with 'the greening of the grid', as the most critical component of a multidimensional program required for our city to achieve carbon neutrality by 2050. The developer has argued that because the current mix of fossil fuels in the generation of electricity is still fairly high, the use of methane gas to power the building is by comparison more environmentally friendly, producing less GHG emissions. This ignores the fact that Boston has committed to Community Choice Energy, a municipal aggregation program that will increase the mix of renewable energy purchased by city residents, and accelerate local generation. We can no longer afford to expand gas infrastructure, which locks us into decades of continued use, despite the vague option to convert to electricity at some undefined point. This is a status quo approach; we are in a state of climate crisis, and need to behave accordingly.

The Boston Clean Energy Coalition member organizations send regular newsletters to our memberships, which in aggregate number well into five figures. It would give us great pleasure to send out messages praising this development for constructing a fossil fuel free project, affirming Boston's reputation as a hub of innovation and leadership.

Sincerely,

James O. Michel,
Co-Founder
The Boston Clean Energy Coalition

Member organizations

350 Mass—Boston Node

Back Bay Green

Boston Climate Action Network

Clean Water Action

Environment Massachusetts

Home Energy Efficiency Team

Massachusetts Climate Action Network

Mothers Out Front, Boston

Resist the Pipeline

Sierra Club of Massachusetts

Toxics Action Center

West Roxbury Saves Energy

Ally organizations

Charles River Watershed Association

Gas Leaks Allies (Boston)

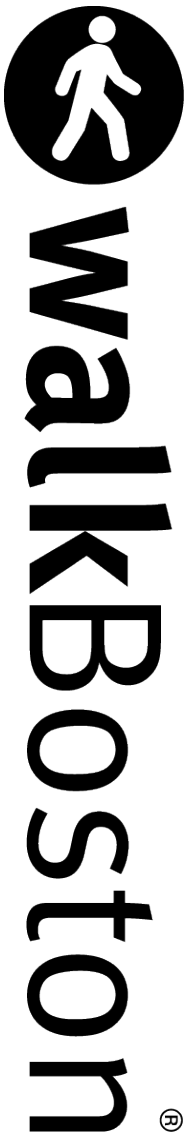
Massachusetts Environmental Justice Alliance

Massachusetts Power Forward

The Metropolitan Area Planning Council

Passive House Massachusetts

The US Green Building Council—Massachusetts chapter



July 22, 2019

Aisling Kerr
Boston Planning & Development Agency
City Hall, 9th Floor
One City Hall Square
Boston, MA 02201-1001

Re: Development Plan for the Planned Development Area for the Air Rights Parcel 12 Project

Dear Ms. Kerr:

WalkBoston has reviewed the proposal for the development of Parcel 12 in Boston's Back Bay, and believe that it will significantly improve the pedestrian environment on what is now a wind-swept and uncomfortable bridge above the MassPike. The site design shows significant attention to the movement, comfort and amenities of people coming to and through it, and should provide an inviting new space for people to walk and linger. We are pleased that the tunnel under Mass Ave will be reopened allowing people to make intermodal transfers between buses, blue bikes, and walking and the Green Line without crossing Mass Ave. We do have some thoughts about some of the complex pedestrian and bicycle movements that the site must accommodate and would like to share the following comments.

Our Understanding of the Parcel 12 Development Project

The proposed development of Parcel 12, located between Newbury and Boylston Streets, and fronting on Massachusetts Avenue, consists of two towers – an office tower and a residential/hotel tower on either side of a park located above the Turnpike. The two towers are located partially on existing terra firma and partially on air rights above the Turnpike and the commuter rail tracks. The proposed park, situated primarily on a platform using air rights above the Turnpike, contains facilities for both pedestrians and bicycles.

Public open space for the project totals 28,000 square feet on three levels. The public space facing Mass Ave is likely to be the most heavily used space for pedestrians and is described as a public gathering space where 16,000 square feet on the street level is dedicated to primarily pedestrian activities. The remainder of the open space is located either along Boylston Street or on two raised levels that bridge the space between the two dominant on-site buildings.

In the 16,000 square feet of open space along Mass Ave – a large triangle – a significant number of activities are planned. These include generous sidewalks of varying widths along Mass Ave and along the facades of the two proposed buildings. The open space also contains landscaping, bicycle facilities, bike racks, trash receptacles, lighting, street trees in raised planters, an expanded bus shelter on Mass Ave, a new headhouse (called a kiosk) with elevator and stairway to Hynes Green Line Station via a tunnel under Mass Ave, and seating elements integrated into the rim of the bicycle path or in treed areas. Outdoor dining areas line two sides of the triangular open space.

The lobby entrance into the hotel-residential building faces this Mass Ave oriented open space, and the lobby entrance of the office building is located on Boylston St.

Access to the frequent buses on Mass Ave is a dominant use of the Mass Ave fronting sidewalk. The existing bus stop shelter is to be replaced next to a wider Mass Ave sidewalk with a larger shelter to serve the 140' long bus stop on Mass Ave which can serve as many as three buses at a time. A new connection to the Green Line is provided, connecting the Parcel 12 site and the entrance to the subway on the east side of Mass Ave via on-site access to a stairway and elevator that links to an abandoned under-street tunnel for pedestrians. In addition to the Mass Ave sidewalk, a broad and generally parallel sidewalk leads from the Boylston Street entrance to the site to the Newbury Street entrance. A bicycle path is located between this sidewalk and the Mass Ave sidewalk.

Signal timing

The Project will include a full intersection redesign and the installation of new traffic signal equipment at the intersection of Mass Ave and Newbury Street, with a more limited set of intersection and signalization improvements planned for the intersection of Mass Ave and Boylston Street.

- Per the MassDOT Separated Bike Lane Design Guide, pedestrian signal timing near separated bike lanes should include sufficient clearance time for a pedestrian to cross the entire roadway including the bike lanes and street buffers. Both intersections fit this description, and should have that additional time included for people walking.
- In the Boston Smart Utilities filing (p 584-585), 'Adaptive Signal Technology' is referenced as a consideration, "where appropriate, and feasible." We would encourage the proponent to adhere to the forward-looking signal policies put forth in the GoBoston 2030 plan, since the City of Boston's current Signal Timing Guidelines do not yet reflect that same vision. 'Smart Signals' should be able to 'see' and serve the needs of people walking and biking as well as people in vehicles. Likewise, we urge the timing be used to improve bus service along Mass Ave and not be allowed to delay buses along Mass Ave in order to push more vehicles through the Mass/Newbury intersection to access the I-90W ramp.

