

BOSTON REDEVELOPMENT AUTHORITY
D/B/A BOSTON PLANNING & DEVELOPMENT AGENCY

**REVISED SCOPING DETERMINATION
IN CONNECTION WITH THE NPC
FOR PARCELS D, F, G, L3, L4, L5, L6, N, AND P
FOR THE SEAPORT SQUARE PROJECT
("REVISED SCOPING DETERMINATION")**

**SUBMISSION REQUIREMENTS
FOR SUPPLEMENTAL IMPACT REPORT ("SIR")**

PROPOSED PROJECT: SEAPORT SQUARE

PROJECT SITE: BLOCKS D, F, G, L3, L4, L5, L6, N, AND P

PROPONENT: SEAPORT SQUARE DEVELOPMENT COMPANY LLC
and affiliate of W/S DEVELOPMENT ASSOCIATES
LLC

DATE: JUNE 23, 2017

PROJECT SITE

The project site, located in the South Boston Waterfront neighborhood of Boston, includes approximately 23 acres and is generally bounded by Old Sleeper Street, Sleeper Street, Stilling Street, and Boston Wharf Road to the west; Northern Avenue and Seaport Boulevard to the north; Pier 4 Boulevard and B Street to the east; and Summer Street and property of various owners to the South (the "Project Site").

DESCRIPTION AND PROGRAM

September 21, 2010 the Boston Redevelopment Authority ("BRA") Board voted its authorization for the Director to issue a Preliminary Adequacy Determination

Waiving Further Review under Section 80B-5.4(c)(iv) of the Boston Zoning Code (the "Code") which (i) finds that the Draft Project Impact Report ("DPIR") adequately describes the potential impacts arising from the Original Seaport Square project and provides sufficient mitigation measures to minimize these impacts and (ii) waives further review of the project under subsection 4 of Section 80B-5 of the Code, subject to continuing design review by the BRA. On November 19, 2010 the BRA issued the Preliminary Adequacy Determination Waiving Further Review.

The Notice of Project Change ("NPC") filed on February 7, 2017 proposes to amend the Original Seaport Square Project. The subject of the NPC is approximately nine of the previously-reviewed twenty Blocks, which remain undeveloped and are largely occupied by surface parking lots. The Revised Seaport Square Project ("Revised Project") proposes to increase the total gross floor area from approximately 6.3 million square feet to approximately 7.7 million square feet, which would include approximately 3.2 million square feet of residential uses resulting in approximately 3200 units of housing, 2.9 million square feet of office/research/innovation uses, 1.1 million square feet of retail uses, 480,000 square feet of hotel uses, and a minimum of 16,200 square feet of Civic/Cultural uses, reduced from approximately 243,000 square feet. The total number of parking spaces has been reduced from approximately 6,375 parking to 5,500 spaces.

ARTICLE 80 PROCESS TO DATE

The Boston Redevelopment Authority d/b/a the Boston Planning & Development Agency ("BPDA") is issuing this Revised Scoping Determination, pursuant to Section 80B-6 of the Boston Zoning Code ("Code"), in response to a Notice of Project Change ("NPC"), which Seaport Square Development Company LLC an affiliate of W/S Development Associate LLC (the "Proponent") filed for the Seaport Square project on February 7, 2017. Notice of the receipt by the BPDA of the NPC was published in the Boston Herald on February 7, 2017, which initiated a public comment period with a closing date of March 27, 2017.

Nine (9) individuals were appointed to the Impact Advisory Group ("IAG") upon the receipt of the NPC and have been invited to participate in advising BPDA staff on the determination and consideration of impacts and appropriate mitigation regarding the Revised Seaport Square project. The following is a list of the IAG members:

- Carmen Sawzin, IAG Member
- Dan McCole, IAG Member
- Donna Brown, IAG Member
- Gary Godinho, IAG Member
- George Vasquez, IAG Member
- Linda Lukas, IAG Member
- Mary Joyce Morris, IAG Member
- Michael Foley, IAG Member
- Joe Rogers, IAG Member

The BPDA appreciates the efforts of the IAG and the members should be applauded for their commitment to the review of the Revised Seaport Square project.

The notice of the receipt by the BPDA of the NPC were sent to the City's public agencies pursuant to Section 80A-2 of the Code, as well as to the IAG members. On February 16, 2017 and February 27, 2017 public meetings were held at District Hall located at 75 Northern Avenue. On March 13, 2017 an IAG meeting was held at the District Hall. The public meetings were advertised in the South Boston Online and The South Boston Today, listed on the BPDA's calendar, as well as distributed to the BPDA's South Boston email list. All IAG meetings were listed on the BPDA's calendar as well as distributed to the BPDA's South Boston email list.

FUTURE ARTICLE 80 PROCESS

The Revised Project is being reviewed pursuant to Article 80, Development Review and Approval, which sets forth a comprehensive procedure for project review of the following components: transportation, environmental protection, urban design, historic resources, infrastructure systems, site plan, tidelands, and Development Impact Project applicability.

The Proponent is required to prepare and submit to the BPDA Supplemental Impact Report ("SIR") that meets the requirements of the Revised Scoping Determination by detailing the Revised Project's impacts and proposed measures to mitigate, limit, or minimize such impacts. The SIR shall contain the information necessary to meet the specifications of Section 80B-3 (Scope of Large Project Review; Content of Reports) and Section 80B-4 (Standards for Large Project Review Approval), as required by the Revised Scoping Determination. After submitting the

SIR, the Proponent shall publish notice of such submittal as required by Section 80A-2. The BPDA shall issue a written a Determination pursuant to Article 80A-6 approving, conditionally approving, or disapproving the Revised Project (“Determination”) within ninety (90) days of the receipt of the SIR. Public comments, including the comments of public agencies, shall be transmitted in writing to the BPDA no later than fifteen (15) days prior to the date by which the BPDA must issue the Determination. The Determination shall indicate the additional steps, if any, necessary for the Proponent to satisfy the requirements of the Revised Scoping Determination. Section 80B-6 requires the Director of the BPDA to issue a Certification of Compliance indicating the successful completion of the Article 80 development review requirements before the Commissioner of Inspectional Services can issue any building permit for the Revised Project.

LIST OF COMMENTS RECEIVED BY THE BPDA ON THE PROPOSED NPC

This section provides a list of the comments received by the BPDA on the proposed NPC. Comments from agencies and departments of the City of Boston and from members of the public are summarized hereafter. The Proponent must address all issues and questions raised in the original text of the submitted comments as attached in the Appendices.

Comments received by the BPDA from agencies and departments of the City of Boston are included in **Appendix A** and must be answered in their entirety. Specifically, they are from:

- Boston Transportation Department / BPDA Transportation and Infrastructure Planning
- BPDA Urban Design / Planning
- BPDA Environmental Planning
- BPDA Housing
- Jonathan Greeley, Director of Development Review and Sara Myerson, BPDA Director of Planning, BPDA
- Carrie Marsh, Executive Secretary, Boston Parks and Recreation Department
- John Sullivan, Chief Engineer, Boston Water and Sewer Commission
- Boston Smart Utilities Project

Public comments received by the BPDA during the comment period are included in **Appendix B** and must be answered in their entirety. A complete list of the names of all the individuals who submitted comments can also be found in **Appendix B**.

IAG member comments received by the BPDA during the comment period are included in **Appendix C** and must be answered in their entirety.

Specifically, they are from:

- Linda Lukas, IAG Member
- Dan McCole, IAG Member
- Cameron Sawzin, IAG Member
- Donna Brown, IAG Member
- Gary Godinho, IAG Member
- George Vasquez, IAG Member

SUMMARIES OF THE COMMENTS FROM CITY AGENCIES AND DEPARTMENTS

This section provides brief summaries of some of the comments submitted by city agencies and departments for reader's convenience. These summaries are provided only for reader's convenience and thus they should not be considered as fully embodying or substituting the original comments. The original comments should be considered in their entirety. Whenever there is a conflict between the interpretation of the summaries and the original comments, the original comments must override.

Boston Transportation Department / Boston Planning & Development Agency (BPDA) Transportation and Infrastructure Planning

In addition to requesting additional information and details about the transportation studies included in the NPC, BPDA Transportation and Infrastructure Planning and Boston Transportation Department encourage the Proponent to consider certain changes in their project design to minimize potential negative impacts. The comment letter also lists specific measures for mitigating the anticipated impacts.

The Proponent must address all questions and issues raised by the BPDA Transportation and Infrastructure Planning in their entirety. However, the following summary is provided as a reader's guide to the actual comment letter.

- Request for additional information/detail/studies
 - Modeling and methodology
 - Suggest timeline of proposed mitigations
- Suggestions for design change

- Vehicular access to Harbor Street should be restored and be built as one-way southbound street as previously planned to enable through traffic and development access
- Shift all loading below grade at L block
- Make Autumn Lane a strong pedestrian connection between Q Park and M Block
- Parking and loading access for Parcel G on Northern Ave should be relocated
- Suggestions for mitigation
 - TDM: consider additional mitigation options including, but not limited to, designated bus, shuttle, ride-share pick-up, drop-off areas
 - Transit
 - Silverline: provide resources to construct a one way eastbound BRT lane; design HOV or BRT lane on MassPort Haul Road
 - Conduct Seaport Arterials Rapid Bus Transit study and consider additional design work
 - Infrastructure: provide resources for enhanced bus stops at the Harbor Way staircase (Summer Steps) and South Station, at Boston Wharf Road/Pier Street/Seaport Blvd, at Boston Wharf Road/Congress Street
 - Shuttle buses
 - Water Transit
 - Roadway
 - Provide immediate resources to build improvements recommended in the forthcoming Sleeper/Thompson analysis
 - Advance the Summer Street Gateway Initiative and design 25% and right-of-way needs associated
 - Provide mid-block crossings and install pedestrian safety elements at intersections

In addition to the information required to meet the specifications of Section 80B-3 and Section 80B-4 of the Code, the Proponent must also refer to the Boston Transportation Department (“BTD”) “Transportation Access Plan Guidelines.”

The SIR must address the comments of the Boston Parks and Recreation Department, dated May 25, 2017 and included in **Appendix A**.

BPDA Urban Design / Planning

The SIR must address the comments of the BPDA's Urban Design and Planning, dated June, 2017 included in **Appendix A**.

BPDA Environmental Planning

- After a careful review of the NPC it was determined that the no additional analyses shall be required for the following: wind, air quality, noise and shadow.
- Although no additional shadow studies shall be required, measures to mitigate potential adverse shadow impacts on Harbor Square, Seaport Common, Sea Green and Fan Pier Park shall be explored and if deemed appropriate included in the project design.
- The Proponent is reminded that despite receiving Pre-Certification from the USGBC as a LEED-ND Gold project, each building shall individually be LEED "certifiable"
- BPDA Environmental Planning comment is included in **Appendix A**.

The SIR must address the comments of the BPDA's Environmental Planning, dated April 12, 2017, included in **Appendix A** and must include the most up to date Article 37/Interagency Green Building Committee ("IGBC") documentation.

BPDA Housing

The proponent should be prepared to provide additional detail as to how the project will meet the requirements of the Inclusionary Development Policy, both for additional units and for the remaining units to be constructed under the previous approval. As part of this, the proponent should address how the project will address the need for both income restricted housing and artist live/work housing in the Seaport District and South Boston.

The SIR must address the comments of the Boston Parks and Recreation Department, dated April 27, 2017 and included in **Appendix A**.

BPDA letter on the cultural use component of the Revised Project

The SIR must address the letter submitted by Jonathan Greeley, BPDA Director of Development Review, and Sara Myerson, BPDA Director of Planning, dated May 30, 2017 and included in **Appendix A**.

Boston Parks and Recreation Department

- BPRD determined that the quantity of park land approved in the 2010 PDA was inadequate to meet the needs of this growing neighborhood.
- Given that the proposed NPC has added 1.2 million square feet to the previously approved 2010 PDA, it would be critical that the active recreational needs of residents, workers, and visitors be met with the provision of adequate new park land.
- Proposed resolutions by the BPRD include, but not limited to, designing Block F and L to meet the scale and design of SIR/DEIR in 2010 PDA; making contributions for development of future public park land; and conducting additional parks need analysis.

The SIR must address the comments of the Boston Parks and Recreation Department, dated April 7, 2017 and included in **Appendix A**.

Boston Water and Sewer Commission

The SIR must address the comments of the Boston Water and Sewer Commission, dated May 2, 2017 and included in **Appendix A**.

Boston Smart Utilities Project

The SIR must address the comments of the Boston Water and Sewer Commission, dated May 23, 2017 and included in **Appendix A**.

Boston Disabilities Commission

As part of the SIR, the Proponent must include an up to date and completed Article 80 Accessibility Checklist for the Proposed Project. An example of the Accessibility Checklist is attached as **Appendix E**.

SUMMARY OF THE PUBLIC COMMENTS

This section summarizes the public comments that have been made in response to the proposed NPC. Written comments that have been submitted through project website, email, and mail; verbal comments made at the BPDA-hosted IAG and public meetings; and comments from IAG members are incorporated in the following summary.

Arts/Cultural Space(s)

124 of the 165 written comments raised the reduction of arts/cultural use in the Revised Project. 123 of the 124 asked the Proponent to retain the Original Project's commitment to provide approximately 200,000 square feet of arts/cultural space. One respondent, Josiah Spaulding of Boch Center, opposed creating new performance spaces in the District. Of the 123 comments that sought substantial arts/cultural component, 50 people specifically suggested creating a designated space for the Boston Lyric Opera ("BLO"). The remaining 73 comments were supportive of creating arts/cultural space(s) in general. Not many comments made specific recommendations regarding the scale and format of potential spaces. Few comments called for a black box theatre (~200 seats), a modern medium sized venue (750-1200 seats), and performance and rehearsal spaces for small theater companies. Some comments suggested creating a large-scale performance center like an opera house. Boston Center for the Arts has been mentioned as a successful model of a mid-scale performing arts center with smaller multi-purpose and ancillary use. The loss of Opera House on Huntington Avenue and the loss of Factory Theater have been mentioned with an implication that comparable spaces might be provided in the District.

In addition to the BLO, several other arts/cultural organizations expressed interest in occupying future spaces. Organizations that submitted comments include, but not limited to, Boston Actors Theater, Brown Box Theater Project, Alley Cat Theater, and Fort Point Theater Channel.

Some members of the public encouraged the Proponent to revisit the "cultural corridor" concept that had been proposed in the original 2010 PDA to connect the Fort Point neighborhood and the BCEC with the Waterfront and the ICA.

One IAG member suggested creating a large art center/community center on Block N or P, which can be designed to serve multiple uses, accompanied by other several smaller exhibition/performance art spaces at different locations throughout the project. The member also suggested offering 100 units of affordable artist live-work space on Block N.

Fort Point Artist Community (“FPAC”) supported creating a multi-use arts center, which can accommodate an array of programming. FPAC strongly encouraged the proponents to work with existing arts organizations to occupy the future cultural facilities. They listed several member and partner arts organizations such as Mobius, Illuminus, Fort Point Theater Channel, GloveBox, AgX Film Collective, and the Photographic Resource Center as potential partners to work with the Proponent. FPAC reported that they have been meeting with the Proponent to exchange ideas for creating financially sustainable model for operating future cultural facilities.

In general, members of the public who attended two BRA-hosted public meetings expressed desires to see more specificity and certainty on the Proponent’s commitment to build cultural facilities. For instance, members of the public sought answers to questions such as how many spaces will be available, how big each space will be, where will they be located, who will be able to use/operate them, how will they be built and operated, and how will they be maintained.

Open Space

- Some concerns were raised by the members of the public regarding the proposed Harbor Way:
 - Proponent’s shadow analysis shows that the entire promenade will be in shadows other than 12pm at summer solstice
 - The promenade is broken by multiple street crossings
 - The promenade is misaligned as the it reaches the final Fan Pier block, but the proponent’s masterplan conceals the misalignment with a diagonal street aligned with trees
 - The Fan Pier Development LCC has stated that Harbor Shore Drive will remain a private way open to public travel, providing only vehicular access
 - Many attendees at the BPDA-hosted public meetings displayed their dissatisfaction with the Harbor Way design. Many thought the project design team’s symbolic reference to glacial erratic’s were irrelevant to the Seaport

- Some members of the public preferred the consolidated, open space design, as approved by the original 2010 masterplan, over the hardscape plaza on Block L. They argued that the original green space, referred to as the Seaport Hill, could be incorporated in the Revised Project design by bringing the open space down to the pedestrian level and eliminating the surrounding ring road.
- Some members of the public pointed out that the pocket parks in Blocks N and P have been eliminated.
- The approved 2010 PDA committed to building 1.25 acres of park on Block F (Seaport Common) with 9,200 sf of small kiosks, pavilion, and an MBTA head house. The current proposal adds an eight story building, increasing the square footage to 121,000 sf.

Transportation

Transportation while frequently mentioned in the public meetings was rarely specified in the written comments. Of the seven written comments that spoke on transportation and parking, three respondents, including the Patrick Sullivan of the Seaport TMA spoke positively of the reduction of parking. Mr. Sullivan also spoke favorably of the Harbor Way as an improvement over the approved design. Ryan Cox of the Propeller Club Port of Boston Inc., wrote to remind the BPDA of the importance of the waterfront as a working port with significant trucking needs. MassPort also conveyed the need to ensure continued truck access and operational efficiency. Additionally MassPort has concerns regarding the elimination of the bridge which allowed for a vehicular North-South connection, which was called for in the South Boston Waterfront Transportation Plan. MassPort has also requested that the proponent be required to participate in function additional capacity for the Silver Line and other transit services that serve the site. Wendy Landman of Walk Boston spoke of the need for further improvements and investments in pedestrian infrastructure including crosswalks, narrower travel lanes, lighting, wayfinding, and ensuring all streets are attractive and safe for pedestrians. Ms. Landman spoke positively regarding the MBTA Silverline headhouse. Martin Sokoloff requested a look at transportation benefits a functional street in lieu of the pedestrian steps/staircase. He also mentioned the impact on the MBTA Silver Line operations.

At the BPDA-hosted public meetings, attendees encouraged the Proponent to make available ferries and shuttles services to the public at a cheaper cost. Some attendees encouraged the Proponent to engage with the MBTA in improving their Silver Line service. One attendee has pointed out that the Proponent's current bike lane design does not protect cyclists from cars or trucks and thus suggested

separating bike lanes from car lanes with bollards or creating sidewalk-level cycle tracks.

Jobs

- A couple members of the public encouraged the Proponent to secure a hotel job training program in partnership with the BEST Hospitality Training Center.
- Several public meeting attendees wanted to know whether the hotels will hire union workers and whether the Proponent would retain the ownership of those hotels in the future.

Other Public Benefits

- One IAG member pointed out that aside from the Arts/Cultural space, the following public benefits have not been met and have been eliminated in the current NPC: a branch library, innovation space, recreational pocket parks, sculpture garden, educational facilities, and community exhibition space. The member also suggested converting District Hall into a Boston Public Library branch.
- FPAC suggested creating a design library that focuses on industrial technology, art and design and/or a Fort Point history center.
- One IAG member was concerned that the lack of public amenities - such as library and school - will make families leave the District eventually.

Housing

- Many written and verbal comments spoke to the lack of opportunity for homeownership. Especially, IAG members desired to see a mix of condos and rentals.
- Some members of the public suggested increasing the number of residential units at least at the same rate as increased office use.
- One IAG member encouraged the Proponent to increase percentage of affordable housing.
- One IAG member encouraged the Proponent to incorporate affordable artist live-work space on Block N or P.

Building Design

- IAG members displayed strong preference towards incorporating brick in building materials.
- Some members of the public emphasized that building design needs to be compatible with historic Fort Point neighborhood in scale and materials.

Retail

- Members of the public expressed a desire to have local and small scale retail opportunities available in the district so as to avoid a mall like experience.

PUBLIC NOTICE

The Proponent will be responsible for preparing and publishing in one or more newspapers of general circulation in the City of Boston a Public Notice of the submission of the SIR to the BPDA as required by Section 80A-2. This Public Notice shall be published within five (5) days after the receipt of the SIR by the BPDA. Therefore, public comments shall be transmitted to the BPDA within forty-five (45) days of the publication of this Public Notice. Sample forms of the Public Notice are attached as **Appendix D**.

Following publication of the Public Notice, the Proponent shall submit to the BPDA a copy of the published Public Notice together with the date of publication.

APPENDIX A
COMMENTS FROM CITY PUBLIC AGENCIES

Seaport Square Transportation

Notice of Project Change - May

Transportation access to the Seaport Square development and broader Seaport District were evaluated by BPDA and BTD staff (City) as a part of the overall NPC process. The following sections delineate by mode the transportation and access issues that the Seaport Square NPC, including comments and questions regarding the Modeling and Methodology, Transportation Demand Management (TDM) Overview, Transit Network and Accommodations, Water Transit, Roadway Network, Parking and Loading Access, Pedestrian Network, and Bicycle Network and Accommodations.

In the NPC and in previous agreements, the proponent made specific commitments regarding transportation enhancements to mitigate the effects of the Seaport Square development. Additionally, in the NPC, they alluded to working with the City “to foster sustainable development that balances the needs of the various transportation modes and to implement infrastructure and management improvements that will mitigate the impact of development on the surrounding transportation system” including “water transportation network which replaces the current water taxi service with regularly scheduled ferry service, Silver Line and bus signal prioritization, improved curb side use for the expected continued increase in pick-up/drop-off activity over long term parking, improved bicycle infrastructure in the area, and an improved pedestrian experience creating a public realm.”

This following section builds on this commitment with specific mitigation concepts and questions that will seek to ameliorate transportation burden identified in the NPC proposal. A Powerpoint presentation overview is also attached.