Plaza level bicycle path

The bicycle path is a potential problem for people circulating throughout the new plaza, raising several issues:

- Both north and south of the boundaries of Parcel 12, the bicycle lane is a protected lane located behind a row of parked cars along Mass Ave on the west side of the street. On the proposed plaza between Newbury Street and Boylston Street, the proposed bicycle path leaves the street and crosses the land included in the new park provided by Parcel 12. Although this appears to have been planned to avoid having bicycles compete with buses on-street, it results in bicycles having to compete for space with pedestrians.
- Bicycles on the bike path will intersect at a right angle with an important pedestrian route between the bus stop and access to the Green Line in the new kiosk. At this location, many transit riders are changing modes (bus to Green Line, Green Line to bus). People who are connecting between these two transit services will be required to cross the bicycle path to make the connection, unless they cross Mass Ave midblock illegally or use the Boylston St. or the Newbury St. crosswalks. We are concerned that the large pedestrian volumes in this area, and especially the potentially large groups of people transferring between buses and

the Green Line, may result in conflicts between people walking and biking. We would encourage a close examination of this issue with the use of projected bus transfer, pedestrian and bicycle volumes.

- There are potential bicycle/pedestrian conflicts at the crosswalks on Newbury and Boylston Streets. Bicycles make the move from the street-based bike route north of the site into the on-site bike path across pedestrian flows on the crosswalk at Newbury Street and leave the Parcel 12 site by crossing pedestrian traffic on the Boylston Street crosswalk to reach the street-based route of the bicycle path on Mass Ave south of the site. We would encourage making the spaces for pedestrians and cyclists waiting to cross the street generous, to discourage further conflicts and enable efficient crossings.
- The proposed open space containing the Mass Ave sidewalk, the bicycle path, the wider sidewalk between Newbury and Boylston Streets, the bus stop and the kiosk leading to the underground tunnel to the Green Line Hynes Station comprises a 16,000 square foot destination. We urge you to compare the proposed space with the downtown park at the intersection of Washington Street and School Street, sometimes called "Readers Park." The plaza and street area in both locations are roughly similar in dimensions. The Downtown plaza is occupied by outdoor tables, landscaping, benches, the Irish Famine Memorial, benches and street trees. A wide sidewalk stretches along Washington Street, and an even wider sidewalk fronts onto Walgreens. Both are flooded with pedestrians every day, and the plaza seems to offer little space where a bike path could be threaded through it. It would be interesting to compare projected numbers of pedestrians in Parcel 12 with the actual numbers at Readers Park.

We encourage the proponent to consider some options that could minimize potential conflicts between the on-site bicycle path and pedestrians including the following:

1. Keep bicycles on-street on Mass Ave. This could be a shared bus/bike lane allowing a direct continuous path for cyclists on Mass Ave since southbound cyclists north and south of Parcel 12 are already in the street and not potentially conflicting with pedestrian space on the sidewalk.
2. A separated, on-street bike lane with a floating bus stop. As an alternative, consider the possibility of a separated, marked bike lane on-street with a floating bus stop: similar to what is being built in the Commonwealth Ave Phase 2A Project, even if it means taking space from the plaza. This would avoid requiring cyclists to leave the Mass Ave pavement, and cross several different pedestrian paths at north and south crosswalk entrances to the Parcel 12 development to get to a 260' long bicycle path through this busy plaza.
3. Move the Green Line kiosk and stairway east, to be closer to the bus stop. It may be possible to reposition the kiosk with access to the Green Line via elevator and stairs closer to the bus stop. This shortens and makes the route more direct between the bus stop and the kiosk, and would allow the bicycle path to be moved a bit further away from potential conflicts with transit riders making connections between buses and the Green Line, but bicycles would not be trying to move through the group of people making the connection.
4. Design the proposed bicycle path 2"-3" lower than the pedestrian areas. A 2"-3" vertical difference drop with angled edges would emphasize the path, and make its edges less abrupt. There would need to be one or more raised crosswalks, especially for the potentially heavily used route between the bus stop and the Green Line access kiosk. The raised crossing would clearly help direct pedestrians while signaling to, and slowing down,

bicycle riders as they pass through the pedestrian crossing. There may need to be warning signs to avoid pedestrians tripping at the edge of the path. The proponent could add tactile longitudinal strips to guide visually impaired people and further warn pedestrians near the bike path. The proposed parallel row of bollards helps to define the bike path, but some cyclists view bollards as dangerous if one needs to jump in or out of the bike path.

5. Make sure that there is a back on the "bench" that is next to the cycle track behind the bus stop to eliminate people sitting facing Mass Ave with their legs going into the cycle track.

Boylston Street Access

1. Another design issue that we believe should be re-considered is the Boylston St. vehicular access to the office building. At the loading zone and vehicle entrance to the office building on Boylston Street, trucks may have to back into the loading zone area, creating a difficult safety issue for pedestrians walking along the street, as well as the traffic disruption that backing vehicles may cause on Boylston St. Requiring police units to help trucks or parkers seems to indicate that a certain level of difficulty in using this space is anticipated and the difficulty cannot be resolved in the present design. Perhaps the proposed parking spots along Boylston St. could become truck loading zones to alleviate the problem.
2. The proponent and the City should evaluate requiring all vehicles exiting the parcel to turn right on Boylston Street. We believe that left-turning vehicles would pose a hazard to pedestrians walking along the sidewalk and would also disrupt traffic on Boylston Street. We do not believe that the proponent will be able to have a police officer directing traffic at all times.

Thank you for the opportunity to provide comments on this important project.

Sincerely,

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

Wendy Landman
Executive Director



Aisling Kerr <aisling.kerr@boston.gov>

GBIO comments on Parcel 12 plans

Meredith Outterson <msoutterson@gmail.com>

Tue, Jul 23, 2019 at 7:48 PM

To: Aisling.Kerr@boston.gov

Cc: "christopher.cook" <christopher.cook@boston.gov>, john.dalzell@boston.gov

Dear Ms. Kerr and the Parcel 12 team,

I am writing with feedback representing the Greater Boston Interfaith Organization's (GBIO) environmental justice team. GBIO represents over 50 Jewish, Christian, and Muslim member congregations across Boston, including several in the vicinity of the project. We are working to advance environmental justice in the city, both small-scale and large-scale, and we are involved because Parcel 12 design decisions will have noticeable ramifications on environmental matters in Boston.

Similar to our previous comments, GBIO strongly encourages the BPDA and the developers of Parcel 12 to show leadership by making this project net-zero-carbon from day one. We ask that they reject 'natural' gas, and use electricity exclusively, to heat and cool the project. In one of the public meetings, the project developers said that they would make the building "electrification-ready" and that it would be ready to transition energy sources within 10-15 years ("the natural life of the boilers"). However, the climate crisis is now, not in 10-15 years. At the very least, the project developers should immediately commit to installing the maximum feasible amount of on-site solar panels, which they have yet to do. Any new building in Boston needs to innovate and to show true leadership, forging the path of the future.

We understand that this request will require design changes, and would argue that it makes sense to execute such changes now, in the early stages of the approval process, assuring that they will cost less than in the long run. We know the developer is capable: they made major design changes to address the community's request for public access to park/open space in a matter of weeks. Those changes were excellent (dramatically improving public access to the planned green space), and we applauded them. However, a green building goes far beyond a public park and reduced glazing. In a time of climate emergency, we need civic leaders to step up and start creating truly green, twenty-first century buildings, and we need the BPDA to boldly move the process forward with urgency and commitment.

The Carbon Free Boston report, released earlier this year, has clearly identified the electrification of the built environment, coupled with 'the greening of the grid', as the most critical component of a multidimensional program required for our city to achieve carbon neutrality by 2050. The developer has argued that because the current mix of fossil fuels in the generation of electricity is still fairly high, the use of methane gas to power the building is by comparison more environmentally friendly, producing less GHG emissions. This ignores the fact that Boston has committed to implement Community Choice Energy, a municipal aggregation program that will increase the mix of renewable energy purchased by city residents in the very near term, and accelerate local generation. We can no longer afford to expand gas infrastructure, which locks us into decades of continued use, despite the vague option to convert to electricity at some undefined point. This is a status quo approach; we are in a state of climate crisis, and need to behave accordingly. Every action and decision counts, especially when it affects years of natural gas use, energy use, and energy infrastructure.

GBIO's member congregations are very engaged on questions of climate and on housing affordability, transit access, and more. It would give us great pleasure to share news with our congregants praising this development for constructing a fossil fuel free project, affirming Boston's reputation as a hub of innovation and leadership.

Sincerely,
Meredith Outterson

GBIO Environmental Justice Lead



Project Comment Submission: Parcel 12

kentico@boston.gov <kentico@boston.gov>

Sun, Jun 16, 2019 at 12:51 AM

To: BRAWebContent@cityofboston.gov, aisling.kerr@boston.gov, jeff.ng@boston.gov, comment_email_processor@o-2zlaqa64yog14nfnqlzmbbrpfox00q4is2vvlpd3irp6a8fovy.36-1heureao.na30.apex.salesforce.com

CommentsSubmissionFormID: 6450

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Form updated: 6/16/2019 12:51:46 AM

Document Name: Parcel 12

Document Name Path: /Development/Development Projects/Parcel 12

Origin Page Url: /projects/development-projects/parcel-12

First Name: Alex

Last Name: Keane

Organization: Wayfair

Email: [REDACTED]

Street Address: [6 Hamilton Pl](#)

Address Line 2: 506

City: Boston

State: MA

Phone: [REDACTED]

Zip: 02108

Opinion: Oppose

Comments: While I oppose this version of the proposed project for this site, I strongly, strongly support the previous iteration of this project. While I continue to appreciate the value that the currently proposed version of this project provides (especially compared to what exists at this site today), it is a marked deterioration from the previous iteration. The terra cotta and green buildings stood to be landmarks, and the strong supports underneath the park above the highway turned simple structural elements into eye-catching features (like the Zakim Bridge). This project serves as a gateway to Boston for everyone who enters via the Mass Pike. For it to be a bland, undersized, run-of-the-mill project comprised of two simple glass towers does Boston and its visitors a disservice. I strongly encourage all stakeholders to reconsider their watering-down of the previous proposal and adopt the bolder gateway to Boston that this great city deserves.

[Quoted text hidden]



Project Comment Submission: Parcel 12

kentico@boston.gov <kentico@boston.gov>

Tue, May 14, 2019 at 4:38 PM

To: BRAWebContent@cityofboston.gov, aisling.kerr@boston.gov, jeff.ng@boston.gov, comment_email_processor@o-2zlaqa64yog14nfnqlzmbbrpfox00q4is2vvlpd3irp6a8fovy.36-1heureao.na30.apex.salesforce.com

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Document Name: Parcel 12

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First Name: Alex

Last Name: Winston

Organization: 360 #404 unit owner

Email: [REDACTED]

Street Address: 39 green park

Address Line 2:

City: Newton

State: MA

Phone: [REDACTED]

Zip: 02458

Opinion: Support

Comments: Looks Great. Just what that corner needs. There has always been safety issues crossing that intersection and getting on Pike plus bus stop and Pike noise/traffic is getting old.

PMContact: aisling.kerr@boston.gov

Project ID: 3209



Project Comment Submission: Parcel 12

kentico@boston.gov <kentico@boston.gov>

Sun, Jul 21, 2019 at 11:22 AM

To: BRAWebContent@cityofboston.gov, aisling.kerr@boston.gov, jeff.ng@boston.gov, comment_email_processor@o-2zlaqa64yog14nfnqlzmbbrpfox00q4is2vvlpd3irp6a8fovy.36-1heureao.na30.apex.salesforce.com

CommentsSubmissionFormID: 6609

Form inserted: 7/21/2019 11:22:11 AM

Form updated: 7/21/2019 11:22:11 AM

Document Name: Parcel 12

Document Name Path: /Development/Development Projects/Parcel 12

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First Name: Amelia

Last Name: Laughton

Organization:

Email: [REDACTED]

Street Address: [360 Newbury St.](#)

Address Line 2:

City: Boston

State: MA

Phone: [REDACTED]

Zip: 02115

Opinion: Oppose

Comments: My husband Adam and I are owners and residents of [360 Newbury Street](#) and former residents of Marlborough Street where we continue to own and maintain a condo. We are writing to voice our concerns about the current proposed use and design of Parcel 12. Along with my neighbors at both buildings, we don't feel community concerns have been given proper consideration in the past Boston Planning & Development meetings. We have two primary concerns: Congestion & Commuter Safety: The current scope of this project will further exacerbate the extreme congestion and dangerous commuter conditions at the intersections of Mass Ave & Newbury Street and Mass Ave & Boylston. Of particular concern, the intersection of Mass Ave & Newbury Street is already often blocked, and will become even more congested and likely more dangerous with the proposed location of a hotel lobby entrance at the corner of Mass Ave and the Mass Pike entrance. Hotel patrons will require vehicles for hire, which will pull in and out of the lobby entrance with no curb cutout. We've witnessed multiple car accidents and serious pedestrian injuries at this location just in the past year, and feel strongly that the current plans will significantly increase the likelihood of more accidents in the future. Incongruous Building Design: The proposed building design (glass and steel, 15-20 stories high) is not in keeping with the historical architecture and aesthetics of the immediate Back Bay surroundings. We believe it is extremely important to take great care in maintaining the historical look and feel of the neighborhood, and it would be disappointing to have this disrupted. Here are two examples of construction underway in the area where the building height and exterior materials better blend with the neighborhood: [45-53 Hereford St](#) addition facing Newbury St just one block away from Parcel 12 John Jeffries / Whitney Hotel renovation at Charles St & David G Mugar Way in Beacon Hill In the interest of

the residents of this neighborhood and the safety of commuters and visitors to the area, we ask that you change the scope and design of this project. Thank you

PMContact: aisling.kerr@boston.gov

Project ID: 3209



Project Comment Submission: Parcel 12

kentico@boston.gov <kentico@boston.gov>

Fri, May 10, 2019 at 4:24 PM

To: BRAWebContent@cityofboston.gov, aisling.kerr@boston.gov, jeff.ng@boston.gov, comment_email_processor@o-2zlaqa64yog14nfnqlzmbbrpfox00q4is2vvlpd3irp6a8fovy.36-1heureao.na30.apex.salesforce.com