Modeling & Methodology

The proponent utilized Howard Stein Hudson (HSH) for transportation modeling. The analysis is thorough and provides the City with a detailed understanding of the transportation methodology used for the analysis. However, additional detail and clarification are needed to ensure the City is able to conduct a complete analysis of the transportation modeling assumptions:

- The analysis notes that the NPC project is the basis for the transportation modeling. The City understands this to mean that the NPC buildings are the only basis for transportation impact analysis and other elements of the Seaport Square development are considered as “existing conditions.” The proponent should confirm one way or another whether the City’s understanding is correct;
- The analysis discusses future “no build” scenarios. The proponent should clarify the assumptions in “no build,” including development outside Seaport Square that was considered such as Fan Pier and Pier 4;
- The proponent should make explicit all assumptions behind the “no build” infrastructure improvements that went into the analysis, including the **Silver Line Gateway** project and **Massachusetts Port Authority’s (MassPort) South Boston Waterfront Transportation Center**;
- The transit analysis does not appear to include buses in close proximity to the Seaport Square district, including the #11 bus and the more limited express routes #448/449/459;
- The proponent should provide additional detail on trips originating from points north of Downtown Boston, including North Station, Charlestown, and northern suburbs. This will ensure that the City has an understanding of necessary transportation elements necessary to accommodate this movement;
- The proponent does not provide a timeline for mitigation measures and phasing of mitigation measures. The proponent should provide a detailed timeline for mitigation measure implementation and indicate if mitigation measures are contingent on certain project development components;
- The Draft NPC analysis did not consider any water or ferry service. Please provide transit analysis that considers the impact of water taxis and ferries on the Seaport transportation network; and,

- **Vehicular mode shares for “office” type uses:** The City’s official mode shares for the Seaport District are admittedly dated as they were developed prior to the Silver Line coming fully online. We have since reduced our mode share assumptions for “office” uses from 66% to 33% in the Seaport (thanks in large part to working with the proponent’s own transportation consultant over the years). However, reducing the inbound AM and outbound PM office mode shares by almost half yet again to 17% (which includes the proposed “pick-up/drop-off” share) is difficult to assume for this proposed build-out program’s most impactful trip generator on the vehicular network’s most congested directions and peak periods. The mode share outputs from the regional CTPS model run for Go Boston 2030 have mode shares between the currently accepted 33% and old 66% mode share for entering AM/exiting PM office type uses. Further consultation with BTB/BPDA will be needed to determine if the proponent will be required to conduct further traffic capacity analysis with higher vehicular mode shares.

Transportation Demand Management

The City applauds the proponent’s commitment to creating a TDM program for the Seaport Square development. The proponent outlined several steps to improving the transportation network through a TDM system, including Alternative Mode Benefits, providing information on public transit and bike options, bike parking and sharing locations, electric vehicle parking, ridesharing options, and commitment to join the local Transportation Management Association. In addition to these elements, the proponent should consider the following options:

- Demand Reduction Programs
- Mobility microHUBs (Go Boston 2030)
- Designated Bus / Shuttle / Ride-share pick-up/drop-off areas
- Real-time transit and mobility information within buildings
- Consolidated bicycle parking, showers, and repair facilities

These elements will ensure the Seaport Square community has a comprehensive set of transportation options and will help to ease the burden on South Boston Waterfront transportation networks.

Transit Network & Accommodations

Transit will form the backbone of access to the Seaport District. The high density environment of the district means that an efficient transit network will enable travelers to quickly and conveniently access the neighborhood and go to points further away. Travelers arriving on the Silver Line, MBTA buses, walking from South Station, and on private shuttles will benefit from transportation accommodations that exist and that will be provided in the Seaport Square development. The transit network analysis presented by the proponent assumes the following daily transit mode shares:

- Office: 55%
- Residential: 37%
- Hotel: 27%
- Retail: 27%

As the office space component of the development has increased substantially in relation to other land uses in the NPC, the high transit share of office space users will reflect a significant increase in the number of transit users. According to estimates provided in the NPC, an additional 12,000 transit trips will be generated by the NPC. The assumption made by the HSH analysis is that 88% of trips will go on the Silver Line with the remainder distributed on MBTA buses (#7 and #4) and from South Station by walking or biking. The analysis provides details on Existing, No Build Future, Build Future Conditions. As noted in the Modeling and Methodology section, the analysis does not provide details on planned infrastructure improvements or other buses in the study area.

The transit analysis includes several tables that calculate the impact of these additional transit trips on the transit infrastructure. The tables and analysis demonstrate significant challenges for the transit network in the South Boston Waterfront area, with the Silver Line in particular going from 52% of crush capacity during existing AM peak to 155% crush capacity during future AM peak. Tables 1, 2,

and 3 provide analysis for future AM peak transit trips in the South Boston Waterfront area; the PM peak tables are not included in this document but are generally similar in findings and are fully articulated in the NPC.

Table 1: Existing AM Peak Conditions

Service	Peak Load	Planning	Crush Capacity
Silver Line	1,390	76%	52%
MBTA #4 Bus	63	39%	28%
MBTA #7 Bus	672	89%	64%
South Station	-	-	-

Table 2: Future No Build AM Peak Conditions

Service	Peak Load	Planning	Crush Capacity
Silver Line	1,652	91%	61%
MBTA #4 Bus	77	48%	34%
MBTA #7 Bus	819	108%	78%
South Station	-	-	-

Table 3: Future Build AM Peak Conditions

Service	Peak Load	Planning	Crush Capacity
Silver Line	4,161	229%	155%
MBTA #4 Bus	133	82%	59%
MBTA #7 Bus	875	116%	83%
South Station	-	-	-

The Silver Line will significantly exceed its capacity, even “crush capacity.” Therefore, transit access to the Seaport district will be severely challenged by the NPC related projects. Additionally, this will affect travelers to the Ray Flynn Marine Industrial _____

Park and Logan Airport who utilize the Silver Line for these destinations. Further, crowding on the South Station Silver Line platform and access to the platform will also become problematic as crowds wait and queue to get on buses. This crowding at South Station could also impact the Red Line with passenger access to the platforms hampered by Silver Line crowds.

In previous agreements, the proponent agreed to build a new headhouse at Courthouse Station near Pier Street. As mitigation for the NPC and resulting Silver Line capacity crunch, the proponent has proposed improvements to the new headhouse at Courthouse Station, including adding an escalator. This section builds on the mitigation elements recommended by the proponent Team and provides additional considerations for transit capacity mitigation:

- **Silver Line** services to the Seaport District will be significantly impacted due to to the Seaport Square NPC program. Therefore, the proponent Team should consider the following elements for additional Silver Line support:
 - **Silver Line Futures Study** - A study to determine future capacity issues on the Silver Line, climate change issues, and infrastructure/equipment needs.
 - Provide resources to construct a **one way eastbound BRT Lane** from I-90 Ramp (B Street) to Silver Line Way on Congress Street and add bus priority signal at D Street/Congress Street. This change will allow for faster SL1 service from Logan Airport to the Silver Line Tunnel/South Station. This change will potentially allow the MBTA to deduct time from the Silver Line schedule and therefore move buses more efficiently through the Seaport Square impact area. Additionally, update the bus priority signal at D Street and Silver Line Way (the Silver Line Tunnel portal area).
 - **Design HOV or BRT Lane on MassPort Haul Road** from Silver Line Way to I-90 East onramp. This could speed up Silver Line service through this traffic choke point and enable Silver Line buses to more quickly access Logan Airport. This change will enable the MBTA to

operate buses more quickly and mitigate the crush-capacity impacts to the Silver Line schedules.

- **Seaport Arterials Rapid Bus Transit Study** - A comprehensive study to determine optimal transit conditions for the four major arterials in the Seaport District, including Summer Street, Congress Street, Seaport Boulevard, and Northern Avenue. This study should include recommendations for bus/shuttle stops, signal timing, opportunities for bus priority lanes/queue jump lanes, optimal bus routing, equipment needs, management and operator options, and shuttle bus routing. This study will be led by the BPDA and BTD in collaboration with the MBTA, MassDOT, MassPort, development team, and other stakeholders. This work will also need to be coordinated with other pending or proposed roadway improvements.

Adding bus capacity will be critical to the transit success of the Seaport District and mitigating the negative impacts of the Seaport Square development. Subsequent to this study, the team should consider additional design work to advance these bus improvement recommendations:

- **Summer Street Design** - Based on the Results of the Seaport Arterials Rapid Bus Study, design Summer Street Transit Corridor from Downtown Boston to South Boston (Broadway/L Street). This design should include physically-separated bike infrastructure on Summer Street.
- **Seaport Boulevard and Northern Avenue Design** - Based on the results of the Seaport Arterials Rapid Bus Transit Study, design modification to the Northern Avenue and Seaport Blvd arterials from Downtown Boston to the Ray Flynn Marine Industrial Park; and
- **Congress Street Rapid Bus Design** - Based on the Results of the Seaport Arterials Rapid Bus Study, design the Congress Street Rapid Bus Line from North Station to Silver Line Way. This design should also include bike infrastructure where possible.

- Infrastructure Support
 - Provide resources to upgrade the Transit Signal Priority servers and software at the Boston Transportation Department traffic control center to better handle the bus transit priority systems.
 - In coordination with the findings of the Summer Street Design, the proponent should provide resources for **enhanced MBTA bus stops at the Harbor Way Summer Steps and South Station (both inbound and outbound)** with covered waiting areas and ticket machines with potential mid-block crosswalks to connect the stops on both sides (similar to Silver Line at South Station). These enhanced bus stops will provide travelers from the South Station area an alternative to the Silver Line, particularly riders on the Commuter Rail.
 - Seaport Boulevard and Northern Avenue Infrastructure - Proper bus and shuttle transit on Seaport Boulevard and Northern Avenue will ensure access to the Seaport District that is an alternative to the Silver Line service. Therefore, based on the findings of the Seaport Arterials Rapid Bus Transit Study and designed as a part of the Seaport Boulevard and Northern Avenue Design initiative, the proponent should consider the following infrastructure mitigation elements on Seaport Boulevard and Northern Avenue:
 - Provide resources for enhanced bus stops (bi-directional) at **Boston Wharf Road/Pier Street/Seaport Blvd** (inbound and outbound). This will be used for shuttles and public transit vehicles at this key intersection;
 - Provide resources for two additional enhanced bus stops (bi-directional) between the Ray Flynn Marine Industrial Park and Downtown Boston; and
 - Provide resources for roadway transit signal and street improvements as identified in the Seaport Boulevard and

Northern Avenue Design on Seaport Blvd. between Evelyn Moakley Bridge and B Street.

- o Congress Street Rapid Bus Infrastructure - A rapid bus system on Congress Street could enable Orange Line, Green Line, and North Station MBTA Commuter Rail riders to bypass South Station and the Silver Line to access the Seaport District. Therefore, based on the findings of the Seaport Arterials Rapid Bus Transit Study and designed as a part of the Congress Street Rapid Bus Design initiative, the proponent should consider the following infrastructure mitigation elements on Congress Street:
 - Provide resources for an enhanced bus stop (bi-directional) at **Boston Wharf Road/Congress Street** (inbound and outbound). This will be used for shuttles and public transit vehicles at this key intersection;
 - Provide resources for roadway transit improvements from the Fort Point Channel to B Street (coordinated with the above improvements to Congress Street from B Street to Silver Line Way referenced above);
 - Provide resources for bus procurement depending on the findings of the Seaport Arterials Rapid Bus Transit Study for operating an initial rapid bus service;
 - Identify Operator and Ensure Buses are AFC 2.0 Compatible (new Charlie Card); and
 - Provide Operating Support for Congress Street Rapid Bus services.
- o **Shuttle buses** are a critical element of transportation to the Seaport Square development. Based on the recommendations and in coordination with the Seaport Arterials Rapid Bus Transit Study and based on agreements reached in the TAPA, the proponent should:

- Join the Consolidated Shuttle Program;
 - Provide the City a Plan for Shuttle Waiting and Staging Areas; and
 - Build Shuttle Stops and Staging Areas within the Seaport Square development area.
- **Water Transit** - As a destination in close proximity to Boston Harbor, travelers will have the option of using water ferries and taxis to reach the Seaport. The proponent should provide the City with a study of overall and Seaport Square specific demand for North Station to South Boston Waterfront. This analysis should complement and be coordinated with the ongoing multi-agency business plan that is being led by the MCCA and should further evaluate water ferry capital needs, such as dock infrastructure and equipment.

Roadway Network

In the NPC, the proponent provides an analysis of anticipated traffic impacts that will result from the changes of use and area in the Seaport Square development. In the NPC and in past agreements, the proponent agreed to provide enhancements to improve congestion through better signals and roadway infrastructure. The City finds the majority of these proposed elements acceptable. However, there are distinct roadway network changes that must be addressed:

- Vehicular access to **Harbor Street** was eliminated between Northern Ave and Seaport Boulevard in the NPC. However, this connection should be built as 1-way southbound street as previously planned to enable through traffic and development access. Harbor Street is a key connection in the Seaport District:
 - The street serves as a north-south pair with Pier Street, which is 1-way northbound;

- Harbor Street Provides needed access and capacity (particularly for Fan Pier Parcel Q and ICA);
- This connection takes pressure off Northern Ave/Pier 4 Blvd, and Seaport Blvd/Pier 4 Blvd; and
- The street allows for the proponent to shift Parcels F and G access off of Northern Ave to Harbor Street.

When Harbor Street is reconstituted as a one-way vehicular access street, it should have a right-turn only onto Seaport Boulevard. This right turn movement should also be well coordinated with the Seaport Blvd pedestrian crossing between L Block (Harborwalk) and G Block.

- The **Autumn Lane Elevated Connection** over Congress St to Summer St was eliminated as a part of the NPC and replaced by a pedestrian-oriented “grand staircase” called the Summer Steps. This bridge was intended to connect Summer Street with Autumn Lane and provide an additional access point from Summer Street into the heart of the Seaport district. Past Seaport district planning envisioned this as continuous connection between Summer Street and Seaport Blvd. The elimination of this important vehicular connection must be offset through improvements for transit, bike, and pedestrian connectivity (further elaborated in the Bicycle, Pedestrian, and Transit sections of this document). For vehicular access, the proponent should provide resources that will enable more efficient movements on Sleeper Street and Thomson Place in the Seaport District (this is elaborated in the next bullet).
- The City will be determining shortly the operating characteristics of **Thompson Place** that, along with Sleeper Street, will serve important north-south connectivity for the Seaport. The proponent should provide immediate resources to build improvements recommended in the forthcoming Sleeper/Thompson Analysis. This could include necessary physical changes, such as signal improvements, curb line adjustments, sidewalks, and accessibility improvements. This work needs to be started as soon as the Sleeper/Thompson Analysis is completed to enable efficient traffic

operations in the area and in anticipation of the significant NPC impact on the area's transportation system.

- **Summer Street Gateway Initiative** - Summer Street/Massport Haul Road/Drydock Avenue/Pappas Way Connector - Advance the analysis, design 25% and right-of-way needs associated with this planned important network connection. This new connection and realignment of existing roadways would provide a much needed alternative 2nd connection between Summer Street and Northern Avenue and would simplify truck movements.

Parking & Loading Access

In the NPC, the proponent changes several major locations for parking and loading for proposed development sites. Parking and loading sites are necessary elements for buildings and structures of this scale. However, pains should be taken to minimize the impact to the pedestrian and bike networks, and create a built environment that is cohesive.

To that end, the City has determined that a number changes must happen for the development to successfully integrate into the bike/ped network and create a cohesive built environment:

- The NPC proposal for **L Block** has significant parking and loading issues that the City team identified during a urban design and transportation analysis of the site:
 - The development team should find a means to shift **all loading below grade to fit within garage layouts and have access shared with parking access** - specifically should be accommodated on L Block via entrances from Boston Wharf Road and East Service Road; and
 - **Autumn Lane** is an important connection from M Block and beyond to Boston Wharf Road, East Service Road, Q Park and the Fort Point Channel district, and currently hosts loading and parking access points on much of the north side of the street. The proponent proposes a substantial loading dock and parking access presence on Autumn Lane

in the NPC; the latest proposal shifts from East Service Road (in NPC) to Autumn Lane location would put 4 loading/garage access points on this short block. However, this should be avoided to create a cohesive pedestrian environment and to avoid turning Autumn Lane into a primarily service street. Future NPC designs should make Autumn Lane a strong pedestrian connection between Q Park and M Block.

- Shifting the **D Block** access on to Fan Pier Boulevard with its connectivity to the Parcel B/C garage as proposed in the NPC is preferred as opposed to the original location on Northern Avenue. The proponent should make efforts to open this access point as soon as possible and should provide the City with a timeline for when it will be open.
- The proponent has significantly changed the **F Block** building use and footprint in the NPC. Originally, the west side of F Block was intended as a “pavilion in the park” and intended as low density retail space that would complement the Seaport Common park. However, in the NPC, the development team has switched the use to office and significantly increased the block density. As described in the Urban Design section of this document, the NPC-proposed footprint should be modified. From a transportation standpoint, the development team must take steps to move loading and parking from Northern Avenue to Harbor Street to ensure proper pedestrian and vehicular flows on Northern Avenue are maintained.
- Parking and loading access for **Parcel G** on Northern Avenue is problematic and should be relocated to Harbor Street. As described above, Harbor Street will be a one-way southbound street in the future, making a loading and parking entrance preferable to the busier and more pedestrian oriented Northern Avenue as proposed in the NPC; see above for additional details on the one-way Harbor Street connection.
- Parking capacity has been **reduced by 1,000 spaces** on the development site even while the square footage of development has increased. The proponent justified this shift by noting the alternative commuting patterns at other Seaport developments. While the City applauds the reduction in parking, the proponent must take pains to ensure that proper transit, shuttle, pedestrian,

and bicycle accommodations are created to fully complement the reduced parking capacity. This will be further evaluated in the Pedestrian, Bicycle, and Transit sections of this report.

The proponent should also consider adaptable parking garage floor plates and ceiling heights that can add “stackers” or be retrofitted to other uses. Additionally, the proponent should pursue shared parking and progressive pricing to minimize demand and maximize utilization. These innovative parking arrangements should be considered and analysis of opportunities provided to BTDA and BPDA.

Pedestrian Network

The development team substantially advances the pedestrian realm with revisions in the NPC. However, given the significant increase in size and scope of the Seaport Square development within the NPC, additional actions must be taken to ensure the pedestrian realm provides an experience fits with Boston’s reputation as America’s Walking City:

- The proponent must consider pedestrian specific elements in the revision of the overall NPC. These include:
 - **Boston Complete Streets Design Guidelines** - Boston’s Complete Streets Design Guidelines provide the basis for City policy on the pedestrian realm. The proponent should seek to work with these guidelines when designing pedestrian spaces and at the interaction point between pedestrians and vehicles. While the guidelines are referenced briefly in the Accessibility section of the NPC, the proponent should tie more of the pedestrian improvements directly to the City’s best practices and policies as outlined in the Complete Streets Design Guidelines;
 - **Pedestrian Wayfinding** - Proper pedestrian wayfinding will enable travelers not familiar with the district to easily navigate the district. The proponent should work with the City, MassDOT, Massport, and the MCCA on the pedestrian wayfinding signage that is currently being

developed for the district and provide resources for enhancing this program throughout the Seaport district;

- **Pedestrian Scale Lighting** - Urban sidewalks and other pedestrian pathways are utilized on a 24-hour basis. Therefore, the proponent should provide the City with plans that will enhance the streets and pathways with proper illumination; and
- **Pedestrians Crossing at Parking and Loading Zones** - Urban sidewalks frequently must cross driveways to parking and loading zones. While these conflict cannot be totally eliminated, the proponent should minimize the number driveways and provide well designed crossing points that incorporate both safety features and quality aesthetic elements.
- The proponent proposes a pedestrian-focused area called **the Harbor Way** between Summer Street via a “grand staircase” to Seaport Boulevard. There are several factors that will enable the pedestrian realm on Harbor Way to become a successful urban transportation element and amenity:
 - The **Summer Steps** between Summer Street and Congress Street is an important pedestrian, bicycle, and transit connection between the elevated Summer Street and the rest of the Seaport district. Therefore, the proponent must consider:
 - The Summer Steps must remain open and publically accessible to pedestrians and cyclists at all times of the day and during inclement weather. The proponent should ensure that regular programming and maintenance on this staircase do not hinder its vital transportation functions;
 - **Americans with Disability Act (ADA)** connectivity for the staircase is a paramount concern for the City. This must be fully publically accessible regardless of time of day, weather conditions, and not have regular restrictions to access. The

- connection must also have proper signage and be clearly seen from Summer Street and the foot at Congress Street;
- **Bicycle connections** must be allowed on the Summer Steps to enable a cohesive bicycle connection from Summer Street to the lower Seaport area. The City notes the proponent's intention to create a bicycle ramp ("runnel") on the Summer Steps and would request the proponent ensure this connection considers the fine details to ensure it is comfortably usable and that it is permanently open and not closed due to any special events or time of day; and
 - The proponent should build an **enhanced bus station on Summer Street and a safe mid-block pedestrian crossing** at this location. The Summer Steps will form a key transit connection for travelers from South Boston and Downtown Boston on the MBTA #7 Bus and proper pedestrian access must be provided to ensure this connection is as seamless as possible. The Summer Street transit infrastructure is further defined in the Transit section of this document.
- The proponent should further evaluate with the City the proposed **mid-block crosswalk at Congress Street and Harbor Way**. This analysis should ensure pedestrian access between the elevated Summer Street and broader Seaport district is properly provided while also ensuring traffic patterns on Congress Street are not substantially impacted.
 - The proponent should further refine with the City the mid-block pedestrian crossing of Seaport Boulevard at the northern terminus of the Harbor Way which provides connectivity to both Harbor Street and the Seaport Common. The vehicular and pedestrian mid-block crossing is described in the Roadway Network section of this document.

- The proponent should carefully consider warning lights and other pedestrian safety features at the mid-block crossing at Autumn Lane.
- The Boston Wharf Road and East Service Road edges of Seaport Square should be vibrant pedestrian zones with enhanced sidewalk spaces. The Seaport Square development should not act as a fortress from surrounding streets and urban settings but should seek to harmonize with existing and planned build environment elements.
- The intersection of **Boston Wharf Road and Seaport Boulevard** currently has the PWC Building and District Hall and will host a new headhouse for the MBTA Silver Line Courthouse Station plus other new development associated with L Block. Therefore, there needs to be a strong pedestrian connection at this intersection. Additionally, the intersection will also have an unaligned but potentially important connection from Boston Wharf Road to Pier Street for northbound traffic. The proponent proposes general improvements to Seaport Boulevard in this area. However, the proponent should specifically evaluate the pedestrian safety elements at this intersection and ensure signal timing and roadway infrastructure will safely accommodate pedestrian demand and vehicular movements.
- **Pedestrian infrastructure on Northern Avenue** should be carefully considered by the proponent. This is particularly important for locations with strong pedestrian desire lines, like access from Harborshore Drive to Harbor Street and the crossing at Pier Street to access the Silver Line Station and Seaport Common.

Bicycle Network & Accommodations

The City has made a commitment to developing an efficient and safe bicycle network. The City's bicycle policies are elaborated in the Boston Bike Network Plan, which provides a blueprint for creating "safer streets for bicycling that will attract and support new riders while improving the safety and comfort of all bicyclists."

The City applauds efforts made in the NPC toward creating a bicycle friendly development and infrastructure on surrounding streets. In addition to on site

sheltered bicycle storage for 2,235 bikes, the proponent proposes mitigation measures, including:

- Provision of secure, sidewalk-level public bicycle racks;
- Continuation of the existing public regional bike share system,, currently known as Hubway;
- Construction of a new street (“Harbor Way”) to provide a direct pedestrian/bicycle connection from Summer Street down to the waterfront; and
- Intersection improvements along Northern Avenue, Seaport Boulevard, Boston Wharf Road, East Service Road, Summer Street, and Congress Street corridors, including modifications to lane use, pavement markings, and signal phasing/timings to better accommodate bike traffic.

Given the size and scale of the additional space proposed in the NPC, elimination of the key roadway connection from Summer Street, the reduction in onsite vehicular parking, and the shared goals of developing a sustainable, walk- and bike-friendly neighborhood, the City has concluded that additional bicycle transportation elements are necessary:

- Bicycle accommodations on Harbor Way must be carefully evaluated and detailed. While this connection will be a key pedestrian thoroughfare, careful consideration must be given to how people on bikes will move along this corridor and how people with bikes will access the corridor via the Summer Steps.
- The proponent proposes two one-way on-street bike lanes on Boston Wharf Road between Seaport Boulevard and Congress Street. However, given the City’s standards for bicycle infrastructure, the proponent should provide sidewalk-level separated bike lanes (“cycle tracks”). Given the loss of the Summer Street Connector roadway bridge, the proponent should extend the cycle tracks south of Congress Street to at least the back side of the 319 A Street residential development.. This facility can then be easily extended into

the envisioned 100 Acres Master Plan roadway network that will connect with an extended Boston Wharf Road. Additionally, the proponent should provide detailed inventories for safety elements at intersections and at loading/parking exits from L Block buildings.

- The proponent proposes generous lanes on East Service Road between Congress Street and Seaport Boulevard. The City believes the proponent could include a sidewalk grade cycle track on East Service Road in at least the northbound direction. This cycle track will provide a direct connection to L and M Block sites and further into the ICA/Pier 4 area. This connection will be a critical connection given the substantial increase in the development size and impacts the development will have on road and transit infrastructure in this area.
- The City is currently building a sidewalk grade cycle tracks (two, one-way separated bike lanes) on Summer Street from the Fort Point Channel to the Summer Street viaduct over Boston Wharf Road. The proponent should work with transit planning efforts on Summer Street and provide resources to extend this cycle track from the viaduct to D Street.



Seaport Square Transportation

2017 Notice of Project Change



Agenda

- Project Overview
- Modeling + Methodology
- Transportation Demand Management
- Transit Network + Accommodations
- Roadway Network
- Parking + Loading
- Pedestrian Network
- Bicycle Network + Accommodations

Project Overview



**boston planning &
development agency**

Overview: NPC Mitigation Commitment

“The Proponent is committed to continuing to work with the City to foster sustainable development that balances the needs of the various transportation modes and to implement infrastructure and management improvements that will mitigate the impact of development on the surrounding transportation system.”

“This potentially includes **a more robust water transportation network** which replaces the current water taxi service with regularly scheduled ferry service, **Silver Line and bus signal prioritization**, improved curb side use for the expected continued increase in **pick-up/drop-off activity** over long term parking, **improved bicycle infrastructure in the area**, and an **improved pedestrian experience** creating a public realm, that emphasizes people in the area over motorists/vehicles traveling through the area.”

Seaport Square: 2010 Project

- 6.3 Million Square Feet of Development
 - Retail: 1,237,100
 - Office: 1,157,300
 - Residential: 2,840,800 (2,500 Units)
 - Hotel: 859,200
 - Cultural: 243,000



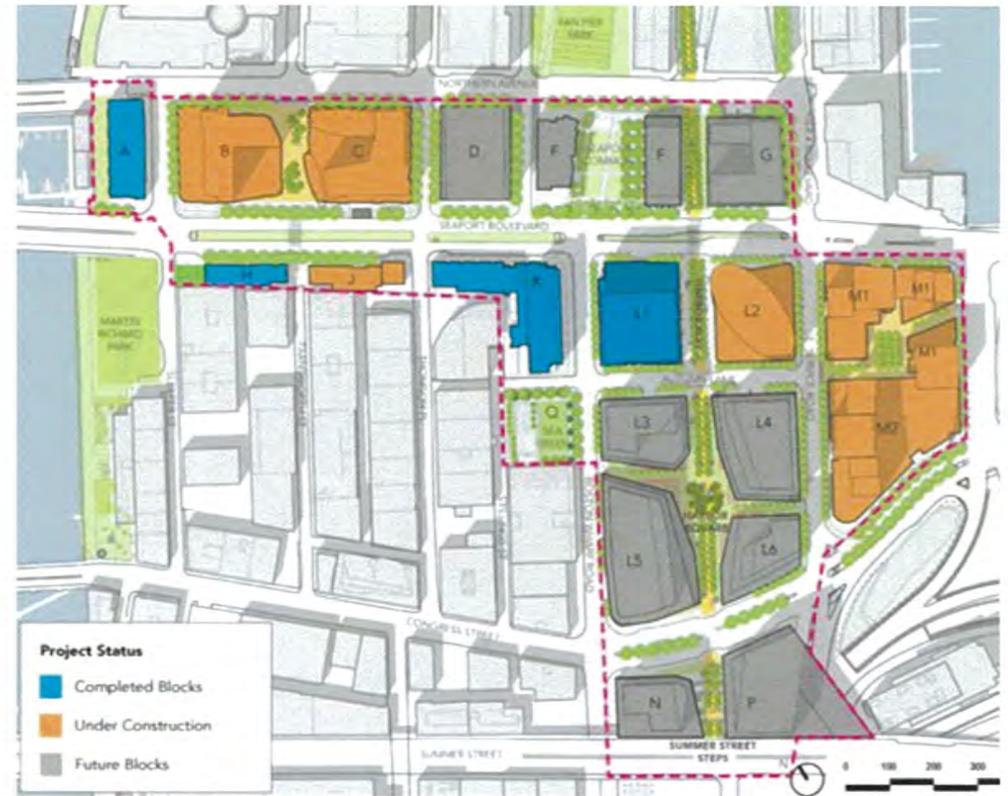
Seaport Square: 2010 Project

- Public Spaces:
 - Seaport Hill Park
 - Seaport Common (District Hall)
 - Courthouse Square
 - Q Park
- 6,500 Parking Spaces
- Vehicular/Pedestrian Bridge from Summer Street to Autumn Lane



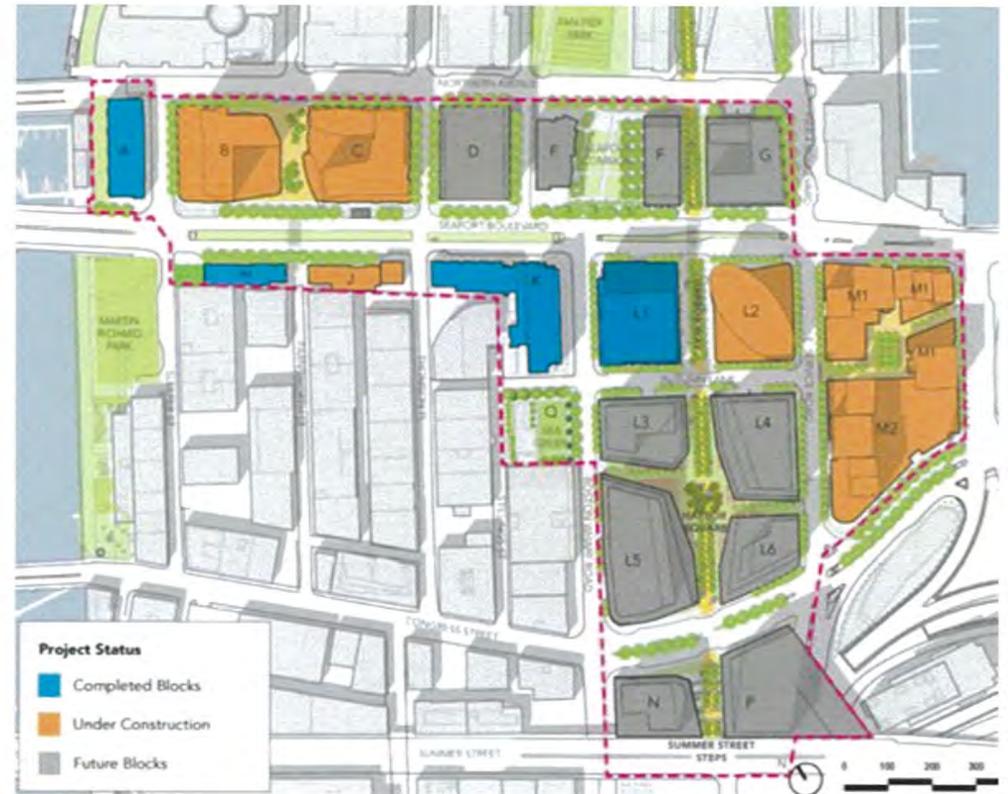
Seaport Square: 2017 NPC

- 7.6 Million Square Feet of Development
 - Retail: - 10%
 - Office: + 147%
 - Residential: + 13% (+ 700 Units)
 - Hotel: - 45%
 - Cultural: - 93%



Seaport Square: NPC

- Seaport Hill Park Replaced with Harbor Square
- 5,500 Parking Spaces (Down 1,000 Spaces)
- Eliminated Vehicular/Pedestrian Bridge from Summer Street to Autumn Lane. Replaced with grand staircase from Summer Street to Congress Street
- Harbor Street replaced by Harbor Way Pedestrian Mall



NPC Cumulative Impact

Distribution of Trips

	Direction	Walk/Bicycle	Transit	Shuttle	Vehicle
Residential	In	1,901	1,705	31	733
	Out	1,901	1,705	31	733
Retail	In	7,338	5,079	-	3,595
	Out	7,338	5,079	-	3,595
Office	In	4,940	4,430	82	1,904
	Out	4,940	4,430	82	1,904
Hotel	In	1,141	789	-	626
	Out	1,141	789	-	626
Total	In	15,320	12,003	113	6,858
	Out	15,320	12,003	113	6,858

NPC Transportation Impacts

Key NPC Change	Impact
Nearly 1.7 Million Square Feet More Office Space	Additional office space intensifies peak commute demand toward the Seaport District. With only 17% of commuters (mode split TBD) arriving by car the majority of these trips will be made by alternative modes, particularly bike/ped and transit.
700 Additional Housing Units	Additional housing units will increase peak demand. Residential units have a much higher daily trip generation rate than commercial uses. This will impact inbound movements toward Downtown Boston in the AM peak and outbound during PM peak.
Less Hotel, Retail, and Cultural Space	Less hotel, retail, and cultural space will mean fewer people using the transportation system from these uses. However, the majority of these trips were likely to have been made during non-peak periods when the transportation system has more capacity.
Reduction of 1,000 Parking Spaces	The reduction of parking spaces will intensify use of alternative transportation modes. This will particularly affect transit usage and also bike/ped, shuttle, and ridesharing during peak periods.
Autumn Lane Elevated Connection	The elimination of the elevated vehicular and pedestrian connection between Summer Street and Autumn Lane reduces transportation access and connectivity between the Summer Street corridor and lower Seaport area.

NPC Transportation + Design Impacts

Key NPC Change	Impact
Elimination of Seaport Hill Park	The elimination of Seaport Hill Park makes the pedestrian connection from the heavily residential M Block to Q Park of primary concern.
Harbor Street Pedestrianization (Seaport Blvd to Northern Ave)	Making Harbor Street between Seaport Boulevard and Northern Avenue a pedestrian street moves loading and parking access for F and G blocks to Northern Avenue. This disrupts the pedestrian environment and will have traffic impacts.
Harbor Way (Congress Street to Autumn Lane)	Harbor Way is changed to a primarily pedestrian and bicycle thoroughfare without a clear delineation between bike and pedestrian uses. Additionally, the heavy emphasis on retail has the potential to distract from the pedestrian environment on Boston Wharf Road and East Service Road.
Summer Steps + Congress Street Crossing	The new Summer Steps grand staircase does not have clear Americans with Disabilities Access, bicycle accommodations, or design standards that will ensure it remain a public space. The steps end in a small public plaza on a mid-block area of Congress Street. Pedestrians/cyclists from the Summer Steps have no clear means of crossing Congress Street at this point.

NPC Transportation + Design Impacts

Key NPC Change	Impact
Bike Infrastructure	The significant increase in density and elimination of vehicular connections means more people will be riding bikes. But, the areas for bikes defined in the NPC do not meet current Complete Streets Guidelines, Go Boston 2030 plans, or other standards for bike infrastructure.
Pedestrian Realm	The proponent makes key changes to the area pedestrian realm by redefining the Harbor Street connection as Harbor Way. However, while Harbor Way is an important new pedestrian connection other pedestrian realm elements are excluded from detailed analysis.

Modeling + Methodology

Methodology: Existing Conditions

- The analysis discusses existing conditions and other future “no build” conditions. However, additional clarification is needed:
 - Infrastructure improvements that went into the analysis, including the **Silver Line Gateway** project and **MassPort’s South Boston Waterfront Transportation Center**.
 - The proponent should clarify the assumptions in “no build,” including: development outside Seaport Square that was considered such as Fan Pier and Pier 4.
 - The transit analysis does not appear to include busses in close proximity to the Seaport Square district, including the #11 bus and the more limited express routes #448/449/459.
 - Provide transit analysis that considers **the impact of water taxis and ferries** on the Seaport transportation network. The analysis did not consider any water taxi or ferry service.

Methodology: Travel Demand Origins & Timeline

- The proponent should provide additional detail on trips originating from points north of Downtown Boston, including North Station.
- This will ensure that the City has an understanding of necessary transportation elements necessary to accommodate this movement.
- The proponent should provide a detailed timeline for mitigation measure implementation and indicate if mitigation measures are contingent on certain project development components.

Methodology: Office Mode Share

- City has adopted the 33% vehicular “office” mode share that was established with earlier phases of Seaport Sq development review
- NPC reduces the peak direction (inbound AM/outbound PM) office mode shares by almost half to 17% (which includes “pick-up/drop-off” share)
- Further consultation with BTD/BPDA will be needed to determine if the proponent will be required to conduct refined analysis with higher vehicular mode shares

Transportation Demand Management

TDM

- Mobility microHUBs (Go Boston 2030)
 - Bike-share and car-share parking with clean fuel opportunity
 - Bus / Shuttle / Ride-share pick-up/drop-off
 - Real-time transportation information screens
- Garage Parking
 - Consolidated bicycle parking
 - Electric vehicle parking
- Demand Reduction Programs
 - Transit Pass and Bike-Share subsidies
 - Join Seaport TMA

TDM

- Mobility microHUBs (Go Boston 2030)
 - The Proponent should identify locations for Mobility microHUBs in the Seaport Square development to serve both office/residential tenants and visitors.
 - These locations should feature access to transit and either car share or bike share locations.

Local

Neighborhood Mobility microHUBs

Multiple prominent neighborhood access points to shared transit resources

Project Score

- Access 1
- Safety 1
- Reliability
- Sustainability/Resiliency 1
- Governance
- Access 2
- Safety 2
- Affordability
- Sustainability/Resiliency 2

#3 in public voting

Project Description

Centered around T-stations, bus network nodes, and local destinations such as community centers and small-business districts, Mobility microHUBs are designed to provide and identify a range of connected travel choices. Using clearly-branded kiosks or nodes with real-time interactive information displays about transit schedules and shared vehicle availability, people can connect quickly between bus and train services, a Hubway station, secure bike parking, carshare vehicles, ride-sharing pickup spots, and electric vehicle charging stations at every microHUB. Coupled with free Wi-Fi and intuitive wayfinding, these nodes become reliable ways to start, continue, or complete a multimodal journey. Placemaking strategies including plazas of parklets, sidewalk amenities, information signs, shelters, and worksites all fit in with these hubs with make them places that are worth stopping at when you have the time or if you have to wait.



Recent pilot of real-time information kiosk at Faneuil Hall and new wayfinding throughout Boston helps people get to where they need to go.

Benefits and Issues Addressed

People often make their transportation choices based on their conditions that day or what is available. From no choice to no bus, then often to no ride, then to get to work or to make a one-seat train ride. Trips requiring transfers or changing modes can be more stressful, especially when other options are available. Mobility microHUBs increase people's confidence in multimodal trips by providing real-time information, supporting regular users who are making daily decisions about which is the best combination of modes to take, and offering someone visiting for the first time to navigate their trip through the city work zone. Placemaking at each microHUB will create pleasant spaces such that people are most comfortable waiting for the next leg of their trip.

Best Practices

San Diego, California
Planned mobility hubs include secure parking, bike share, information kiosks, transit stop, and EV charging all in a location surrounded by cycling infrastructure, transit-oriented development, mixed-use development, and extensive pedestrian facilities. Hubs are placed along light rail and high-volume bus routes and designed to be implemented over a 15-year period at a cost of roughly \$11 million each.

Los Angeles, California
In Los Angeles, the city has trained on-bus and multimodal transportation services in "Mobility Hubs." A lot of parts, including transit access, bicycle amenities, pedestrian connections, and waiting areas can be assembled to provide a mobility hub. Mobility hubs typically link to transit centers or access points that are already served \$5.4 million on JAR (Job Access Reverse Commuter) federal funding to purchase 15 new hubs at transit.

Implementation

Approximate Cost: \$900,000 for design and construction.
Potential Funding Sources: city capital plan and MBTA funding. TFA provides limited funds for bike share and information kiosks to transit.
Who's Responsible: BIDS and MBTA
Time Frame: beginning next 10 years in coordination with bike share and Faneuil Hall program

Public Input

MBTA website that was open for comment during 2017. Public input had been received and was open.

Citywide consultation

"We had several public meetings regarding mobility hubs in 2017. One of our most recent meetings was on the topic of mobility hubs and it was a very successful meeting. We had a lot of public input and it was a very successful meeting. We had a lot of public input and it was a very successful meeting."

Citywide consultation

Transit

Overview: Methodology

- Existing, No Build Future, Build Conditions
 - Silver Line Peak Direction from South Station
 - 4 + 7 Busses
 - South Station (walking)
- No Mention of future Silver Line Gateway Initiative other MBTA Bus Services operating in the area.
- Shuttles Are Not Necessarily Included in Transit Share

Overview: Methodology

Distribution of Trips on Transit

Service	Percent Distribution
Silver Line	88%
MBTA #4 Bus	2%
MBTA #7 Bus	2%
South Station	8%

Overview: Methodology

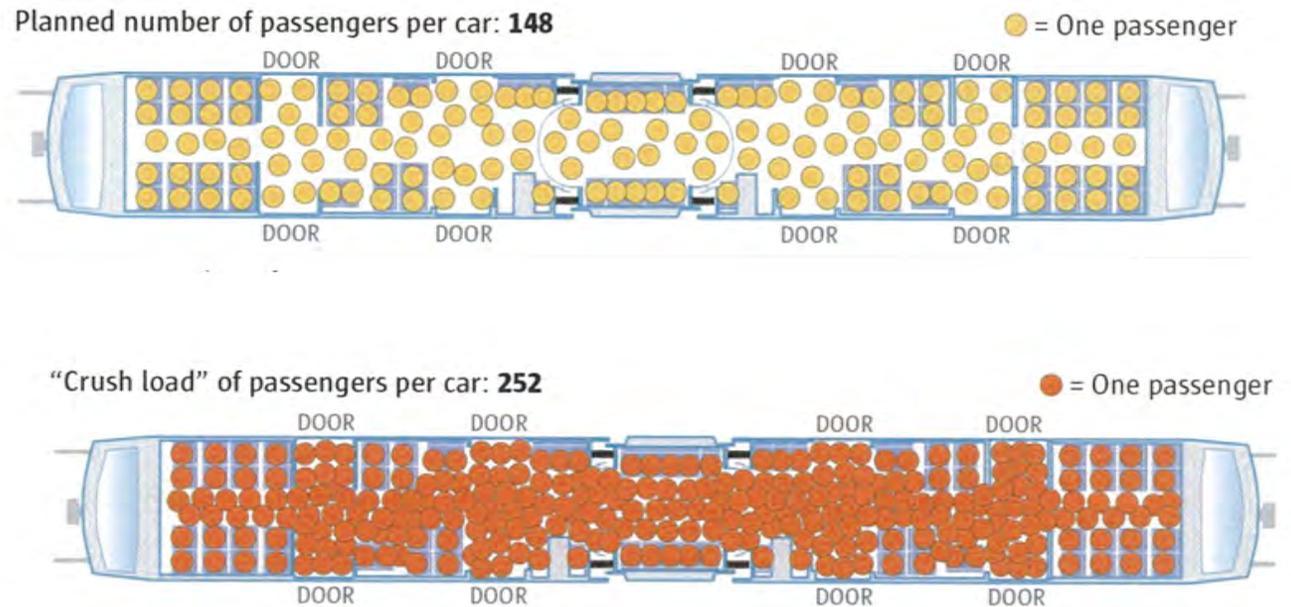
Existing Conditions: AM Peak

Service	Peak Load	Planning	Crush Capacity
Silver Line	1,390	76%	52%
MBTA #4 Bus	63	39%	28%
MBTA #7 Bus	672	89%	64%
South Station	-	-	-

Overview: Crush Capacity*

Silver Line Crush Capacity Situation during Peak Period Compared with Planned Capacity.