CommentsSubmissionFormID: 6218

Form inserted: 5/10/2019 4:23:21 PM

Form updated: 5/10/2019 4:23:21 PM

Document Name: Parcel 12

Document Name Path: /Development/Development Projects/Parcel 12

Origin Page Url: /projects/development-projects/parcel-12

First Name: Christian

Last Name: Cole

Organization:

Email: [REDACTED]

Street Address: [34 Rockingham St.](#)

Address Line 2:

City: Cambridge

State: MA

Phone: [REDACTED]

Zip: 02139

Opinion: Support

Comments: This is an absolutely fantastic project that will completely transform and invigorate the public realm at the overpass of Mass Ave and I-90. Adding a new head house for Hynes Convention Center will improve circulation and the park over the interstate will make a previously unusable space a destination. The only change I would like to see is a larger bus shelter as this is such a high-volume stop.

PMContact: aisling.kerr@boston.gov

Project ID: 3209



Project Comment Submission: Parcel 12

kentico@boston.gov <kentico@boston.gov>

Fri, Jun 14, 2019 at 10:44 PM

To: BRAWebContent@cityofboston.gov, aisling.kerr@boston.gov, jeff.ng@boston.gov, comment_email_processor@o-2zlaqa64yog14nfnqlzmbbrpfox00q4is2vvlpd3irp6a8fovy.36-1heureao.na30.apex.salesforce.com

CommentsSubmissionFormID: 6445

Form inserted: 6/14/2019 10:44:39 PM

Form updated: 6/14/2019 10:44:39 PM

Document Name: Parcel 12

Document Name Path: /Development/Development Projects/Parcel 12

Origin Page Url: /projects/development-projects/parcel-12

First Name: David

Last Name: Kershaw

Organization:

Email: [REDACTED]

Street Address: 109 Dudley Road

Address Line 2:

City: Wayland

State: MA

Phone: [REDACTED]

Zip: 01778

Opinion: Support

Comments: Please roll back the recent requests to the design team. They got it right the first time with the green and brown tinted version. See this page for the original renders: <http://www.archboston.org/community/showthread.php?t=5730&page=6>. See this page for a solid argument based on highway interface for rolling back the changes: <http://www.archboston.org/community/showthread.php?t=5730&page=9>. But beyond that, it was just a better, more humanistic design.

[Quoted text hidden]



Interim comments on Parcel 12

Jacqueline Royce [REDACTED]

Fri, Jun 28, 2019 at 9:14 AM

To: aisling.kerr@boston.gov, Abe Menzin <amenzin@samuelsre.com>, Claire McKenna <claire.mckenna@wsp.com>

Cc: "Rep. Jay Livingstone" <jay.livingstone@mahouse.gov>, Jon Santiago <jon.santiago@mahouse.gov>, Josh Zakim <josh.zakim@gmail.com>, "Cory L. Azmon" <cory.azmon@mahouse.gov>, William Brownsberger <william.brownsberger@masenate.gov>, Andrew Bettinelli <andrew.bettinelli@masenate.gov>

Hello Aisling on this lovely summer day -

We will submit formal comments before the July 22 deadline, but I wanted to share my comments in further detail with you that I referred to briefly at June 25 public meeting.

(1) Growing support for **UPDATING STATE STRETCH ENERGY CODE**. The goal post has moved. A paradigm shift on 21st century buildings is here. My comment at the meeting was that Samuels & Associates' reliance on the current energy stretch code is outdated and no longer relevant to today's buildings. Mayor Walsh, along with Mayor Curtatone of Somerville and City Manager Louis DePasquale of Cambridge, submitted the attached letter (May 28, 2019) to the Board of Building Regulations and Standards advocating to update the stretch energy code and proposing it be phased to meet net zero or comparable standards.

Greenovate Boston is the City's community-wide initiative to engage all Bostonians in helping the City meet its climate and sustainability goals, while continuing to make Boston a thriving, healthy, and innovative city.

(2) **LEED CERTIFICATION TARGET IS TOO LOW**. At the public meeting we also encouraged the team to **aim for Platinum** and find ways to change the LEED "maybes" to "yes" and to continue to look more seriously into an all electric building using air source heat pumps where possible.

As I explained in prior meetings with you, the comments below come from the "Green" expert consultant Lee Humphrey and I hired to help us with Parcel 12 comments.

***LEED certification target is too low.** Given the urban location, BPDA/MEPA requirements and registration under LEED2009, there is no reason why project cannot earn Platinum (80+ points), as it is not automatically disqualified from any voluntary points. Much is being left on the table (60 points for both projects is too conservative). We ask the project to commit to LEED Platinum certification, specifically earning 25 of 33 EA points (16, min. for Optimize Energy).*

(3) **LIGHTING POWER DENSITY** We ask the project to commit to LPD 0.6 watts/sf, max. (~33% reduction), which qualifies for utility incentives – good for the project, Owner, and the environment. PD 0.7w/sf is too low to qualify.

(4) **HOW ARE 3RD PARTY CERTIFICATIONS ACTUALLY BEING INCORPORATED?** The updated resiliency scorecard notes the use of "fundamental tenets of Passive House"; however, proposed envelope/glazing does not reflect this. Additionally, they mention WELL and Living Building Challenge without evidence. We request the following:

- Consider Passive House incorporate the BPDA IBGC review's envelope/glazing recommendations.
- Clarify which Preconditions and Optimizations from WELL/petals and imperatives from the Living Building Challenge are being incorporated into design, construction and operations.

There is little MEPA and City can require more of UNLESS hotel/residence moves towards committing to being a residence. Once this happens, MEPA will want them to commit to Passive House, which other projects are doing even though not written in code.

My personal comment: **Residence vs. Hotel:** Have you considered partial residence use (which neighborhood prefers) AND hotel use? Mandarin and One Dalton, for example, have both residence and hotel uses in same building.

(5) WINDOW-TO-WALL RATIO We acknowledge the reduced window-to-wall ratio to 45%; however, ASHRAE states a 40% maximum window-to-wall ratio allowable; thus, we ask the project to meet/exceed code WWR (<40%) and not suffer an energy modeling penalty, requiring unnecessary systems, and we request the use bird glass to reduce collisions.

(6) BACKUP POWER – CHP PILOT PROGRAM We request that CHP be allowed for back-up power instead of diesel to reduce emissions, increase LEED points, provide cost savings and to improve the business case for CHP. We implore the Proponent to work with the BFD and BPDA on a pilot enabling this for future projects.

(7) COMBINE HEAT & POWER (CHP) We request a CHP system to enable load-sharing between the office and hotel/residence via the shared podium. This can be configured to work independent from parcellation and could offer substantial GHG reductions/savings. There is precedent for standalone CHP systems in offices and residence hall in Boston; thus, there should be a business case for it with this project, even if the building eventually goes all-electric (granted the substitution of CHP for diesel back-up generators).