This graphic compares Seattle Sound Transit Standards, which are similar to MBTA Standards for Crush Capacity.



Overview: Methodology

AM Peak No Build

Service	Peak Load	Planning	Crush Capacity
Silver Line	1,652	91%	61%
MBTA #4 Bus	77	48%	34%
MBTA #7 Bus	819	108%	78%
South Station	-	-	-

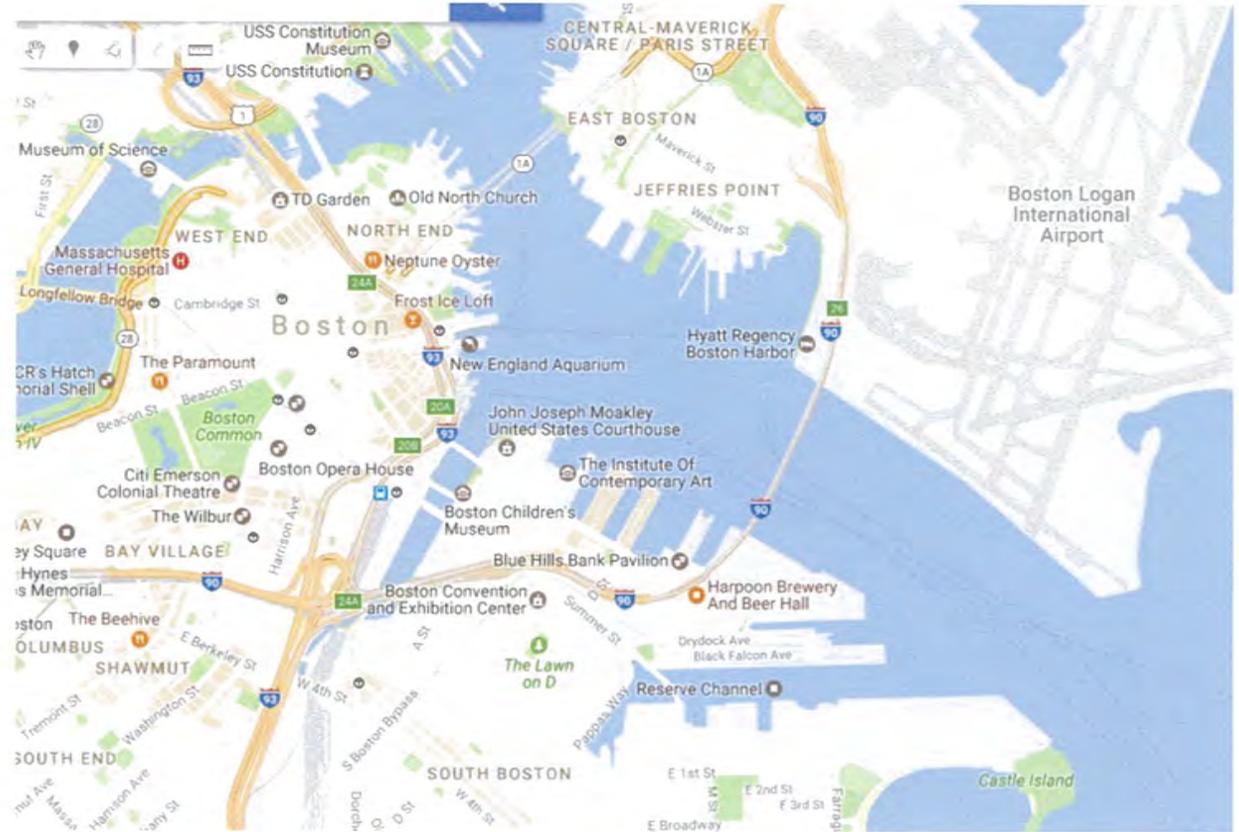
Overview: Methodology

AM Peak Build

Service	Peak Load	Planning	Crush Capacity
Silver Line	4,161	229%	155%
MBTA #4 Bus	133	82%	59%
MBTA #7 Bus	875	116%	83%
South Station	-	-	-

Access Issues

- Downtown Boston to Seaport District during Peak
- Logan Airport Access during Peak
- Transit to Ray Flynn Marine Industrial Park



Maps.google.com

Access: Transit Capacity

- Silver Line
 - Busses
 - Silver Line Platform at South Station
 - Access to the Silver Line Platform from Red Line, South Station Commuter Rail, and Street
- Red Line
 - South Station Platform
 - Downtown Crossing and Park Street Transfer Points
- 4 + 7 Busses
 - Existing Capacity Constraints
 - Not Sufficient MBTA Capacity for Additional Busses

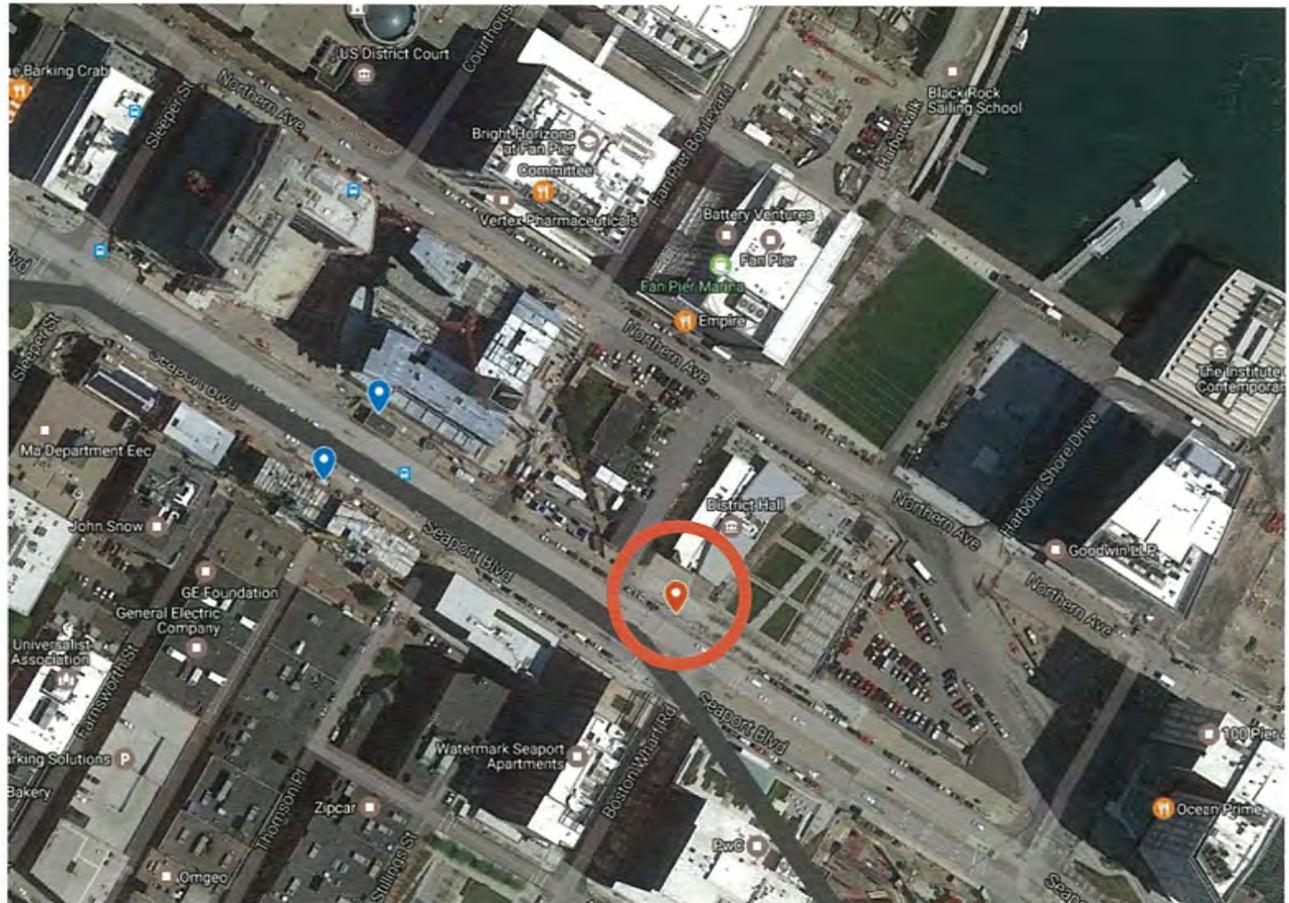
Transit Mitigation

- Silver Line
- Bus Corridors
- Shuttle Bus
- Water Transportation

Silver Line: Agreed to Mitigation

New Headhouse

- Proponent Agreed to Build a New Silver Line Headhouse
- Located adjacent to District Hall with Elevator and Escalator Access

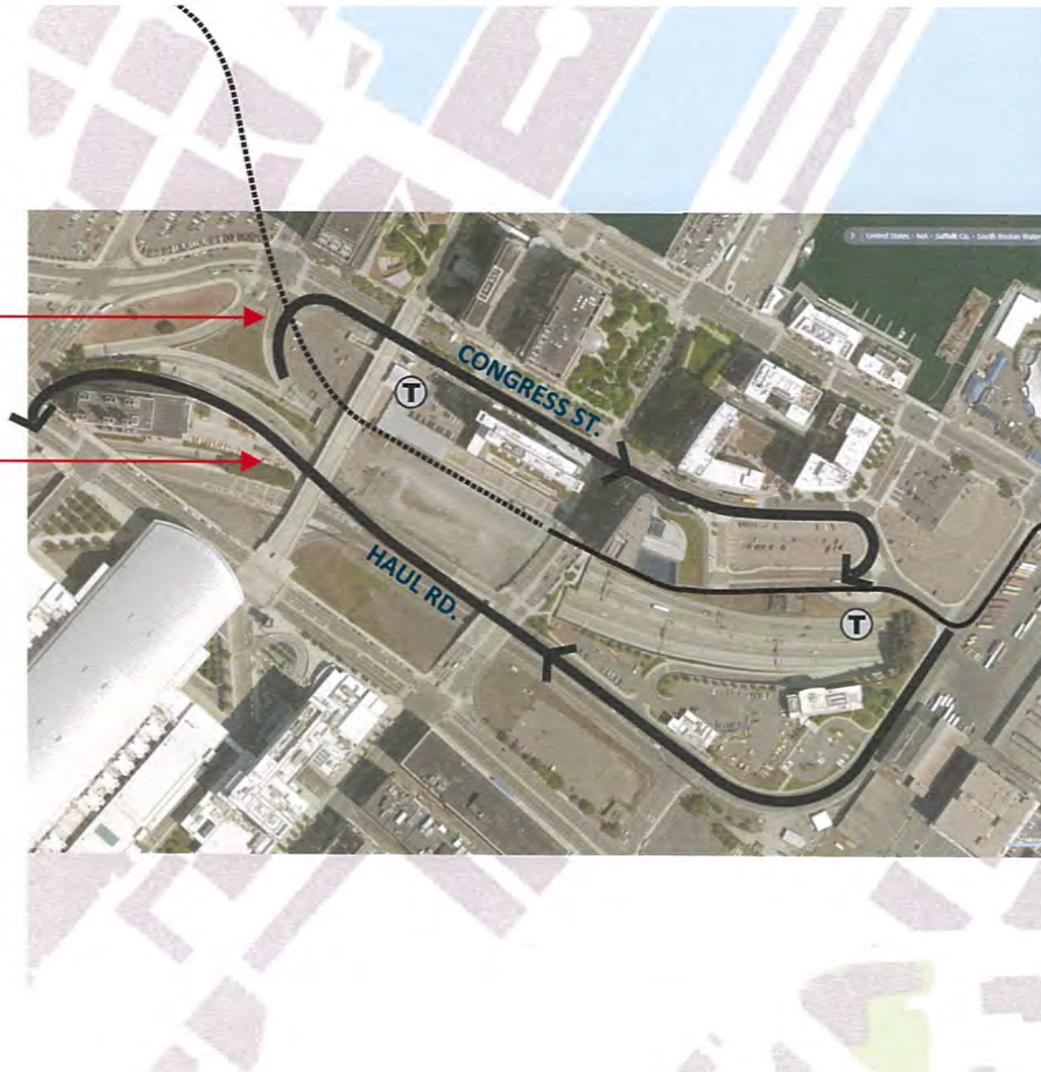


Silver Line Futures Study

- Proponent should provide resources for a study to determine future capacity issues on the Silver Line, climate change issues, and infrastructure/equipment needs
- This Study will provide steps to help mitigate the anticipated demand on the Silver Line caused by Seaport Square and address general operations issues.

Silver Line Infrastructure

- **One way eastbound BRT Lane** from I-90 Ramp (B Street) to Silver Line Way on Congress Street and add bus priority signal at D Street/Congress Street and D/Silver Line Way.
- **Design HOV or BRT Lane on MassPort Haul Road** from Silver Line Way to I-90 East onramp.
- Upgrade the **Transit Signal Priority** servers and software at BTB



Seaport Arterials Rapid Bus

A comprehensive study to determine optimal transit conditions in the Seaport District with recommendations for:

- Bus/shuttle stops
- Signal timing
- Opportunities for bus priority lanes/queue jump lanes
- Optimal bus routing
- Equipment needs
- Management and Operator Options
- Shuttle Bus Routing
- Bike Infrastructure



Seaport Arterials Rapid Bus

Adding bus capacity will be critical to the transit success of the Seaport District and mitigating the transportation impacts of the Seaport Square development, with 25% design work to advance these bus improvement recommendations:

- **Congress Street Rapid Bus Design** - Congress Street Rapid Bus Line from North Station to Silver Line Way. This design should also include bike infrastructure where possible.
- **Summer Street Design** - Summer Street Transit Corridor from Downtown Boston to South Boston (Broadway/L Street). This design should also include bike infrastructure on Summer Street.
- **Seaport Boulevard and Northern Avenue Design** - Northern Avenue and Seaport Blvd arterials from Downtown Boston to the Ray Flynn Marine Industrial Park.



Seaport Arterials Rapid Bus

Congress Street Rapid Bus Infrastructure

A rapid bus system on Congress Street will enable Orange Line, Green Line, and North Station MBTA Commuter Rail riders to bypass the Silver Line:

- Enhanced bus stops at Boston Wharf Road/Congress Street
- Roadway transit improvements from the Fort Point Channel to B Street
- Rapid bus service equipment
- Identify Operator and Ensure Buses are AFC 2.0 Compatible
- Provide Operating Support for Congress Street Rapid Bus services



Seaport Arterials Rapid Bus Summer Street Infrastructure

Enhanced bus service on Summer Street will enable MBTA Commuter Rail riders and others at South Station to bypass the Silver Line:

- Enhanced MBTA bus stops at the Harborway/Summer Steps, and South Station (both inbound and outbound). These should be modeled on the amenities available for Mobility microHUBS and potentially include real-time transit information and bike sharing locations.
- Signal and roadway upgrades to provide more efficient bus service as recommended in the Seaport Arterials Rapid Bus Study.



Seaport Arterials Rapid Bus

Seaport Boulevard + Northern Avenue

- Enhanced bus stops at Boston Wharf Road/Pier Street/Seaport Blvd modeled on Mobility microHUB concepts.
- Two additional enhanced bus stops between the Ray Flynn Marine Industrial Park and Downtown Boston modeled on Mobility microHUB concepts.
- Roadway transit signal and street improvements between Evelyn Moakley Bridge and B Street.



Ferry and Water Taxi

- The proponent should provide the City with a study of overall and Seaport Square specific demand for North Station to South Boston Waterfront.
- This analysis should complement and be coordinated with the ongoing multi-agency business plan that is being led by the MCCA and should further evaluate water ferry capital needs, such as dock infrastructure and equipment.



Consolidated Shuttles

Based on the recommendations in the Seaport Arterials Rapid Bus Transit Study and based on agreements reached in the TAPA, the Development Team should:

- Join the Consolidated Shuttle Program
- Provide the City a Plan for Shuttle Waiting and Staging Areas
- Build Shuttle Stops and Staging Areas within the Seaport Square development area



Roadway Network



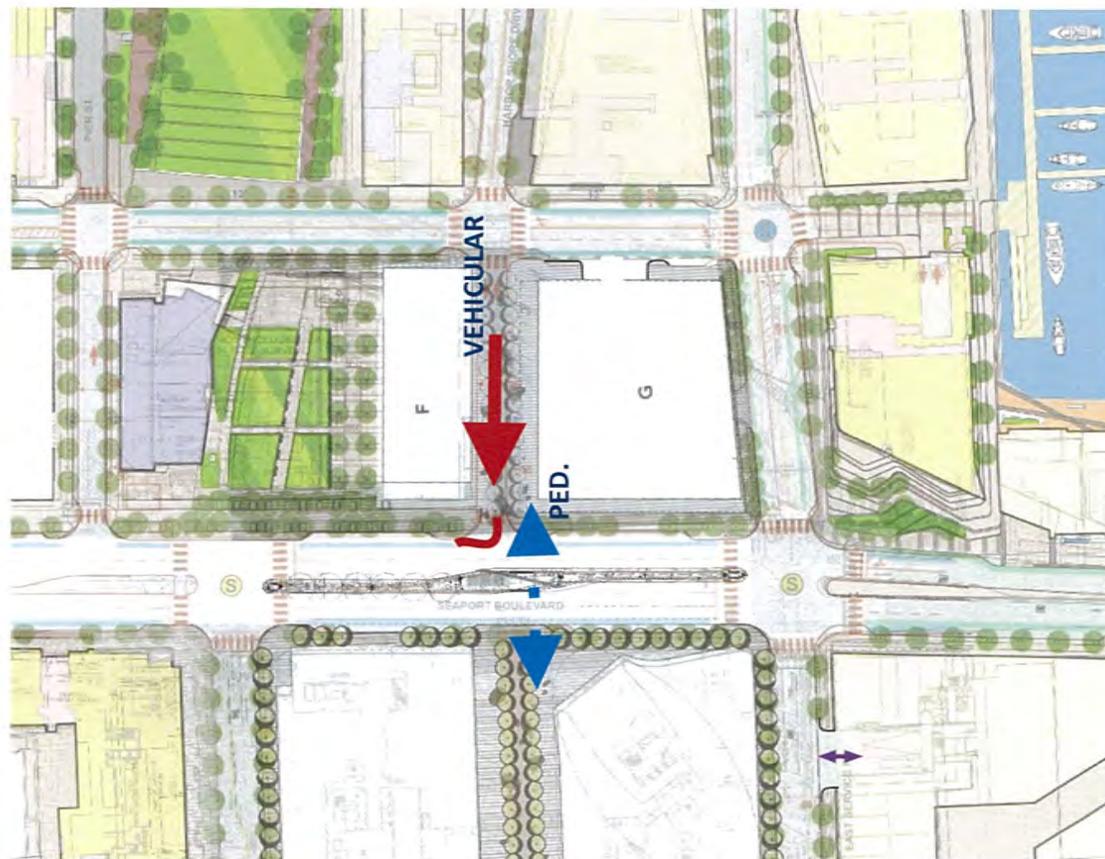
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Roadway Network Overview

- In the NPC, the proponent provides an analysis of anticipated traffic impacts that will result from the changes of use and area in the Seaport Square development.
- In the NPC and in past agreements, the proponent agreed to provide enhancements to improve congestion through better signals and roadway infrastructure.
- The City finds the majority of these proposed elements acceptable. However, there are distinct roadway network changes that must be addressed by the proponent.

Harbor Street between Seaport Blvd and Northern Ave

- **Harbor Street** should be built as a 1-way southbound street with a right-turn only onto Seaport Boulevard.
- This right turn movement should also be well coordinated with the Seaport Blvd pedestrian crossing between L Block (Harbor Walk) and G Block.



Autumn Lane Elevated Connection

- The **Autumn Lane Elevated Connection** was intended to connect Summer Street with Autumn Lane and provide an additional access point from Summer Street into the heart of the Seaport district but was eliminated in the NPC.
- As an alternative for vehicular access, the proponent should provide resources that will enable more efficient movements on Sleeper Street and Thomson Place in the Seaport District.
- Additionally, alternative pedestrian connectivity should be carefully considered, as described in the Pedestrian section.



Summer Street Gateway Initiative

- Summer Street/Massport Haul Road/Drydock Avenue/Pappas Way Connector - Advance the analysis, design 25% and right-of-way needs associated with this planned important network connection.
- This new connection and realignment of existing roadways would provide a much needed alternative second connection between Summer Street and Northern Avenue and would simplify truck movements.



Parking + Loading



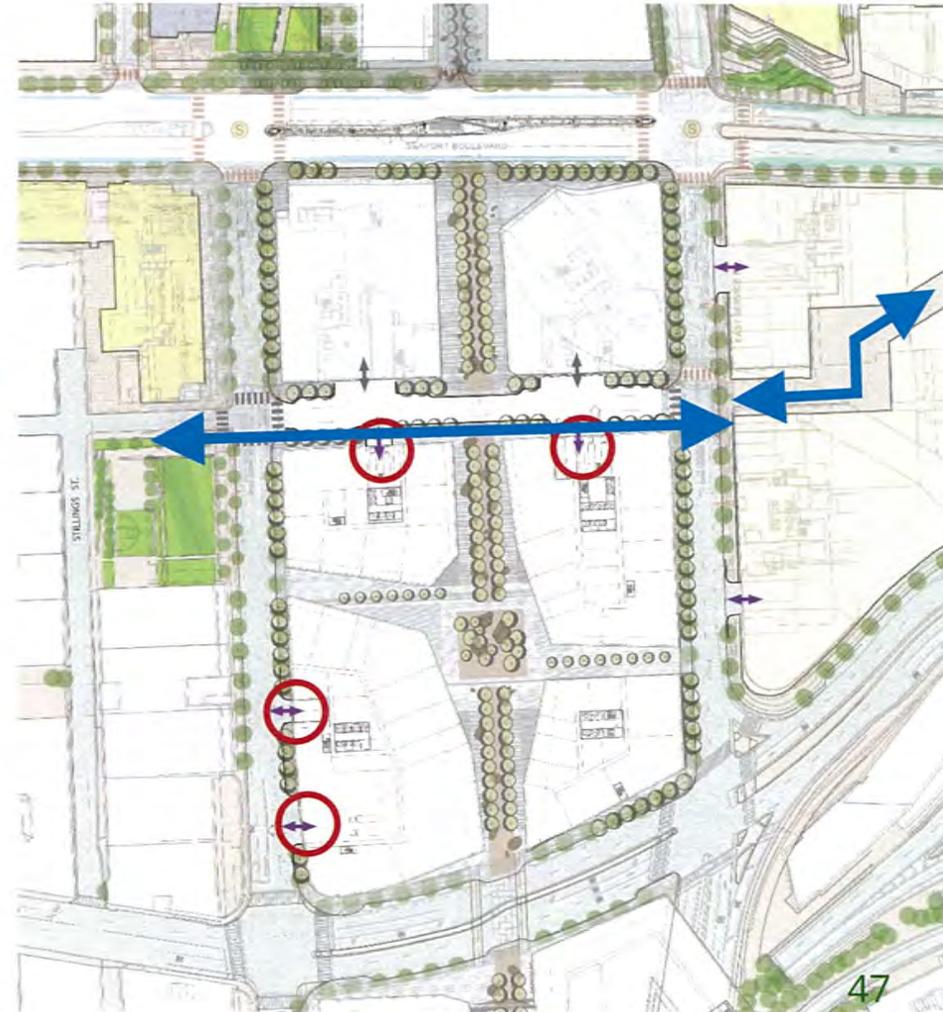
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development agency**

Parking + Loading Overview

- In the NPC, the proponent changes several major locations for parking and loading for proposed development sites. Parking and loading sites are necessary elements for buildings and structures of this scale.
- However, pains should be taken to minimize the impact to the pedestrian and bike networks, and create a built environment that is cohesive.
- To that end, the City has determined that a number changes must happen for the development to successfully integrate into the bike/ped network and create a cohesive built environment.

L Block Parking/Loading

- Shift all loading below grade to fit within garage layouts and have access shared with parking access
- Avoid disruption of the pedestrian environment on Autumn Lane by shifting parking and loading access to other locations. Future designs should make Autumn Lane a strong pedestrian connection between Q Park and M Block.



D Block

- The proponent proposes to shift **D Block** access to Fan Pier Boulevard from Northern Avenue. This will also provide connectivity to the Parcel B/C garage. This change is preferred as opposed to the original location on Northern Avenue.
- The proponent should make efforts to open this access point as soon as possible and should provide the City with a timeline for when it will be open.

F + G Block Parking/Loading

- Parking and loading access for **G and F Blocks** on Northern Avenue is problematic and should be relocated to Harbor Street.
- This move will **ensure proper pedestrian and vehicular flows** on Northern Avenue.



Parking

- Parking capacity has been **reduced by 1,000 spaces** on the development site even while the square footage of development has increased.
- While the City applauds the reduction in parking, the proponent must ensure that proper transit, shuttle, pedestrian, and bicycle accommodations are created to make up for the reduced parking capacity.
- Consideration should be given to adaptable parking features, such as garage floor plates and ceiling heights that can add “stackers” or be retrofitted to other uses.
- Additionally, the proponent should pursue shared parking and progressive pricing to minimize demand and maximize utilization. These innovative parking arrangements should be considered and analysis of opportunities provided to BTDA and BPDA.

Pedestrian Network

Pedestrian Overview

Consideration for pedestrian specific elements in the revision of the overall NPC, including:

- **Boston Complete Street Guide** - Incorporate references to this document for road and sidewalk design.
- **Pedestrian Wayfinding** - Incorporate concepts for a Seaport Square plan in the proposal that works with recent City and MCCA efforts.
- **Pedestrian Scale Lighting** – Discuss efforts to create a comprehensive lighting scheme for the development.
- **Pedestrians Crossing at Parking and Loading Zones** - Discuss pedestrian safety at parking and loading zone portals.

Harbor Way

The proponent proposes a pedestrian-focused area called **the Harbor Way** between Summer Street via a “grand staircase” Summer Steps to Seaport Boulevard. There are several factors that will enable the pedestrian realm on Harbor Way to become a successful urban transportation element and amenity:

- The proponent should further evaluate the pedestrian connection from the Summer Steps to Harbor Way at Congress Street. This analysis should ensure pedestrian access between the elevated Summer Street viaduct and broader Seaport district is properly provided while also ensuring traffic patterns on Congress Street are not substantially impacted. Additional considerations could be an elevated pedestrian bridge over Congress Street or shifting the stairs to a location that provides more direct access to the crosswalk at Boston Wharf Road.
- The proponent should further refine with the City the mid-block pedestrian crossing of Seaport Boulevard at the northern terminus of the Harbor Way. This connection provides connectivity to both Harbor Street and the Seaport Common. The vehicular and pedestrian mid-block crossing is described in the Roadway Network section of this document.
- The proponent should carefully consider warning lights and other pedestrian safety features at the mid-block crossing at Autumn Lane and Harbor Way.

Harbor Way: Summer Steps

The **Summer Steps** between Summer Street and Congress Street is an important pedestrian, bicycle, and transit connection between the elevated Summer Street and the rest of the Seaport district:

- The Summer Steps must remain open and publically accessible to pedestrians and cyclists at all times of the day and during inclement weather;
- **Americans with Disability Act** (ADA) connectivity for the staircase is a paramount concern for the City;
- **Bicycle connections** must be allowed on the Grand Staircase to enable a cohesive bicycle connection from Summer Street to the lower Seaport area; and
- As detailed in the Transit section of this document, the proponent should build an **enhanced bus station on Summer Street and a safe mid-block pedestrian crossing** at this location.

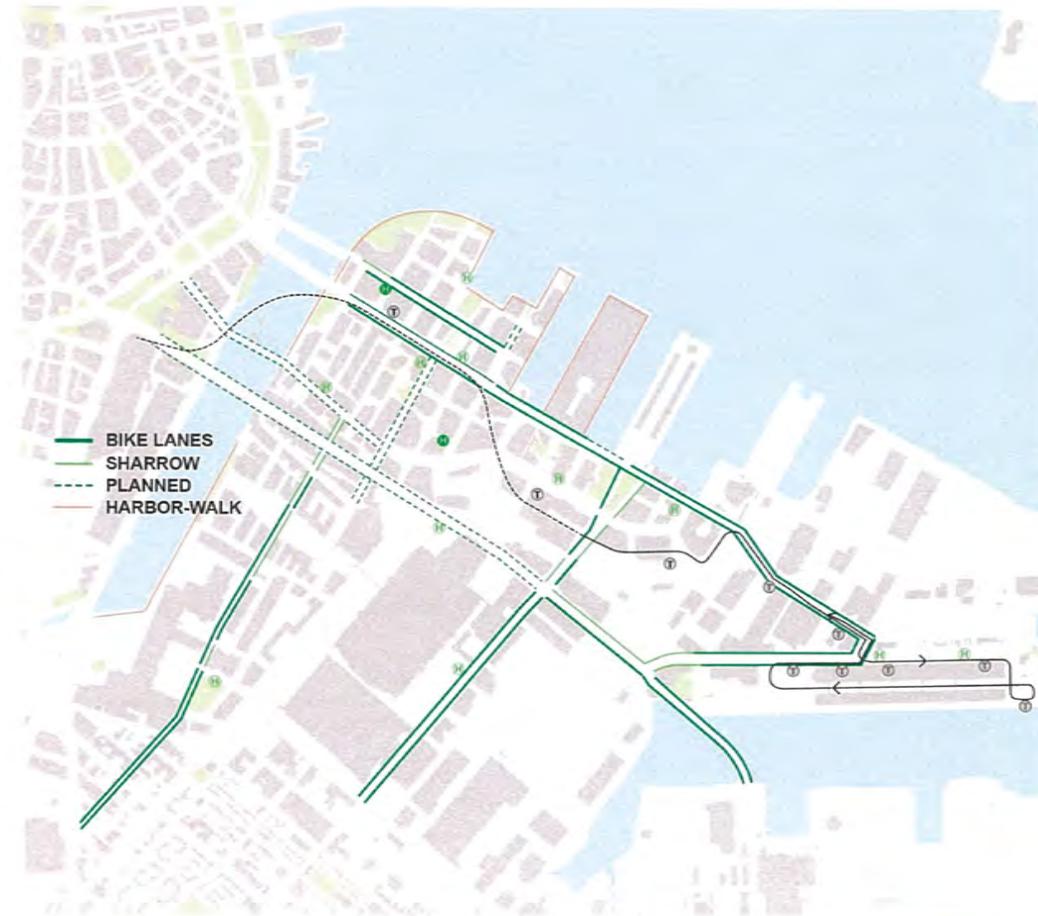
Pedestrian Edges

- The Boston Wharf Road and East Service Road edges of Seaport Square should be **vibrant pedestrian zones** with enhanced sidewalk spaces. The Seaport Square development should not act as a fortress from surrounding streets and urban settings but should seek to harmonize with existing and planned build environment elements.
- The intersection of **Boston Wharf Road and Seaport Boulevard** currently has the PWC Building and District Hall and will host a new headhouse for the MBTA Silver Line Courthouse Station plus other new development associated with L Block.
 - Therefore, there needs to be a strong pedestrian connection at this intersection.
 - Additionally, the intersection will also have an unaligned but potentially important connection from Boston Wharf Road to Pier Street for northbound traffic. The proponent should specifically evaluate the pedestrian safety elements at this intersection and ensure signal timing and roadway infrastructure will safely accommodate pedestrian demand and vehicular movements.
- **Pedestrian infrastructure on Northern Avenue** should be carefully considered by the proponent. This is particularly important for locations with strong pedestrian desire lines, like access from Harborshore Drive to Harbor Street and the crossing at Pier Street to access the Silver Line Station and Seaport Common.

Bicycle Network + Accommodations

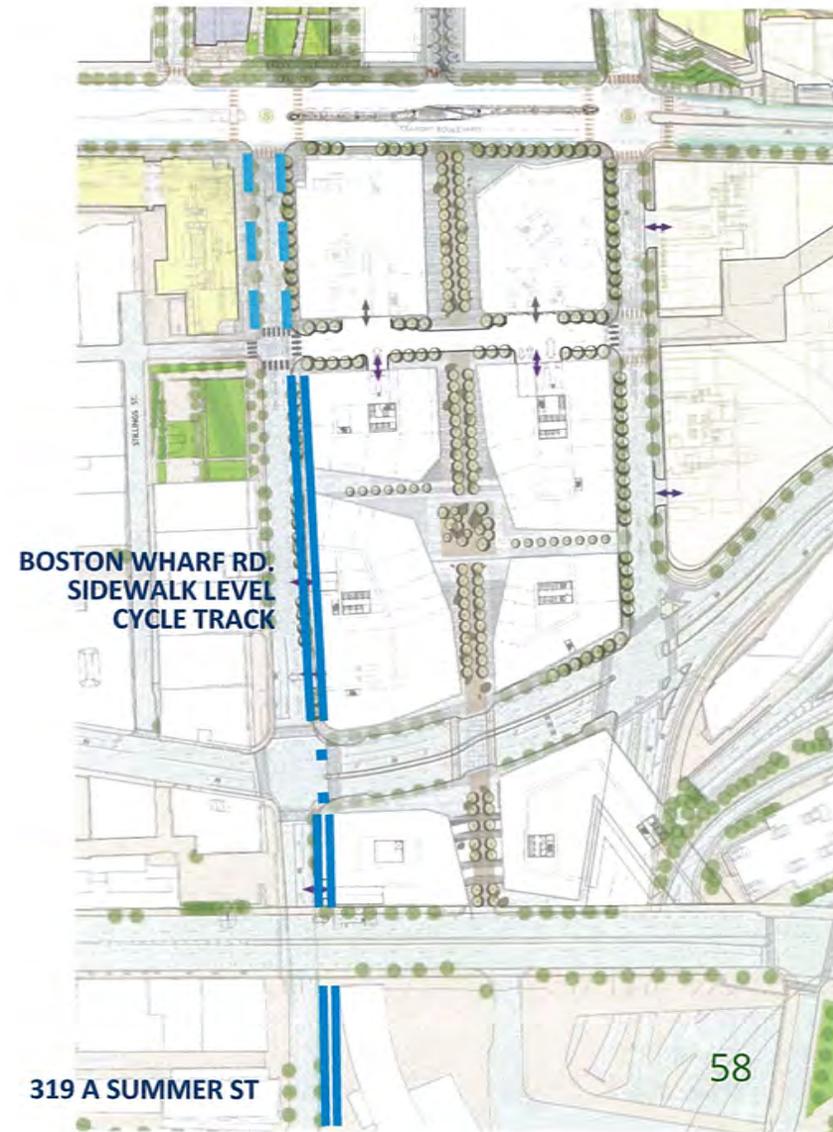
Bike Overview

- The City has made a commitment to developing an efficient and safe bicycle network. The City's bicycle policies are elaborated in Go Boston 2030, which provides a blueprint for creating safer streets for bicycling that will attract and support new riders while improving the safety and comfort of all bicyclists.
- The City applauds efforts made in the NPC toward creating a bicycle friendly development and infrastructure on surrounding streets. In addition to on site sheltered bicycle storage for 2,235 bikes, the proponent proposes mitigation measures.



Boston Wharf Road

- Consider sidewalk grade cycle tracks on Boston Wharf Road.
- Given the loss of the Autumn Lane Elevated Connector, the proponent should extend the cycle tracks south of Congress Street to 319 A Street residential development, connecting to the envisioned 100 Acres Master Plan roadway.
- The proponent should provide detailed inventories for safety elements at intersections and at loading/parking exits from L Block buildings.



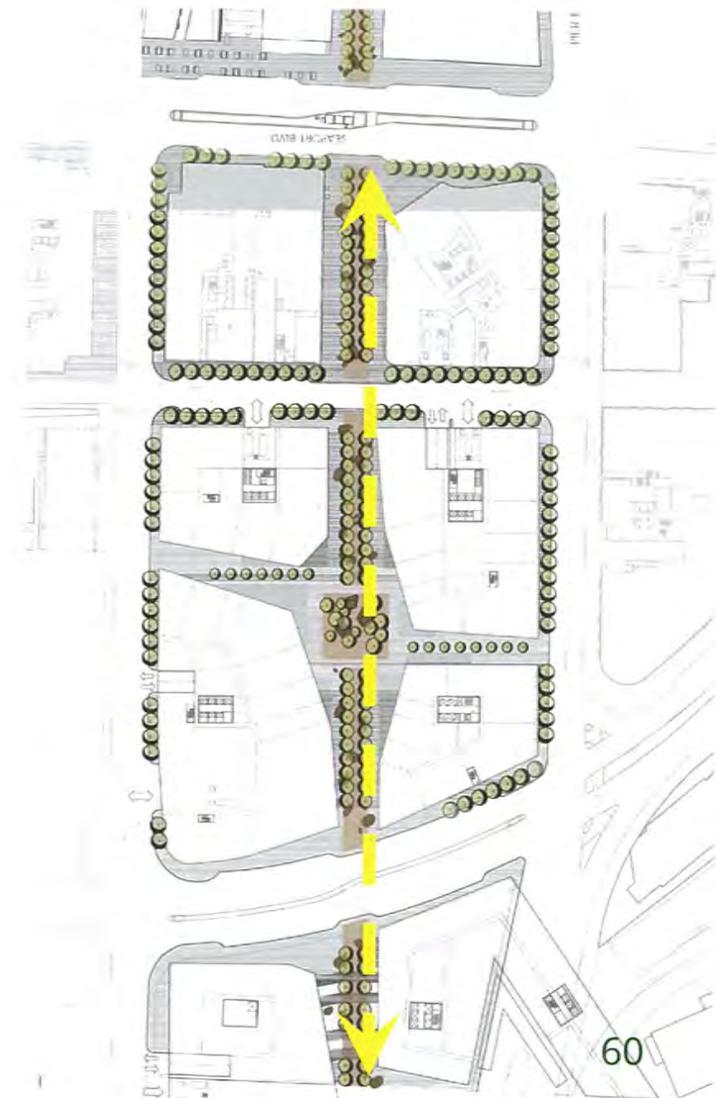
East Service Road

- The proponent should **evaluate a sidewalk grade cycle track on East Service Road** for northbound bikes and possible bi-directional movements.
- This cycle track will provide a direct connection to L and M Block sites and further into the ICA/Pier 4 area.



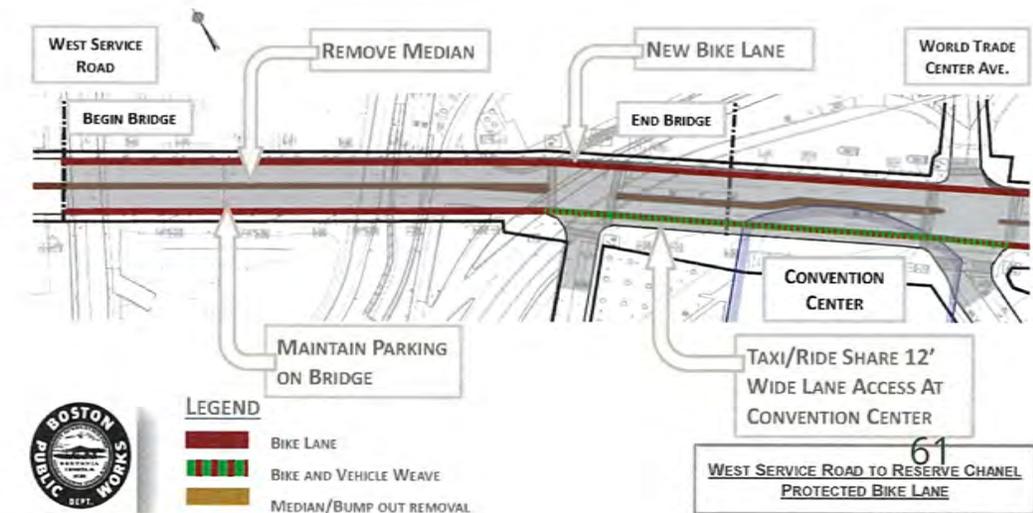
Harbor Way

- Bicycle accommodations on Harbor Way must be carefully evaluated and detailed.
- While this connection will be a key pedestrian thoroughfare, careful consideration must be given to how bikes will move along this corridor and how bikes will access the corridor via the Summer Stairs.



Summer Street

- The City is currently building a sidewalk grade cycle track on Summer Street from the Fort Point Channel to the Summer Street viaduct over Boston Wharf Road.
- The proponent should work with transit planning efforts on Summer Street and provide resources to build a cycle track from the viaduct to D Street.