(8) RENEWABLE ENERGY The project has not meaningfully demonstrated integration of solar PV, and we request that this be incorporated onto the building as such through building integrated PV (BIPV) via shading devices, a canopy over the penthouse, etc.

(9) ELECTRIFICATION The engineer states that 100% electrification can be achieved eventually via boiler replacement 10-20 years out. We ask for a commitment by the Proponent to put together a financial assessment of when this will become feasible and to commit to “switch” the central plant from gas- to electric-fired boilers at a date determined of benefit the project (no GHG/cost penalty).

(10) DEMAND RESPONSE The team states there is no Demand Response (DR) option available, but this is not true – see link to enel X option. We ask the project to design HVAC&R equipment to meet the LEEDv4 DR credit (12.5%, min. load shedding) as part of its resiliency and commitment to Carbon-free 2050.

(11) GRAYWATER REUSE The project does not address graywater, a major opportunity for earning LEED points, particularly since LID’s are not feasible. We ask that condensate, washer water and other sources of non-potable water be reused in the building for irrigation (100%) and toilet flushing. We encourage the City to create a program incentivizing developers who employ graywater systems.

(12) VARIABLE REFRIGERANT FLOW VRF constraints are noted; however, it can be done and is an option for electrification, particularly for the hotel/residence. We request that VRF be studied mechanically, financially and architecturally (impact on space and aesthetics), quantifying the ROI for the system relative to the proposed case, code baseline, and a quantification of GHG reductions in all these cases.

(13) PUBIC REALM We request the design of a “Complete Street” along the road frontage of the project to protect vehicles, cyclists and pedestrians. We request keeping the median to reduce illegal U-turns and placement of a mid-street barrier to discourage jaywalking. We request there be zero onsite parking, as this will be superfluous in <5-years through cabs, rideshares and autonomous vehicles. We request a shuttle service be provided, parking offsite, to offer access to major transit hubs for convenience and to reduce parking need. If necessary, a traffic officer can be provided here to direct peak-hour traffic, similar to what is done at Atlantic Wharf.

My personal comment -**ELIMINATE ALL ONSITE PARKING** (nearby public parking is available) or drastically reduce spaces to EV and handicap only or some such.

Onsite parking sends a message of old fashioned “stuck in the past” thinking. Time is money and current congestion would give any office occupant second thoughts about time wasted in traffic jam getting to a private selfish onsite parking space where left hand turns are hazardous and time consuming. Sounds like a worthless amenity that reflects poorly on the planning for this 21st century design in contrast with its lovely, exciting, and welcoming public park.

(14) RIGHT-SIZING PROGRAM SPACE The podium offers an opportunity to reduce “doubling-up” on spaces/to make the hotel more viable by sharing functions/amenities (gym, conferencing, etc..) between the office and the hotel/residence (benefitting both properties)

Many thanks for the opportunity to submit comments related to Sustainability/Green Building Design and Climate Change Resiliency, Energy Conservation, Fossil Fuels, and GHG emissions.

Respectfully,

Jacqueline Royce
Boston Clean Energy Coalition



Parcel 12 DPIR

Jacqueline Royce [REDACTED]
To: aisling.kerr@boston.gov

Mon, Jul 22, 2019 at 10:11 PM

TO: Aisling Kerr, Project Manager
Boston Planning and Development Agency
1 City Hall Square
Boston, MA 02201

DATE: July 22, 2019

RE: Parcel 12 DPIR

Dear Ms. Kerr,

I am writing my personal comments on Parcel 12 DPIR as a resident of Boston with a background in health and city/regional planning and as an active member of several environmental advocacy groups.

In general the climate change resiliency design modifications efforts are moving in the right direction, but limiting fossil fuels and “stretching” for higher goals could be attained.

On May 28, Mayor Walsh, along with Mayor Curatone of Somerville and City Manager DePasquale of Cambridge, submitted a letter to the Board of Building Regulations and Standards advocating to update the stretch energy code and proposing it be phased to meet net zero or comparable standards. The letter states “to reach our ambitious climate commitments while providing our communities with greater health, resiliency, economic, and environmental outcomes, we believe that the stretch energy code needs to be updated.” They further state “Net Zero buildings can be cost-effective to build today” because the technical and economic viability of Passive House or Net Zero standards have been demonstrated and highly energy efficient buildings can save thousands of dollars. Furthermore, “energy efficiency is a life safety code” because NZ buildings reduce fossil fuel combustion improving both indoor and outdoor air quality whereas pollution leads to asthma and other health risks.

The Mayor’s letter provides a compelling imperative for Parcel 12 and all new buildings. The goal post has moved and a paradigm shift on fossil fuels and 21st century buildings is here.

My Parcel 12 DPIR concerns and comments below are based on recommendations from an experienced green building architect another environmental advocate and I hired as a consultant.

(1) LEED CERTIFICATION TARGET TOO LOW Given the urban location, BPDA/MEPA requirements, and registration under LEED2009, there is no reason why this project cannot earn Platinum (80+ points), as it is not automatically disqualified from any voluntary points. Much is being left on the table (60 points for both projects is too conservative). We ask the project to commit to LEED Platinum certification, specifically earning 25 of 33 EA points (16, min. for Optimize Energy).

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-clarify which Preconditions and Optimizations from WELL/petals and imperatives from the Living Building Challenge are being incorporated into design, construction and operations.

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On the topic of other closely related issues, it is my opinion that the health, safety, and quality of life in the Back Bay would be better served by a residential rather than a hotel building and that parking spaces be eliminated completely or substantially reduced to minimize pollution and congestion.

Parcel 12 and all of us are responsible to help meet *Carbon Free Boston's* goals.

Thank you for the opportunity to submit comments related to Sustainability/Green Building Design and Climate Change Resiliency, Energy Conservation, Fossil Fuels and GHG emissions.

Respectfully,

Jacqueline Royce, PhD

780 Boylston Street

[Boston, MA 02199](#)



Cc: jay.livingstone@mahouse.gov, william.brownsberger@masenate.gov, jon.santiago@mahouse.gov, josh.zakim@boston.gov, A.E.George@Boston.gov, Michelle.Wu@Bosto.gov, Ed.Flynn@Boston.gov, matt.omalley@boston.gov



Project Comment Submission: Parcel 12

kentico@boston.gov <kentico@boston.gov>

Fri, Jun 14, 2019 at 7:21 PM

To: BRAWebContent@cityofboston.gov, aisling.kerr@boston.gov, jeff.ng@boston.gov, comment_email_processor@o-2zlaqa64yog14nfnqlzmbbrpfox00q4is2vvlpd3irp6a8fovy.36-1heureao.na30.apex.salesforce.com

CommentsSubmissionFormID: 6444

Form inserted: 6/14/2019 7:20:48 PM

Form updated: 6/14/2019 7:20:48 PM

Document Name: Parcel 12

Document Name Path: /Development/Development Projects/Parcel 12

Origin Page Url: /projects/development-projects/parcel-12

First Name: Joseph

Last Name: Zissman

Organization:

Email: [REDACTED]

Street Address: [295 Harvard Street](#)

Address Line 2:

City: Cambridge

State: MA

Phone: [REDACTED]

Zip: 02139

Opinion: Support

Comments: After reviewing the most recent design revisions for Parcel 12 as presented to the BCDC on June 11, I am deeply concerned about the loss of what could potentially be a defining gateway to the city. In sum, the BCDC's feedback as summarized by the proponent was "tone it down". In this case, I find that feedback absurd. Since the proponent developed this current family of designs last year, Parcel 12 has been eagerly anticipated among architecture and development works in Boston in large part because it presented a lush and intricate appearance, and these are not people who like busy designs in general. While I recognize that some elements of the prior version, specifically the green and brown shade of the buildings, may have been omitted from renderings to clarify other changes (I really hope so), I'd like to be at least one voice in defense of a more vibrant and visually engaging approach. Our city deserves this gateway as presented on June 4th and prior.

[Quoted text hidden]



Project Comment Submission: Parcel 12

kentico@boston.gov <kentico@boston.gov>

Thu, Jul 18, 2019 at 7:59 PM

To: BRAWebContent@cityofboston.gov, aisling.kerr@boston.gov, jeff.ng@boston.gov, comment_email_processor@o-2zlaqa64yog14nfnqlzmbbrpfox00q4is2vvlpd3irp6a8fovy.36-1heureao.na30.apex.salesforce.com

CommentsSubmissionFormID: 6576

Form inserted: 7/18/2019 7:58:09 PM

Form updated: 7/18/2019 7:58:09 PM

Document Name: Parcel 12

Document Name Path: /Development/Development Projects/Parcel 12

Origin Page Url: /projects/development-projects/parcel-12

First Name: Karla

Last Name: Rideout

Organization: Resident

Email: [REDACTED]

Street Address: [149 Mass Avenue](#)

Address Line 2: #4

City: BOSTON

State: MA

Phone: [REDACTED]

Zip: 02115

Opinion: Neutral

Comments: As a resident of [149 Mass. Ave.](#) (the block abutting your project) for 47 years, I look forward to improvements to parcel 12. It is unsightly, dirty, and dangerous to traverse in the winter. I do have many concerns about the project impacts on the community. We have had many developments increase the street traffic, foot traffic, noise, wind, and trash in this area, with little regard for the residents. My concerns are primarily: height; traffic; shadows; loss of parking; and community access to open space. The East Fenway area has become a prime target for high-rise buildings, not complementing the existing area, and creating an austere ambiance. I would hope that the footprint of the building could be pushed back from Boylston Street, and the square footage reduced or more equitably distributed over the project. Traffic in the area is terrible. I have waited for seven lights to turn onto Boylston Street from Hemenway Street, and as many to turn onto Mass. Ave. This has not even been during game or event times. Foot traffic is also difficult, with narrow sidewalks along Boylston St. Pushback of your building could address these issues by creating wider, friendlier (and cleaner) sidewalks, as well as adding a lane of travel going East Bound on Boylston St. Having lights or staff directing the traffic will not eliminate any traffic. More space is needed for car travel. I do not support removing parking spots in this densely inhabited area. The shadows created by your project can have a cavernous effect, not only on my building, but on the area as a whole. This negatively impacts the quality of life in the area. The view from the south will also be blocked. I would like to be assured that the upper stories of the building are appealing to the community. Community access is said to be available. I am concerned that current residents will not truly be welcomed there. The focus will actually be the hotel guests and business workers. Locals can be made to feel uncomfortable. Who will address that? I understand that the building needs height to offset the cost of building over the pike, but I do appeal to you to make the project useful to

neighbors, welcoming, and environmentally appropriate to the neighborhood of the East Fenway. Thank you, Karla
Rideout 149 Mass. Ave. Boston, MA

PMContact: aisling.kerr@boston.gov

Project ID: 3209



Project Comment Submission: Parcel 12

kentico@boston.gov <kentico@boston.gov>

Mon, Jul 22, 2019 at 11:47 PM

To: BRAWebContent@cityofboston.gov, aisling.kerr@boston.gov, jeff.ng@boston.gov, comment_email_processor@o-2zlaqa64yog14nfnqlzmbbrpfox00q4is2vvlpd3irp6a8fovy.36-1heureao.na30.apex.salesforce.com

CommentsSubmissionFormID: 6617

Form inserted: 7/22/2019 11:47:54 PM

Form updated: 7/22/2019 11:47:54 PM

Document Name: Parcel 12

Document Name Path: /Development/Development Projects/Parcel 12

Origin Page Url: /projects/development-projects/parcel-12

First Name: Kristen

Last Name: Mobilia

Organization: Candidate - Boston City Council (District 8)

Email: [REDACTED]

Street Address: [15 Park Drive](#)

Address Line 2:

City: Boston

State: MA

Phone: [REDACTED]

Zip: 02215

Opinion: Neutral

Comments: To the Parcel 12 Project Team: I have attended numerous Parcel 12 meetings and appreciate the positive changes regarding the creation of the public park space, which would provide an important respite from the busyness of Mass Ave (and a great spot to see sunsets!). However, I have significant concerns regarding wind, energy choices, and transportation. I would like to see updated wind studies for along Boylston Street and Newbury Street. Both streets have significant foot traffic - from residents and neighborhood visitors. It is essential that the pedestrian experience is not negatively impacted. In addition, we need to design and build net zero structures. Silver, Gold, and Platinum LEED certification is not enough. Boston needs to be leader with regard to demanding developers to rely on renewable energy to power any new buildings. Also, as I mention regularly at public meetings, I believe that we need to take a step back and require a transportation study that includes commuting hours, high traffic baseball game days, and other large ticketed events (at Symphony Hall, the new Boston Arts Academy, House of Blues, the proposed Fenway Theatre, Fenway Park, etc.). The study area should include the streets abutting Hynes T Station, Kenmore Square, and all sides of Fenway Park, as well as the proposed changes to the Mass Pike on-ramp and the proposed rerouting of Kenmore Square. There are over 10 projects in various states of construction within a half mile radius. In general, the City of Boston (i.e. the BRA/BPDA) is not considering or planning for the aggregation of all development projects – this is extremely short-sighted. By pushing through more projects without a full transportation plan for this densely populated area of the city, we are not being smart or strategic. We need a true CITY PLANNING DEPARTMENT that is separate from a CITY DEVELOPMENT AGENCY - no conflicts of interest. Best, Kristen Kristen Mobilia Candidate Boston City Council | District 8 The Committee to Elect Kristen Mobilia 617-917-5678 kristen@kristenmobilia.com
www.kristenmobilia.com