Synopsis



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NPC Transportation Impacts + Mitigation

Key NPC Change	Impact	Mitigation Component
Nearly 1.7 Million Square Feet More Office Space	<ul style="list-style-type: none"> • Peak period transportation in the Seaport District will be impacted due to additional office and housing. • The reduction of hotel, retail, and cultural space on the project site will have minimal impact on peak demand due to the uses being primarily non-peak driven. • Less parking will result in more people on alternative modes. 	<p>Proponent proposes additional Silver Line Headhouse escalator, bike infrastructure, joining the consolidated shuttle network, and roadway improvements. Additional elements should include:</p> <ul style="list-style-type: none"> • Studies for the Silver Line Futures and Seaport Arterial Rapid Bus Transit • 25% Design work for Summer St, Congress St, Northern Ave, and Seaport Blvd. • Silver Line Transit Improvements • Congress Street Transit Improvements • Summer Street Transit Improvements • Seaport + Northern Transit Improvements • Seaport District Bike Infrastructure
700 Additional Housing Units		
Less Hotel, Retail, and Cultural Space		
Reduction of 1,000 Parking Spaces		
Autumn Lane Elevated Connection	<p>Elimination of the elevated vehicular and pedestrian connection between Summer Street and Autumn Lane.</p>	<ul style="list-style-type: none"> • 25% Design for the Summer Street Gateway Initiative • Resources for Sleeper St and Thompson Pl Improvements • Seaport District Bike Infrastructure

NPC Transportation & Design Impacts + Mitigation

Key NPC Change	Impact	Design Element/Mitigation Measure
Elimination of Seaport Hill Park	Pedestrian connection from the heavily residential M Block to Q Park of primary concern.	South side of Autumn Lane should be a vibrant pedestrian environment devoid of loading dock and parking entrances.
Harbor Street Pedestrianization (Seaport Blvd to Northern Ave)	Loading and parking access for F and G Blocks to shifted to Northern Ave with impacts pedestrian and vehicular flows.	Harbor Street should be a street open to vehicular traffic with parking/loading for F and G Blocks moved there from Northern Ave.
Harbor Way (Congress Street to Autumn Lane)	Harbor Way has no delineation between bike and pedestrian uses. Additionally, the heavy emphasis on retail might distract from the pedestrian environment on Boston Wharf Road and East Service Road.	Plan for Harbor Way with clear zones for bikes and pedestrians. Plan for pedestrian environment and edges along Boston Wharf Road and East Service Road.
Summer Steps + Congress Street Crossing	No clear Americans with Disabilities Access, bicycle accommodations, or design standards that will ensure it remain a public space. The steps end in a small public plaza with an unclear mid-block crossing.	Provide a clear and concise plan for vertical multi-modal access and Congress Street crossing.

NPC Transportation & Design Impacts + Mitigation

Key NPC Change	Impact	Design Element/Mitigation Measure
<p>Bike Infrastructure</p>	<p>The significant increase in density and elimination of vehicular connections means more people will be riding bikes. But, the areas for bikes defined in the NPC do not meet current Complete Street Guidelines, Go Boston 2030 plans, or other standards for bike infrastructure.</p>	<p>The proponent should carefully consider Complete Streets Guidelines, Go Boston 2030, and other relevant bike standards.</p> <p>Installation sidewalk grade cycle tracks on Boston Wharf Road and East Service Road will improve bicycle access and safety. Additionally, improvements to other area streets should consider bicycle improvements.</p>
<p>Pedestrian Realm</p>	<p>The proponent makes key changes to the area pedestrian realm by redefining the Harbor Street connection as Harbor Way. However, while Harbor Way is an important new pedestrian connection other pedestrian realm elements are excluded from detailed analysis.</p>	<p>The public realm for pedestrians should be carefully considered. The proponent should include elements from Boston’s Complete Streets Guide, Wayfinding improvements, and specific safety improvements at crossing locations.</p>

TO: GARY UTER
FROM: UD/PLANNING STAFF
DATE: JUNE, 2017
RE: SEAPORT SQUARE NPC COMMENTS

Seaport Square Urban Design

The South Boston Waterfront has undergone dramatic change over the past ten years, more than any other neighborhood in Boston in recent history. After decades of planning and significant public and private investment, the transformation has occurred at a breakneck pace. The Seaport has quickly shed the distinction of being a supporting actor to Boston's historic downtown, and has assumed a starring role in Boston's and in the state's larger economy. Much has been said about the buildings that populate the district, as well as the impacts—both expected and unexpected—to the infrastructure that supports it. There is, under the framework of the Seaport Public Realm Plan, a patchwork of plans that currently govern the district with a sliding timeline of creation and implementation. Seaport Square is situated at the heart of the South Boston Waterfront, and must deftly mediate the context which surrounds it. This includes Fan Pier, the Fort Point Channel Landmark District, Pier 4, the Convention Center, and Massport's Commonwealth Flats property. Like all planning, the scheme for Seaport Square when it was conceived represented a moment in time with a context vastly different than the one that WS Development inherits today. Given that Seaport Square is nearly halfway through buildout of a 23-acre plan, we appreciate and relish the opportunity to take stock and consider improvements and alterations to a plan that naturally warrants an update. Precipitated by a change in ownership, an openness to new ways of thinking and design strategies is very much welcome. The Proponent is fortunate to have borne witness to the transformation as an active minority partner in the original master development team, and therefore has unique insight.

Seaport Square must be contextualized as just one of many plans in the area, with a need to interface with other jurisdictional entities. We evaluate the proposed changes with the underlying premise that a new plan should improve the remaining Seaport Square parcels (*i.e.*, both architectural and public realm contributions), but also aspire to improve the blocks around it. The success of this development hinges on its ability to be a good neighbor; the sum of the Seaport district is inherently greater than the individual parts.

We also acknowledge the especially close alignment between transportation, open space, and urban design for Seaport Square. These comments may fall under separate headings, but they were developed together and are mutually codependent. Though there are many significant changes being proposed to Seaport Square, the most significant changes proposed by WS include: 1) substitution of the tilted north-south street and pedestrian/bicycle path connecting elevated Summer Street to Seaport Boulevard via Autumn Lane, with a new flat pedestrian path (Harbor Way) and stairs; 2) an increase of 1.4 million GSF (an overall net increase of 1.7 million sf in office use, with proposed subtractions of cultural, retail, and hotel uses); 3) elimination of approximately 1000 parking spaces; and, 4) Conversion of aggregated open spaces to elongated pedestrian areas. The various design changes and moves are more nuanced and will be discussed comprehensively below. Please also reference the Boston Civic Design Commission comments excerpted from their meeting of March 7, 2017 at the end of this memo.

Harbor Way and Harbor Square

The primary concept for Harbor Way is that it provides a direct linear connection and view corridor to the water. This concept was true both in the original PDA and in some thinking in the original Seaport Public Realm Plan. In the existing PDA, one also traversed generous open spaces on the upper L blocks and Parcel F along this path, sometimes shared with vehicles, sometimes not. While we understand the appeal of a simpler manifestation of this axial connection to the water, an alternative scheme should be developed that works in concert with the existing context, a context which has an already-constructed network of open space and amenities slightly off-of-center. One natural hinge point is at Seaport Boulevard, where pedestrian movement should be oriented to Seaport Common (at Block F) and Fan Pier Park. This is preferable as 1) an expansive public park with waterfront transportation situated directly on the harbor is the natural terminus of a signature pedestrian link to the water, 2) the street between Blocks F and G must be maintained for vehicular traffic and site access, although may be designed in a manner to function as a pedestrian priority street, and 3) the final block of the path adjacent to the ICA is outside of the Proponent's control and unlikely to be redesigned/reconstructed in a manner that supports the larger conceit. If the objective is a substantial enhancement to the public realm, Harbor Way must function in a manner that better relates to and enhances the existing open space network.

Alternative hinge points might also be considered. For example, a mid-block turn from the center of the L-block to Q Park and Boston Wharf Road would also redirect pedestrian movement. Another alternative might be a more direct line parallel to Boston Wharf Road from Summer Street to Seaport Boulevard. The Wormwood smokestack at Tower Point acts as a natural beacon and terminus to this pedestrian route. The placement of a staircase directly alongside Boston Wharf Road alternative would be nearly identical to the Summer Street staircase envisioned in the original PDA. This staircase was oriented to a small open space (4,000 sf, including the stair), "Corner Plaza Square" at the southwest corner of L5, cater-corner to the historic Fort Point buildings. This small, but important, plaza appears to have been removed as part of the NPC, but the Proponent should study how it might be reinstated.

We do recognize the latent appeal of a signature promenade that prioritizes pedestrians, and the implicit desire to make an area that has been long dominated by vehicular infrastructure friendlier to pedestrians and cyclists. That said, Harbor Way, while a promising pedestrian link, is not fundamentally public open space in the way that the original plan intended. Harbor Square—the centerpiece of the L-blocks and of Harbor Way—does not resemble the 1.26 acre passive neighborhood green space surrounded by residential buildings. Instead, Harbor Way has become more akin to an outdoor pedestrian plaza whose relationship to the parallel streets (Boston Wharf Road and East Service Road) is somewhat at odds. The activation of Harbor Square and other open spaces strung along Harbor Way appears to rely primarily on retail. Retail uses were always envisioned for the Seaport, but lining the perimeter of the buildings rather than their interior core. Without sufficient activation on the perimeter of the L blocks in particular, there is concern about the impacts to the vitality of surrounding streets.

There are related concerns about the real or perceived privatization of open space, particularly Harbor Square, given the change in building perimeter uses. Seaport Square's original plan conceived the L3-6 blocks as residential. Residential uses in those blocks are greatly diminished in the NPC. The balance of use on those blocks is overwhelmingly office (over 1 million square feet), which will inevitably impact the character of Harbor Square. The underlying logic of the original green space was that it would serve a larger catchbasin of residents throughout the Seaport, both in and outside of the bounds of the L3-6 blocks. For example, the residents of the adjacent M blocks (nearly 900,000 sf of residential) and 399 Congress Street would certainly welcome and expect to use a green, park-like space. How can Harbor

Square be designed with this intent in mind? While the special events and programming described in the NPC are exciting and will certainly help to animate the district, the primary concern for the design of Harbor Square ought to be in service to the daily rhythms of both residents and office workers to ensure its longevity.

And while some of these issues may be addressed through design, the perceived privatization of Harbor Square may be exacerbated by the scale of the entrances on each side of the larger L-block. The sizing of Harbor Way is primarily a function of the desire to maximize the size of the building podia on the L-blocks and to mimic the scale of the passage between L1 and L2. Nevertheless, are there specific cues that can be deployed at the mid-block entrances to Harbor Square to signal greater public access? Are there strategies to diminish the size of one of the podia to create a grander entrance into Harbor Square? The Proponent should explore this, along with alternatives for the scale, shape, character, and possible relocation of Harbor Square. The Proponent should also provide detailed plan and section drawings of Harbor Way and of Harbor Square at episodic moments. The vignettes in the NPC, while illustrative, do not capture the spatial character of the square as the context is absent. The intermediate scale of Harbor Square and Harbor Way spaces are tricky, and must be carefully calibrated to work with the buildings that surround them.

Clarification is also needed on how bikes interface with Harbor Way and Harbor Square. This is discussed in more detail in the Transportation comments, but it is relevant as the project team continues to refine their design of Harbor Way. The primary bike paths are likely to be on the adjacent streets as per the City's Bike Network Plan, while Harbor Way will likely function more as a destination for cyclists. While bikes may be permitted, it is something that requires further study and coordination with appropriate City agencies.

Lastly, though there will be some hierarchy of streets and paths, pedestrian porosity is paramount. The plan should encourage multiple paths to waterfront. Though a main desire line may connect Summer Street to Harbor Square, the through-block plaza between L1 and L2, across Seaport Common, and terminate at Fan Pier Public Green, there are several desire lines that can be traced from the same point of origin but will inevitably have multiple paths that branch off in semi-predictable ways. (*i.e.*, across East Service Road, through the M-block across Seaport Boulevard, by the ICA, and out to the tip of Pier 4).

Summer Steps

The success of the "Summer Steps" is linked to the architecture of Blocks N and P, Harbor Way, and a possible Summer Street terminus. Regardless, an accessible route (for persons with disabilities and for cyclists)—either embedded in the stairs (preferred) or in an adjacent building—must be provided, while also providing an equal experience (views, procession, availability) for those using it. An alternate strategy of pedestrian and bike bridge (e.g. Nichols Bridge in Chicago, connecting the Art Institute to Millennium Park) could also be explored to mediate the grade transition from Summer Street to Harbor Square, and potentially make for a unique bird's-eye-view experience that people of all abilities and modes might enjoy.

The terminus at Summer Street requires further study. The NPC envisions a "Cultural Corridor" from the BCEC (perhaps accompanied by an unidentified cultural use at Blocks N or P) to the ICA via Harbor Way. While the orientation of Harbor Way should be explored as described above, the idea of a cultural or civic terminus at the southern end of the site could be compelling. The BCEC, though an important anchor for the district, is not understood to be a major cultural use in the conventional sense. The BCEC primarily

serves a visitor population, and has a schedule with robust peaks and valleys. The Proponent should continue to explore whether a cultural anchor will be located at Block N or P, and if there are design, streetscape, or architectural strategies that might also signal an impactful moment of arrival at Summer Street. Moreover, the parcels immediately surrounding the BCEC have and will continue to undergo transformation. How will the Summer Steps relate to future conditions proposed on the blocks surrounding the convention center?

As currently illustrated in the NPC, the Summer Steps have a run that uses approximately two-thirds to three-quarters of the distance between Summer Street and Congress Street. This is a long run of stairs, punctuated by periodic level landings with landscaping. How will these stairs function? And while the run of stairs is long, the landing pad or stage/plaza at the street level appears narrow. Truncated by Congress Street, there is little space at the base of the stairs for the type of active or passive programming that might accompany an urban staircase of this scale. Indeed, the Summer Steps may more naturally marry with a space like Harbor Square. As a device, the staircase is desirable as it will provide a view corridor to the water and way for pedestrians to comfortably and expeditiously negotiate the grade change. Similar to the steps at Government Center adjacent to City Hall, it does provide a visual link to the water and public spaces beyond, but is dissimilar in that it is not directly connected to a civic space of significant size (*i.e.*, City Hall Plaza). The Proponent should continue to refine the scale, landscape, and overall design strategy of the steps through detailed section and plan drawings.

It should also be noted that any enhanced pedestrian crossing at Congress Street should be designed to be compatible with future Bus Rapid Transit (BRT), as Congress Street has long been identified as a transit priority corridor, and a priority project in the recently-released Go Boston 2030.

Character of Streetscapes

Seaport Boulevard:

We commend the Proponent for their explicit aspiration to elevate the design of Seaport Boulevard and other streetscapes in the the district. Seaport Boulevard, in particular, was planned and funded during a chapter of Boston's urban development history when there was little but surface parking in the area. A critical look and retrofit of the Seaport's main east-west artery is welcome. BPDA Urban Design and Planning, BTM, PWD, and Boston Bikes have been working closely in the past months to give feedback and concrete direction on the design of Seaport Boulevard and medians given the near-term timetable for construction. To summarize, we support enhanced pedestrian and protected bike accommodations, improved landscaping and street trees, and midblock crossings co-located with possible median art installations. The Proponent should also study the alignment of the building streetwall on Blocks F-G and the impacts on Seaport Boulevard. This will be discussed more under building massing, but the streetwall alignment established in Blocks A-D should be pushed north at an increment that mirrors the alignment of District Hall on Blocks F-G. This will create a moment of spatial expansion and enlarged streetscape environment intended to complement Seaport Common. A slightly more generous sidewalk on the north side of Seaport Boulevard will signal arrival to the heart of the Seaport.

Autumn Lane:

Further definition on the character of Autumn Lane should be explored. Are there strategies for the design of Autumn Lane that can reinforce the desire line between Q Park/Sea Green to the M-Block courtyard? The existing conditions for the L1-2 blocks have service and loading located on the north side of Autumn Lane, but how might these be counterbalanced through a carefully designed south side of the street? A

street that biases one side over another may be a possible solution, but there may be others. We look forward to continuing to work with the Proponent as they consider the character of Autumn Lane.

Congress Street:

The Congress Street interface is an important design opportunity. A balance must be sought with the design of Congress Street as an important vehicular connection and likely future transit-priority corridor. Here, the Proponent should take a multimodal approach that is inclusive, flexible, and supports the current and—as best can be imagined—future mobility conditions.

To the west, new development will need to transition effectively from the scale and vintage of the Fort Point buildings to the Seaport “proper.” To the east, the intersection of Congress and East Service Road (L5, the M block corner, and 399 Congress) will require further design thinking in coordination with adjacent properties. There is an opportunity for these multiple developments to improve the experience of these intersections, which the Proponent should study. Promoting pedestrian movement through and along Congress Street must still be considered. We appreciate the strategic orientation of the side gaps (the cross-grain to Harbor Way) between blocks L3-6, as they provide a view corridor and pedestrian shortcut from the M-block bullnose to Q Park.

If and where the Summer Steps intersect with Congress Street, an enhanced crossing design will be necessary. As previously mentioned, Congress Street has been identified as a priority project for BRT infrastructure. The Proponent should develop a design strategy at this intersection which acknowledges the likely future condition. Rather than a 6 foot median, the Proponent should design a cross-section for Congress Street that balances modes. Detailed section and plan drawings should be developed at this moment, but also in tandem with a larger strategy for Congress Street.

Landscape Themes and Design

The idea of coordinating the tree species to highlight north-south and east-west connections is an intriguing concept, but may be difficult to execute. A majority of the tree plantings proposed for Seaport Square are already in place, and this organizational approach to species selection and location did not govern prior planting. The Proponent may certainly pursue this approach in the remaining blocks; however, to anticipate that it will be legible at a district level might not be possible.

Nevertheless, the BPDA likes the idea of using a landscape strategy to unify the public realm and park spaces that have been and will be developed as a part of the overall Seaport Square project. As this is a relatively new district and emerging neighborhood in the City, it could benefit greatly from an identity that is grounded in its public spaces. The use of “glacial erratics” as that common landscape element, however, is not an approach that is authentic to the geologic history of this area. Also, the concept shows the “glacial erratics” somewhat less erratic than would be represented in nature. They have been largely channeled down the center of the proposed Harbor Way and the median of Seaport Boulevard, rather than located in the odd and quirky locations that stimulate public interest. This is an area of the city that has many layers of genuine history that can and should be employed in the public realm and the open spaces. We would encourage the Proponent to explore and implement a vision around one (or several) of those layers as a way of bringing a unique identity to the Seaport District as a whole, as well as a way of providing legible elements that are ‘of the place’ and that can become mechanisms for wayfinding through the district and to the waterfront.

The BPDA fully supports integrating public art on the major thoroughfares. There are many neighboring entities - the Fort Point artist community, the ICA, etc. - which could be a very rich source of ideas and artwork, and we would encourage the Proponent to develop partnerships with the community, wherever possible. As the concept evolves for the incorporation of artwork in the the district landscape, the Proponent should engage Boston Art Commission (BAC) staff, as early as possible, to become familiar with the BAC approvals process, and the expectations and milestones typically associated with the BAC's consideration of public artwork within the public realm.

Building Massing, Architecture, and Use Mix

The addition of over a million square feet will have significant reverberations to the unbuilt Seaport Square blocks. Considerable changes are being proposed in the NPC to the scale, shape, and use of essentially all the remaining parcels (with the exception of Block D). These will be addressed on a block-by-block basis below. To help the BPDA, other City staff, and the public understand these changes, the Proponent should prepare a table, plan, and preferably 3D diagram that illustrates building size/massing, highlighting, where applicable, when there has been an increase in GSF and where there has been a change in land use.

L Blocks:

As proposed in the NPC, the L3-6 blocks have been converted from primarily residential to office use and have nearly doubled in density from 1.1 million GSF to just over 2 million GSF. Providing light and air to the interior of these blocks (*i.e.*, Harbor Square) presents a challenge, particularly as all of these blocks rely on a multi-story retail podium with an office (typical) or residential tower above. These retail podia - similar to what is under construction on Blocks B and C - are all of similar height, creating a new intermediate datum line. The Proponent should study the shaping and expression of the podia on these and other blocks with the objective of bringing some hierarchy to the spaces between buildings, and avoiding the repetition of podia height that might evoke the uniformity of top of building heights in the district established by the FAA guidelines.

The Proponent is aware of the challenges inherent to increasing density on the L-blocks, and has identified a preliminary concept to help give spatial definition and ameliorate shadow impacts. The strategy of using the perimeter L blocks to help shape Harbor Square is compelling and the BPDA looks forward to future conversations as that spatial idea evolves. Nevertheless, the resultant shape of L-blocks must be considered from both inside the courtyard and from the surrounding streets. From the adjacent streets, the buildings are blocky, but appear more dynamic from inside Harbor Way or Harbor Square. As the design progresses, the shaping of the L3-6 blocks should be bi-directional, particularly in respect to the podia, in order to be more responsive to the surrounding context and signal that the interior spaces (*i.e.*, Harbor Square) are part of the public realm.

F Block:

The F block as proposed in the NPC is something new entirely. The original Seaport Square plan envisioned a diminutive "pavilion in the park." Seaport Common, per the 2010 PDA, was to extend all the way to the edge of the street opposite the G block, providing a large, public open space for the neighborhood. Over time, the shape and scale of F block has morphed from a small pavilion (~10,000 sf) to a larger retail building to what is now being proposed in the NPC: a multi-story office and retail building with an additional 100,000 GSF that may or may not relate to the adjacent park. The Proponent has not presented a clear and compelling idea of what uses would warrant the loss of what was envisioned as key open space, *which continues to be the preferred use*. We ask that this preference be strongly addressed in your response.

Regardless, the undeveloped portion of the F block cannot be considered without acknowledging the history and future of District Hall. The Proponent must study and make clear the future of District Hall and how any design of the undeveloped portion this site would relate or impact both the physical structure and uses inherent to District Hall. District Hall, while intended to be a temporary building, has become a beloved fixture for the area, in part due to its smaller scale.

That said, any future design of the F block should look to maintain the streetwall established by the current District Hall. Though a comparatively minor shift in the streetwall established by the blocks to the west (A-D), a slight setback will provide more breathing room to the sidewalk space immediately adjacent to Seaport Common and will create a moment of spatial expansion as one arrives at the heart of the Seaport.

G Block:

Similar to the above, the Proponent should study pushing back the building footprint for G block to align with the streetwall established by District Hall for the above reasons. In addition, a new streetwall alignment will also relate to the chamfered front facade of Pier 4 (Phase I). While this chamfer resulted from the need to avoid the underground KV line, the effect has produced a terraced plaza and landscape oriented to Seaport Boulevard. Though the Proponent now wishes to relocate the KV line on the G block, the context that will be inherited - District Hall to the west and Pier 4 to the east - should be reflected in the siting and streetwall for this parcel. The overall effect of a new streetwall alignment on Blocks F-G will be a more generous sidewalk, plaza, and potential public amenity zone that will provide enhanced physical and visual connections between Seaport Common and the Harbor Way.

Block G, as now described in the NPC, will be the single largest residential building in Seaport Square and the second largest building overall. As such, it will be important to consider the building's massing, orientation, and design. The NPC states that ~580,000 sf of residential use will be located on this site; it is unclear how that density can be achieved on a block similar in size to Blocks B and C. Combined, those blocks have a total of 750,000 sf of residential use and around 200,000 sf of retail. More specificity is needed on how that block will accommodate the proposed density.

In the prior plan, Block G had a shape that was derivative of the underground KV line, needing to maintain an easement to access that underground utility. With that constraint gone, the Proponent is liberated to consider alternative configurations on that block. Given the size of this residential building, we encourage the Proponent to seek bold architectural solutions. We also note that the building's roof plan (an L-shaped residential bar building) seems to suggest a podium-level amenity courtyard with an orientation to Fan Pier Park. As further consideration is given to the F block open space and character of North Harbor Drive, we expect that there will be impacts to Block G.

N and P Blocks:

Blocks N and P will serve an important function as multi-directional gateway parcels; 1) they will frame the proposed Summer Steps from atop Summer Street, 2) they will act as a terminus to Harbor Way, where more of their facades may be potentially visible (looking south from the proposed Harbor Way), and 3) they will be visible looking east from Congress Street, marking a transition from Fort Point. This last point should be a significant consideration as the buildings undergo further design refinement.

These two blocks have been understood and often discussed as a pair. With the addition of the Summer Steps, they are now functioning as two webbed fingers with a physical link between them. How they interact with the Summer Steps and to each other is an important question for further study. If there are cultural uses located inside one or both of the blocks, what are the resultant impacts?

One of the opportunity-challenges for these blocks is the significant grade change and possible two street addresses. Which will be their primary entrance (Summer or Congress) or will it be use-dependent? As shown in the NPC, the blocks appear to share a massing vocabulary similar to what is shown in the L-blocks. Though these blocks may function as part of a larger family of buildings which include L3-6, the Proponent should consider how the Summer Street facades of those blocks relate to both the existing and proposed buildings along Summer Street. We support the Proponent's decision to exercise their air rights option for Block P, as the gap in the streetwall on the north side of Summer Street will be filled in. We ask that, as part of this exercise, some study be given to the feasibility of connecting through to the 399 Congress Street Project as an alternative means of additional public or quasi-public connections between Summer and Congress streets.

Retail and Signage

The Proponent must continue to refine and expand upon their signage strategy and guidelines for all single and, in particular, multi-story retail. The podiums on the L blocks may have multi-story retail similar to Blocks B, C, and the M blocks, and it is critical that signage be considered in concert with the architecture of those buildings. Early discussions with BPDA staff regarding size, placement, and orientation of signage are recommended given the large allocation of retail space. Furthermore, the distribution of retail space should be evaluated in the context of cultural facilities in Seaport Square once there is greater specificity on specific programming and locations.

Daylight, Wind, and Shadow

Please reference Katie Pedersen's memo regarding environmental and sustainability criteria. A minor note pursuant to that memo's last paragraphs is a suggestion that the Parcel D project ('88 Seaport') submit preliminary individual LEED certifiability coincident with its planned BCDC process, or as soon as possible, and aim for a status commensurate with that design.

Regarding the Daylight analysis, and understanding the limitations of the BRADA program, it would be most helpful to do two things. First, to develop a block-by-block analysis that establishes not only point values for blocks but also, taken as a whole, begins to give a picture of the daylight criteria for the entire neighborhood you are creating. One of the most significant attributes of Daylight analysis is that it can establish a daylight criterion that is part of the character of a District, and significant edges of it. The NPC's analysis begins this task and suggests a range; it would be helpful for future comparisons to perform this study for *all* of the Seaport Square parcels. Second, please use the previously approved massings for comparisons rather than existing conditions, so that we can reasonably assess the impacts of the *changes* proposed in the NPC.

Regarding wind, it is clear that there are a number of improved areas, but there are also some key areas in some of the public spaces that the Project team is proposing to create in the NPC that are worse, and we ask that discrete mitigation suggestions be included in any revised submission. Of course, any substantive massing modifications pursuant to responses to this document may warrant some additional testing, and we would reserve the right to request same. Please provide a plan showing the overall study's wind tunnel disk; the photos suggest that the entire study area is located off-center on the model, and this seems unusual enough to ask why. The comparisons overall are made to existing conditions, rather than the previously approved (as updated) massings, and we might also suggest that this would be a more apt comparison, at a minimum placing the three conditions together for comparison (existing, previous approval, current proposal).

Open Space, Climate Change, and Waterfront Infrastructure

These comments are based on several of citywide opportunities established in the IB 2030 Waterfront Vision particularly related to open space, public access networks, climate change and sea-level rise.

Goal I: Create new signature open spaces that leverage underutilized waterfront sites. Exciting new spaces can become destinations for all Bostonians and visitors.

The Seaport Square Project was approved by the City of Boston in 2010 and its buildout is guided by Planned Development Area (PDA) #78.

The Seaport Square project was approved with dedicated open space that took direction from the Seaport Public Realm Plan and South Boston Waterfront Municipal Harbor Plan (MHP), including maintaining a lot coverage of less than 65 percent, complementing open space and public access on adjacent properties, expanding the sense of water inland, maintaining and promoting the physical, visual and functional connections between the waterfront and area neighborhoods.

The MHP added greater guidelines on open space enhancements that were underscored by the Secretary of Energy and Environmental Affairs decision. The decision was based on assembling open space outside of Chapter 91 jurisdiction in the Seaport Square Development area adjacent to the Fan Pier Public Green. The synergies between Seaport Square Green (Seaport Common) and Fan Pier Public Green are intended to aggregate and locate large open spaces proximate to the MBTA headhouse, ferry terminal, ICA and Harborwalk along Fan Pier cove.

The PDA initially required that Seaport Square Green (Seaport Common) be greater than 57,000 sf, or 1.3 acres, and Seaport Hill Green (Harbor Square) be greater than 55,000 sf, or 1.26 acres. These open spaces in combination with Court House Square (14,500 sf) and Q Park (29,000 sf) were intended to create an open space system and series of connections that fulfilled many of the planning objectives and requirements of the Seaport Public Realm Plan and MHP. They also comprised a significant portion of the 8.6 acres of open space defined in PDA #78. Of the 37% open space required in PDA #78, 28% met the definition of open space in Article 42E by excluding streets. The 28% amounts to about 6.5 acres of open space with the four spaces noted above making up 3.56 acres. Well over half of the open space is in the form of aggregated large parcels with the remaining 3 acres in the form of sidewalks and pedestrian networks.

While the NPC proposes to maintain the 37% open space or 63% lot coverage, it suggests adding 0.5 acres of open space and thus brings the count up to 7 acres. While this is a modest increase in open space, we note that the signature open spaces have been reduced, including the Seaport Square Green (Seaport Common) by almost half as originally planned. In light of the increased density of the project, we suggest that the Proponent increase open space particularly for the largest two spaces, Seaport Square Green (Seaport Common) and Seaport Hill Green (Harbor Square).

We also note that roadways including Seaport Boulevard and North Harbor Street are sketched as new open space. While there are opportunities to improve these roadways with plantings and amenities for bicyclists and pedestrians, they are also intended for vehicular circulation and access and thus do not meet the Article 42E definition of open space.

Considerable efforts have been made by the Proponent to strengthen pedestrian connections through the development and to the waterfront and to create improved linkages from the surrounding neighborhoods

to Boston Harbor. However, the reduction of true open space, particularly areas for large gatherings and multiple programs, disregards the many layers of planning and public input for the quickly emerging district.

In addition, the nature of the open spaces anticipated in the NPC are largely in service to adjacent retail uses, as opposed to the evolving residential neighborhood, which will be comprised of thousands of new residents who will likely require legitimate parks and playgrounds that are purely recreational.

Goal II: Form networks of connected open spaces and cultural destinations. Legible pedestrian connections between existing open spaces and cultural facilities can yield a whole network that is greater than the sum of its parts. This is an especially relevant opportunity in highly-developed areas of the city where space for new open space is extremely limited.

We applaud the Proponent's improvements to the sense of place and experience within the project area through landscape, well-placed public facilities, and areas for events and programming. The plan also enhances view corridors and connections. As discussed, we believe the Proponent is missing an incredible opportunity to connect Harbor Way to Seaport Common, Fan Pier Public Green and the public facilities located along Fan Pier Cove. Also, we note that Seaport Square, Fan Pier and Pier 4 are providing over 360,000 square feet of various forms of civic and cultural space, including Seaport Square's requirement for approximately 235,000 square feet. The South Boston waterfront benefits from the cultural anchors of the Institute of Contemporary Art, the Fort Point Arts Community, the Boston Children's Museum, Boston Tea Party Ships and Museum, Artists for Humanity, Boston Community Boat Building and the recently opened Society of Arts and Crafts. How do these facilities relate to the pedestrian and open space network of the proposed in the project change? Are there opportunities to develop a more deliberate program of open space, cultural programming and public access through the district?

Goal III: Expand the diversity of experiences along stretches of the waterfront. A greater variety of experiences along particular stretches of the waterfront, including natural areas, active and passive recreation, dining, living, and working, can make the waterfront more interesting and attractive to a wide range of people.

Again, we applaud the proponent's improvements to the sense of place and experience of the public within the project area, however there's no emphasis or plan to have the open spaces act on their own as destinations to the district and waterfront. Variety of experiences should include well designed and programmed open space not just spaces incidental to adjacent retail and restaurants. New open space should emphasize access and views to the waterfront and offer opportunities for diverse landscape design and a balance of passive and active recreation.

Goal IV Expand connections between neighborhoods and the waterfront. Improved pedestrian, bicycle, and ferry connections between neighborhoods and the water's edge can increase the waterfront's value as a public resource for all.

We are encouraged by the Proponent's thoughtful attention to improvements to the pedestrian and bicycle network. The project's cycle track along Boston Wharf Road will act a critical link in the South Bay Harbor Trail that will connect along the Fort Point Channel, through the Fort Point Parks to West Service Road/ Boston Wharf Road. The Harbor Trail will add another form of activation to Seaport Square Green leading to Fan Pier Green and opportunities for cross-harbor bike access to the East Boston Greenway.

The proponents should provide more details on the project's nexus with the South Bay Harbor Trail including integration of wayfinding signage and other networks, Harborwalk, Rose Kennedy Greenway, etc.

In addition to bike access, the project will benefit from investments in water transportation both as a method of commuting but also access to the harbor-wide open space network. There are several planning and feasibility efforts underway related to scheduled water transportation in Boston Harbor. The MCCA is developing a business plan for ferry service between Fan Pier and Lovejoy Wharf at North Station. The business plan will recommend the number and size of vessels for a new service. The plan will also address fares and needed service subsidies. MassDOT in partnership with Boston Harbor Now, are looking at similar logistics but on regional level for inner and outer harbor service to waterfront communities to the north and south of Boston.

Seaport Square benefits from its proximity to the Fan Pier ferry terminal and planned and designed terminal in between World Trade Center and Fish Pier. The proponent should include investments in water transportation either through subsidies or infrastructure investments including docks and new ferry acquisitions.

Goal V. Apply new, sustainable models for the creation and maintenance of public waterfront areas. Innovative models that, for example, leverage the value generated by private development, or employ public-private partnerships to create, operate, maintain, or program parks can ensure the long-term quality and sustainability of public areas.

We are interested in the details of how the open space and other pedestrian areas will be maintained in the entire project area. What are the conditions for daily maintenance and long term maintenance? As the neighborhood evolves throughout the decades, what provisions are in place to rethink and redesign open space. What are the opportunities for collaboration with other adjacent open space in private developments for integrated design and long-term investments, particularly as the climate changes with risk of flooding, drought, extreme precipitation and hotter days?

Climate Change and Waterfront Infrastructure

The development planned through the NPC provides a unique opportunity to integrate resilient design at the building and district scale and establish Seaport Square as climate resilient district. Resiliency measures implemented as Seaport Square is built out can assist in preventing and limiting impacts from climate hazards, ensuring building occupant safety, continuity of building tenant business operations and improved building service life and value.

The City of Boston's Climate Ready Boston: Final Report (the "Report") functions as Boston's strategic plan for assessing hazards associated with climate change and identifies the South Boston Waterfront as the most exposed community to future inundation from coastal storms and sea level rise primarily due to its low-lying elevation. Based upon the reports vulnerability analysis, South Boston will have almost half the city's expected building losses in the near term, and the largest real estate market value exposed to inundation by the end of the century.

Three time parameters are outlined in the Report which relate to anticipated ranges of levels of sea level rise, based upon emissions scenarios established by the Intergovernmental Panel on Climate Change. The Report references 9" of sea-level-rise by 2030, 21" by 2050, which are very likely under all emissions scenarios, and 36" after 2070 which is highly probable under future intermediate to high emissions levels.

Under the 2030 and 2050 scenarios portions of Seaport Square will be susceptible to high-probability coastal flood events (10% annual chance event), and under the 2070 projections the project area will be chronically inundated as part of the monthly high-tide cycle. It should be noted the referenced future sea-level-rise measures are not worst-case conditions, rather likely ranges of sea level rise before 2100, and more severe sea level rise conditions should be assessed. Inland flooding is also a concern with anticipated heavier precipitations events. Project landscaping and stormwater infrastructure should assess potential impacts from the 10-year 24-hour design storm event.

Due to the susceptibility of the South Boston Waterfront to future coastal inundation, resiliency planning for Seaport Square is imperative to protecting new development and the health and safety of those who will work and live in the area. An analysis and discussion of vulnerabilities of the site to the potential effects associated with climate change including sea level rise, increases in heavy precipitation events and extreme heat should be assessed utilizing the above time parameters and findings in the Report as a baseline. The Proponent should evaluate how the project may be directly or indirectly impacted by future climate hazards and indicate how the project structures, critical facilities and public realm will be designed to mitigate impacts. Although the Notice of Project Change references a project life of 50 years, the project buildings and infrastructure should anticipate a useful life through 2100 and consider the level of acceptable risk to that time parameter.

The Proponent should review opportunities to incorporate adaptation and flood prevention measures which would protect the project site, surrounding developments and more inland areas that are susceptible to coastal flooding under future sea level rise scenarios. As much of the South Boston Waterfront is at an elevation that makes the whole district vulnerable, district scale mitigation options will be critical to address flood entry points around the entire edge of the district. Recently the Boston Environment Department in partnership with the BPDA issued an RFP for consultant support for the development of climate preparedness policy and design strategies for the South Boston Waterfront district. The RFP is intended to advance climate adaptation analysis and action through the development of district-level strategies and increased local community and stakeholder engagement. As part of the project the City will convene a stakeholder advisory committee and we anticipate the project Proponent's participation in the committee as well as cooperation with the selected consultant team in their review of existing conditions in the district and current design plans for Seaport Square. The Proponent should also maintain a level of flexibility that will facilitate the incorporation of design and zoning recommendations that result from the process.

Some design options the Proponent should begin to evaluate as adaptation measures to minimize and mitigate impacts include raising the elevation of Seaport Boulevard, public ways, plazas and related utilities. The Proponent should review options for designing flexibility into new buildings and public realm infrastructure to accommodate future changes in extent of climate hazards, such as allowing greater floor to ceiling height on ground floors to allow for additional ground floor elevation, or designing the second floor as a possible, future first floor to accommodate potential increases in area grade elevation. Open space resources, tree canopy and building materials should also be evaluated and discussed in relation to mitigating heat island effect and managing extreme precipitation events and stormwater. Given the scope and scale of development proposed, the Proponent should review opportunities for smart street infrastructure and the benefits of district energy solutions such as micro grids and combined heat and power systems for improved energy efficiency, cost savings and reliability during hazard events and interruptions in service from larger grid outages.

The following is excerpted from the BCDC minutes of March 7, 2017. Copies of informal staff notes taken during the Design Committee discussions of April 18 and May 9 can be provided upon request.

PM was recused from the next item and left, appointing DH to serve as temporary Chair. The next item was a presentation of the Seaport Square Notice of Project Change. Yanni Tsipis (YT) of WS Development introduced his associates Dick Marks, Sally Butler, and Amy Prang, as well as James Corner (JC) of JCFO and Nader Tehrani (NT) of NADAAA. YT: We should say a word about WS. We've been the retail partner, working on creating retail spaces where people want to be. The previous master plan was approved in 2010 - we've been a partner since 2007 - and has just begun to bear fruit. We purchased the interest from our partner just about a year ago (shows a diagram), and with that purchased control and care of the public realm. The Shake Shack was the first retail opening, last summer. The best experience, the best time, is when open spaces are activated (shows examples). This is how you create a great space that people love to come to; it's in our DNA as a company. A lot of great spaces have been created, like Q Park. (Notes and lists some of the critiques. Shows a diagram of the remaining parcels.) We're about halfway there - we've taken a pause. Rather than a master planning firm, we've hired a team of consultants. We feel that synergistic collaboration would have a richer result. We're working on buildings and the public realm; there's no architecture here.

JC: It's a great pleasure to meet you, and to work with WS. We're doing placemaking, rather than diagrams. A storytelling exercise. We're working with Nader on Urban Design and Architecture, and Sasaki on larger urban planning issues. (Shows connections, east to west, and then to the Harbor. Shows historic photos, and connection diagrams.) The emphasis is on how to get to the Harbor, to leverage the assets of the district. (Shows a series of diagrams.) Other parks and connections allow Harbor Way to be different. (Shows the site plan overall, noting Harbor Way, and the edges of the upper L block.) New England history, the coast - pebbles on many beaches come from very different locations. There are many, throughout Boston, on beaches. Wood, and trees, in New England. A boardwalk, with pebbles and erratics, in an allee. This is a master plan intent, not yet a design. I'm showing a story of intent. The buildings too will be shaped, form a rhythm, opening up, closing. We start with a stone floor, add a boardwalk component, scatter on the boardwalk the pebbles - some boulders, some artifacts, some art. The allee of trees is an overlay, not species specific, but gold north/south, and red east/west. A simple, powerful vocabulary. It's a 24-foot drop from Summer to Congress, with an event plaza at the bottom of the seating/stairs. (Shows a view looking toward the stairs; shows stair precedents, noting how they can be seasonally programmed. A view north, into the square, narrow, then opening.) The space inside would be dynamic. The view is very preliminary, with a range of programming ideas (shows seasonal series, shows a view in that space). A boulder, driftwood, maybe ice skating, more. Parcels L1 and L2 already have paving; we want to continue the vocabulary. (Shows a view of that - different than L1 L2 have - and continuing to parcels F/G.) Harbor Way will not be a retail mall, but an authentic part of the neighborhood. Rather than one big cultural facility, we are splintering that into a series...we will explore that. The larger connections...(shows diagrams again). A playful, informal character. (Shows a sidewalk diagram, a cross section, views. Shows a mid-block crosswalk, and a view down Seaport Boulevard. Then a birds'-eye view of the whole, down Harbor Way.)

NT: It's important to note the relationship with the context. A simple line needs to be made up of episodes. A series of spatial volumes for occupation, as a way also to create building masses. Wedging open a space, and aiming to destinations. This is a figurative exercise, larger than the sum of its parts. Hugh Ferriss terraced for light and air. Here, we are not making objects, but shaping the space. The base, mid-blocks, top - are part of the formal way of thinking about the buildings. The base - and uses,

with sizes. Strata: base, middle, top. At the base the space is intimate, defined by the relationship to shops. As you move up, the space becomes larger, and extends further. (Shows precedents of comparable spaces, overlaid, with familiar scales.) We are carving the space, giving you direct sun for long hours, 10:15 to 3:30. (View from an upper terrace.) The idea of the volume of the space that brings it all together. (Gives some stats - i.e. 8.8 acres of open space; 2.5 linear miles of active frontage.)

DH: Can we understand the differences? YT: It's very similar, a slight uptick, and +1 FAR. DC asked about the loss of vehicular connection. YT explained that it was not needed, and showed the prior plan, and some views. DH: We will have to understand the transportation, including loading, parking, etc. KS: I want to understand what you're proposing in the context of the other streets. You don't have waterfront. All that is boring. It seems to me, that this all leads to something you don't control. How do you make those last two blocks? You need to do something at parcels F/G. Open the crevasse, it's a canyon effect. A second thing - the pictures. You don't seem to have an alley; it seems disrupted. Which one is it? The square, the forest. The sight lines, I don't understand yet. It's great work, and great thinking - the question is, what do you do with it? DC: When we discussed L1 and L2, when you step off, what do you see? DH: What are we looking at? DAC: The Seaport Square Project is a Project and a PDA. We approved the overall plan, and have been looking at each Parcel as it moves forward. But this NPC is opening back up the book of the whole, so to speak. Once again looking at the larger plan, and not individual parcels.

AL: I find the armature very compelling, and the story, but obviously it doesn't need to be exactly as shown. There's a clear idea for organizing things along the way. Opening to the sky, the steps, and other episodes. The biggest departure is on parcels L3-L6, where there were linear residential blocks. One of the problems of the earlier plan was the FAA limit; how to make buildings good, twisting and turning. I worry that the block shape and size driven by commercial floorplates will make it harder to encourage housing. Commercial - when it's done at night, it's done. The bases - can some be designated residential, others commercial? As presented now, it's an uphill challenge. I.e., what if one of those blocks were divided in two. You've talked about layering vertically. You've talked about challenges, and the ideas are beautiful. But take a step back.... KS: As I was coming over, I walked by the ellipse building.... How could this possibly benefit the adjacent streets? The Seaport has become so relentless, people have maxed out. You want additional light and air on those streets. AL: I went to King's Cross. It began around a public placemaking idea. Each site different, each contributing, all exciting, and I don't remember seeing any [building] with this big a footprint. The spaces were shaped, informal. So the [modularity] - what is the piece you're designing?