PMContact: aisling.kerr@boston.gov

Project ID: 3209



Project Comment Submission: Parcel 12

kentico@boston.gov <kentico@boston.gov>

Tue, Jun 4, 2019 at 9:12 PM

To: BRAWebContent@cityofboston.gov, aisling.kerr@boston.gov, jeff.ng@boston.gov, comment_email_processor@o-2zlaqa64yog14nfnqlzmbbrpfox00q4is2vvlpd3irp6a8fovy.36-1heureao.na30.apex.salesforce.com

CommentsSubmissionFormID: 6363

Form inserted: 6/4/2019 9:12:07 PM

Form updated: 6/4/2019 9:12:07 PM

Document Name: Parcel 12

Document Name Path: /Development/Development Projects/Parcel 12

Origin Page Url: /projects/development-projects/parcel-12

First Name: Meghann

Last Name: Dooley

Organization:

Email: [REDACTED]

Street Address: 29 Pine Drive

Address Line 2:

City: Acushnet

State: MA

Phone: [REDACTED]

Zip: 02743

Opinion: Neutral

Comments: My main concern for this project in particular is the maintenance of the bridge in this area. It has long been neglected by the MBTA, city, and state because it crosses all jurisdictions. I think that should be at the forefront of this project. If it is not addressed, it will be tragic if anything happens. With the increase in population and housing in the area, has there been plans to address the increase in traffic congestion (not parking related) and increased demand on the green line? That area is all ready a nightmare when the Sox are at home. This seems like it will increase the strain on an all ready strained line and stations to begin with.

PMContact: aisling.kerr@boston.gov

Project ID: 3209



Project Comment Submission: Parcel 12

kentico@boston.gov <kentico@boston.gov>

Sat, Jun 15, 2019 at 3:51 PM

To: BRAWebContent@cityofboston.gov, aisling.kerr@boston.gov, jeff.ng@boston.gov, comment_email_processor@o-2zlaqa64yog14nfnqlzmbbrpfox00q4is2vvlpd3irp6a8fovy.36-1heureao.na30.apex.salesforce.com

CommentsSubmissionFormID: 6449

Form inserted: 6/15/2019 3:50:32 PM

Form updated: 6/15/2019 3:50:32 PM

Document Name: Parcel 12

Document Name Path: /Development/Development Projects/Parcel 12

Origin Page Url: /projects/development-projects/parcel-12

First Name: Sam

Last Name: Burgess

Organization:

Email: [REDACTED]

Street Address: [19 Chester St](#)

Address Line 2: 11

City: Boston

State: MA

Phone: [REDACTED]

Zip: 02134

Opinion: Support

Comments: Please approve this project. This is a great opportunity to help repair some of the damage done by the turnpike to Boston and knit together the urban fabric of the city. The architecture looks beautiful (although I wish the towers could be higher), and I think this project would do a lot to beautify what is currently a very depressing portion of Mass. Ave. Additionally, the city should consider pedestrianizing Newbury Street nearby. That would make this area truly vibrant and transformational!

[Quoted text hidden]



Project Comment Submission: Parcel 12

kentico@boston.gov <kentico@boston.gov>

Tue, May 21, 2019 at 9:24 AM

To: BRAWebContent@cityofboston.gov, aisling.kerr@boston.gov, jeff.ng@boston.gov, comment_email_processor@o-2zlaqa64yog14nfnqlzmbbrpfox00q4is2vvlpd3irp6a8fovy.36-1heureao.na30.apex.salesforce.com

CommentsSubmissionFormID: 6271

Form inserted: 5/21/2019 9:24:07 AM

Form updated: 5/21/2019 9:24:07 AM

Document Name: Parcel 12

Document Name Path: /Development/Development Projects/Parcel 12

Origin Page Url: /projects/development-projects/parcel-12?utm_source=Neighborhoods&utm_campaign=c93fca41a8-Parcel_12_DPIR_5_10_2019&utm_medium=email&utm_term=0_bccda74844-c93fca41a8-273891901&mc_cid=c93fca41a8&mc_eid=c5c74f557e

First Name: Dwight

Last Name: Wyatt

Organization:

Email: [REDACTED]

Street Address: [360 Newbury St. Unit 705](#)

Address Line 2:

City: Boston

State: MA

Phone: [REDACTED]

Zip: 02115

Opinion: Oppose

Comments: Hi - apologies for any lack of sophistication on this since I have no background in city planning. I live at [360 Newbury St.](#), and am probably in the same court as most people in this building as per this project, but I'm leaving here in the next year or two so hopefully I can 'unbias' my view for you. Basically, projects like this just reconfirm the fact that city planning has just abandoned preserving the feel of any neighborhood. I can understand the high rises nearby the prudential. I get that. But the buildings that were green-lighted for the Fenway have just made that neighborhood into one of the least pleasant places. It use to have a feel of a neighborhood. But now it feels like a mall when you walk along there. There seems to be no acknowledgement of what the Back Bay looks like with this project? (That said, I understand cost-efficient modern buildings do look like hermetically sealed boxes) Boston is one of the few large US cities blessed with a such strong visual identity. And it's getting broken down. And developers are doing exactly what they should be doing, pushing for building out as much as they can in a particular spot. But unfortunately, it doesn't seem like city planning in guiding them in the right direction, nor providing the right boundaries. If you want to visit an example of a city that looks horrible based on lack on architectural consistency, go to Vancouver. Beautiful landscape, awful awful architecture. I think the development that has happened around MIT has been great. Fenway - awful. (just my opinion as a resident...) What is weird is that this area is being zone for a major building, but in the area, it already represents the most uncomfortable bottleneck of traffic... from the on-ramp to the pike (which I get to watch constant near-accidents as people try to merge on with that blind entry way), the poor placement of the Hynes T stop, the foot traffic resulting from the T and bus stops, and the vehicle traffic of Newbury, Mass Ave, and Boylston. This intersection is by far the most

congested and stressful sections in the neighborhood. And you're doubling down on that. Just anecdotally, when I have my mom visit, I have to tell her where to cross the street, because drivers get so stressed when they hit this intersection that they make bad decisions frequently. And she is from midtown in NYC. Anyway - it doesn't really seem to matter. We've been giving this feedback for ages that this area needs to be relieved of traffic, and not a focal point for increasing traffic or slowing it down here. And it has not been addressed. The build plans just get bigger and more bold. But that's why I'm moving out. Happy to chat in person about it! Let me know how I can be of assistance. Feel free to contact me if that helps in any way.

PMContact: aisling.kerr@boston.gov

Project ID: 3209



Project Comment Submission: Parcel 12

kentico@boston.gov <kentico@boston.gov>

Mon, Jun 10, 2019 at 11:37 AM

To: BRAWebContent@cityofboston.gov, aisling.kerr@boston.gov, jeff.ng@boston.gov, comment_email_processor@o-2zlaqa64yog14nfnqlzmbbrpfox00q4is2vvlpd3irp6a8fovy.36-1heureao.na30.apex.salesforce.com

CommentsSubmissionFormID: 6392

Form inserted: 6/10/2019 11:37:36 AM

Form updated: 6/10/2019 11:37:36 AM

Document Name: Parcel 12

Document Name Path: /Development/Development Projects/Parcel 12

Origin Page Url: /projects/development-projects/parcel-12?utm_source=Neighborhoods&utm_campaign=b4b941edfa-Parcel_12_CAC_Meeting_6_4_2019&utm_medium=email&utm_term=0_bccda74844-b4b941edfa-137129457&mc_cid=b4b941edfa&mc_eid=664d414237

First Name: Tim

Last Name: Horn

Organization: Fenway Resident

Email: [REDACTED]

Street Address: 120 Norway

Address Line 2:

City: Boston

State: MA

Phone: [REDACTED]

Zip: 02115

Opinion: Neutral

Comments: The impacts of traffic, parking and ride shares are all being placed on the Fenway's back. It seems that none of the items of concerned listed in detail in the Fenway Civic Associations comment letter are addressed in this document. Some of this use should be shared by upper Newbury Street and Charlesgate East. If left as is the traffic plan will be a gridlock of disaster for the East Fenway residential neighborhood.

PMContact: aisling.kerr@boston.gov

Project ID: 3209



Project Comment Submission: Parcel 12

kentico@boston.gov <kentico@boston.gov>

Sat, Jun 15, 2019 at 8:03 AM

To: BRAWebContent@cityofboston.gov, aisling.kerr@boston.gov, jeff.ng@boston.gov, comment_email_processor@o-2zlaqa64yog14nfnqlzmbbrpfox00q4is2vvlpd3irp6a8fovy.36-1heureao.na30.apex.salesforce.com

CommentsSubmissionFormID: 6448

Form inserted: 6/15/2019 8:03:46 AM

Form updated: 6/15/2019 8:03:46 AM

Document Name: Parcel 12

Document Name Path: /Development/Development Projects/Parcel 12

Origin Page Url: /projects/development-projects/parcel-12

First Name: TIMOTHY

Last Name: TIERNAN

Organization:

Email: [REDACTED]

Street Address: 21 IMPERIAL CT.

Address Line 2:

City: WESTBOROUGH

State: MA

Phone: [REDACTED]

Zip: 01581

Opinion: Support

Comments: Please keep the building colors in the early renderings.

[Quoted text hidden]



Project Comment Submission: Parcel 12

kentico@boston.gov <kentico@boston.gov>

Sun, Jul 21, 2019 at 4:15 PM

To: BRAWebContent@cityofboston.gov, aisling.kerr@boston.gov, jeff.ng@boston.gov, comment_email_processor@o-2zlaqa64yog14nfnqlzmbbrpfox00q4is2vvlpd3irp6a8fovy.36-1heureao.na30.apex.salesforce.com

CommentsSubmissionFormID: 6610

Form inserted: 7/21/2019 4:15:21 PM

Form updated: 7/21/2019 4:15:21 PM

Document Name: Parcel 12

Document Name Path: /Development/Development Projects/Parcel 12

Origin Page Url: /projects/development-projects/parcel-12

First Name: Tracy

Last Name: Heibeck

Organization:

Email: [REDACTED]

Street Address: [360 Newbury Street](#)

Address Line 2: Unit 710

City: Boston

State: MA

Phone: [REDACTED]

Zip: 02115

Opinion: Oppose

Comments: Tracy Heibeck [360 Newbury Street, Unit 710 theibeck@hotmail.com](#) July 21, 2019 Aisling Kerr, Project Manager Boston Planning and Development Agency [1 City Hall Square Boston, MA 02201](#) Re: Parcel 12 Impact July 21, 2019 Dear Ms. Kerr, After attending the recent meetings about the proposed development of Parcel 12, I am writing to share my concerns about the impact this project may have on: (1) the city's transportation system; (2) our neighborhood of the Back Bay. First and foremost, however, I must say that after attending these meetings, I think that the problems this proposal might create for our city far outweigh the problems that it might solve and I must say "NO" and "PLEASE START OVER". Transportation: The history of Parcel 12 has been described as "an unfortunate outcome of an area planned around the automobile". This is still occurring with the current proposal. As it stands, many additional parking spots will be added, a loading dock will be added, and countless riding sharing/taxi rides will be added to this area. With these concerns in mind, the developers should consider:

- o Buildings with NO parking included; recent development projects in Boston including 212 Stuart, 47 LaGrange and Lovejoy Wharf have all proceeded with no onsite parking, proving that it can be done.
- o Obtain actual data about ride sharing services. I suspect that the transportation studies conducted for this proposal are inaccurate because the ride sharing services do not currently share the relevant data. In support of this position, Gov. Baker has just recently proposed legislation that would push Uber and Lyft to provide more information about where and when riders are picked up and dropped off. Metropolitan Boston has increased traffic congestion, in part due to the explosive growth of these companies, and the relevant data needed for adequate transportation planning for a project such as this one are simply not available.

The Back Bay Neighborhood: In one of the presentations about the Parcel 12 proposal, the architect made an interesting slip, describing the site as being "in the heart of the Back Bay" before realizing the mistake and correcting himself to say the site is at the intersection of the Fenway and the Back Bay.

His first statement was the true one; no one in this neighborhood sees the artificial distinction of one side of Massachusetts Avenue being in the Back Bay and the other side of street as being in the Fenway. It is all in the Back Bay. That said: o The scale of the buildings is inappropriate for the area. It is particularly disheartening that four stories were added to the office building to “compensate” for square footage added to the street level park area. In other words, in exchange for 28,000 s.f of public space, an additional 89,000 s.f. were added to the total office space?! o This neighborhood does not need another hotel. The Eliot Hotel is on the very next block and the Harvard Club of Boston is now proposing to build a hotel (with parking) on the same block of Newbury Street as in the Parcel 12 proposal. What the neighborhood does need is more housing. Building smaller towers and using one (or both) of the towers for housing would probably also have less impact on traffic if they were built with no onsite parking. o As proposed, neither of the towers have any clear reference to the historic district of the Back Bay, nor do the two towers relate to each other in a coherent design. If this design is truly to be a gateway into the city, it is a lopsided and ill-matched gateway. o Many people have commented that these two towers, as currently proposed, would look at home in the Seaport. The Seaport should be a cautionary tale for Boston. As it stands, the Seaport is soulless and has no sense of community. The buildings there could be in any city. There is nothing that speaks of Boston. It is hard to undo a mistake like this; let’s not duplicate this mistake in the Back Bay. Thank you very much for your consideration and I look forward to receiving your help in changing the scope and design of this project. Respectfully yours, Tracy Heibeck Cc:

jay.livingstone@mahouse.gov, william.brownsberger@masenate.gov, jon.santiago@mahouse.gov, josh.zakim@Boston.gov, A.E.George@Boston.gov, AltheaGarrison@Boston.gov, Michael.Flaherty@Boston.gov, Michelle.Wu@Boston.gov, Ed.Flynn@Boston.gov

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