DH: I agree with the comments. There are a couple of distinct topics. The traffic and parking, we noted - ideas from BTD or your consultant. You have a fantastic team. Exciting, aspiring, very beautiful ideas about landscaping and placemaking. I would like to understand how this impacts parcels D and G. F is small...if there's a way of understanding that interface. The FAR increase and massing strategy - how that's enshrined. I share Andrea's concerns. Deneen's comments are more granular: how does this interface with what's been done? The Seaport Boulevard ideas could be interesting. A model would be helpful to see. The idea of a single cultural institution, vs. a variety - I want to understand that there's air there. That's a major public [contribution]. AL: I want to understand the difference between the square footage then and now. Sustain a mix of uses - that's what will make the groundscape go. DH: The residential district began with an office...that's not necessarily what was intended. YT: I like your themed idea. With that, and hearing no public comment, the Seaport Square NPC was sent to Design Committee.



Seaport Square Urban Design + Planning

2017 Notice of Project Change

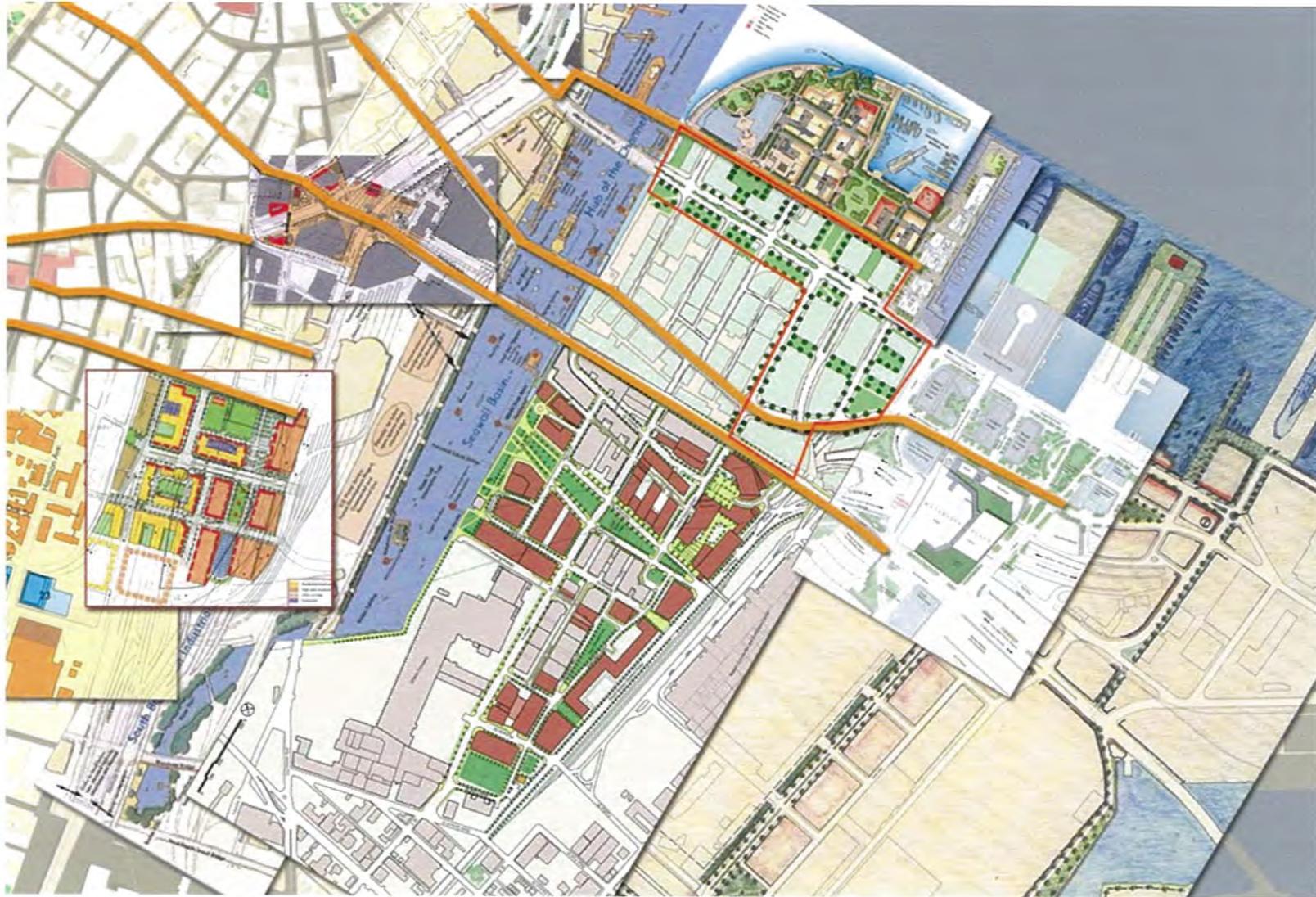


Overview

- Harbor Way and Harbor Square
- Summer Steps
- Streetscape Character
- Building Massing, Architecture, and Use Mix
- Open Space
- Climate Change and Waterfront Infrastructure

Planning Context

There is, under the framework of the Seaport Public Realm Plan, a patchwork of plans that currently govern the district with a sliding timeline of creation and implementation.



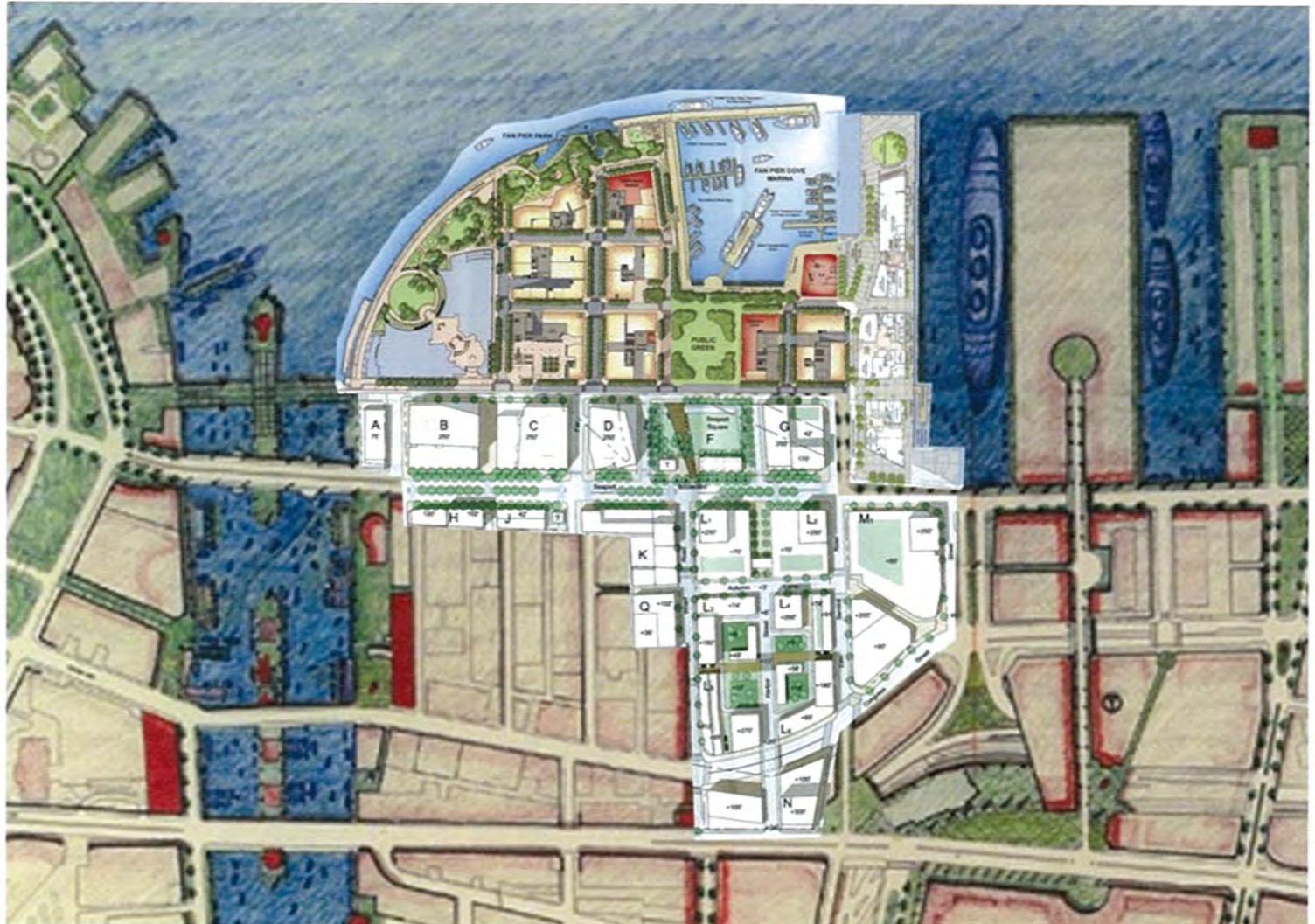
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There is, under the framework of the Seaport Public Realm Plan, a patchwork of plans that currently govern the district with a sliding timeline of creation and implementation.



Planning Context

We evaluate the proposed changes with the underlying premise that a new plan should improve the remaining Seaport Square parcels (*i.e.*, both architectural and public realm contributions), but also aspire to improve the blocks around it. The success of this development hinges on its ability to be a good neighbor; the sum of the Seaport district is inherently greater than the individual parts.



1999 South Boston Seaport Public Realm Plan

Harbor Way and Harbor Square

Harbor Way

Develop alternative scheme that works with already-constructed network of open space and amenities.

This is preferable as

- 1) an expansive public park with waterfront transportation situated directly on the harbor is the natural terminus of a signature pedestrian link to the water,
- 2) the street between Blocks F and G must be maintained for vehicular traffic, although may be designed in a manner to function as a pedestrian priority street, and
- 3) the final block of the path adjacent to the ICA is outside of the proponent's control and unlikely to redesigned/reconstructed in a manner that supports the larger conceit.

Harbor Way

Given the current context that WS is inheriting and the elimination of the N-S roadway link:

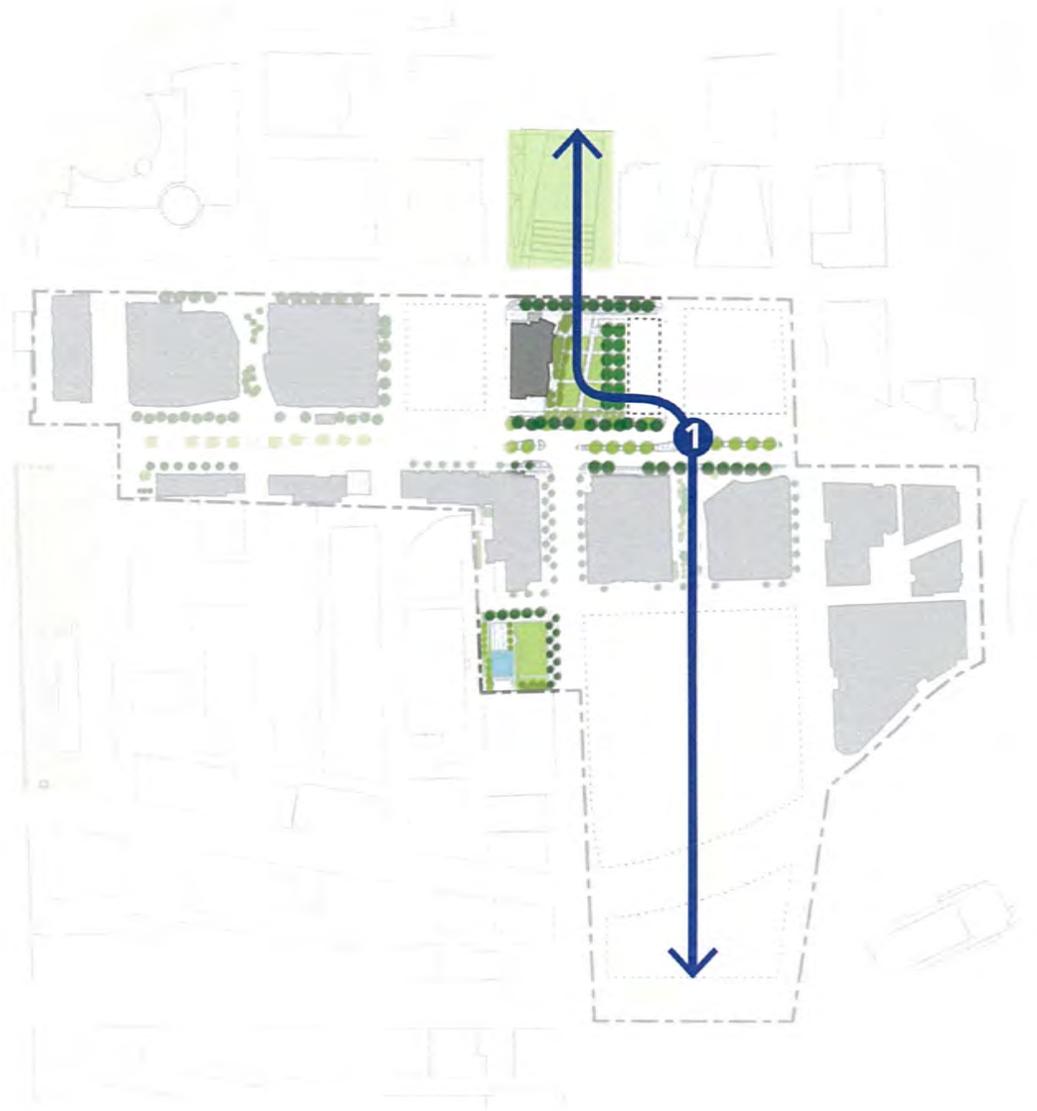
What is the best path from Summer Street to the waterfront?

There are three possibilities which originate at Summer Street and terminate at Seaport Green.



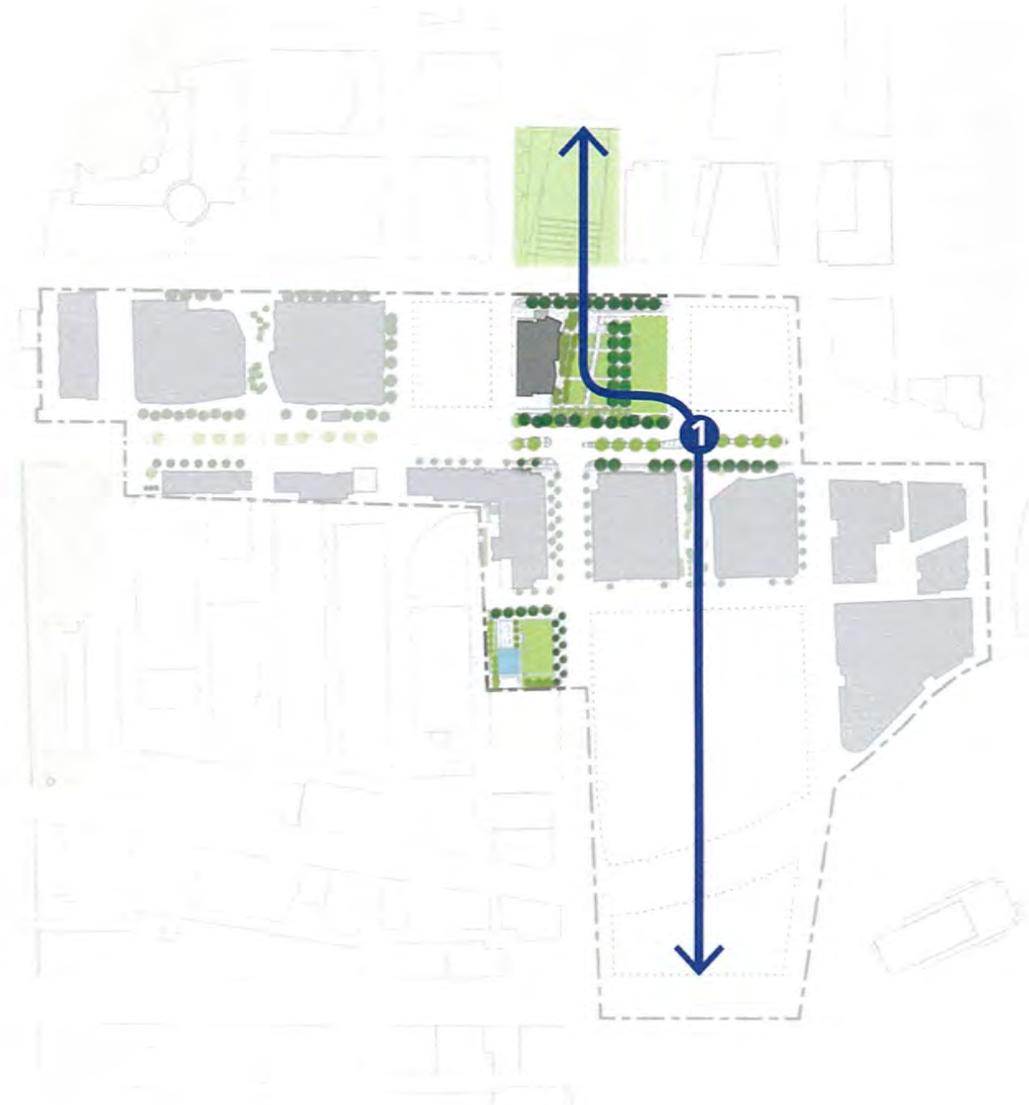
Harbor Way

- 1) Hinge point at Seaport Boulevard



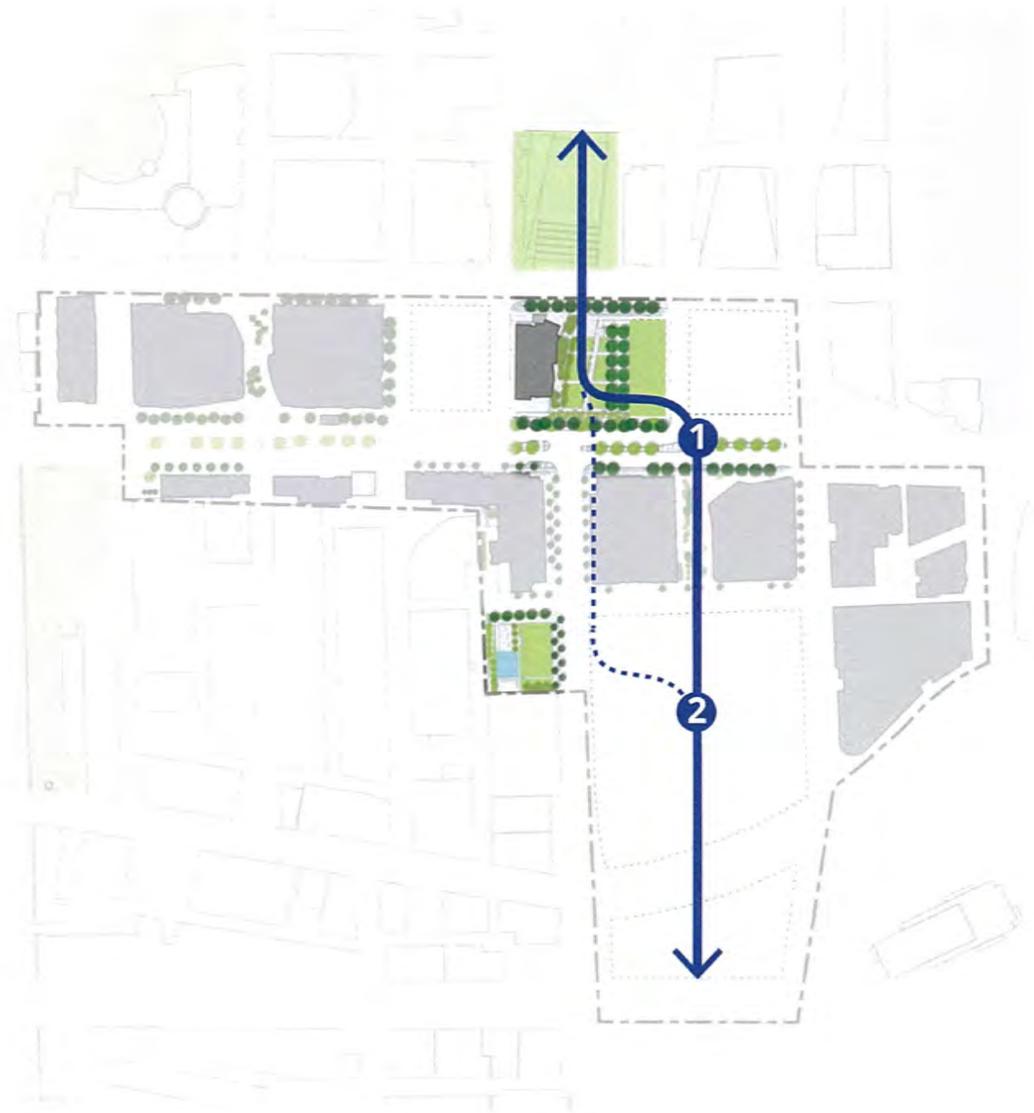
Harbor Way

- 1) Hinge point at Seaport Boulevard, facilitated by extension of open space into remainder of F block, as originally planned



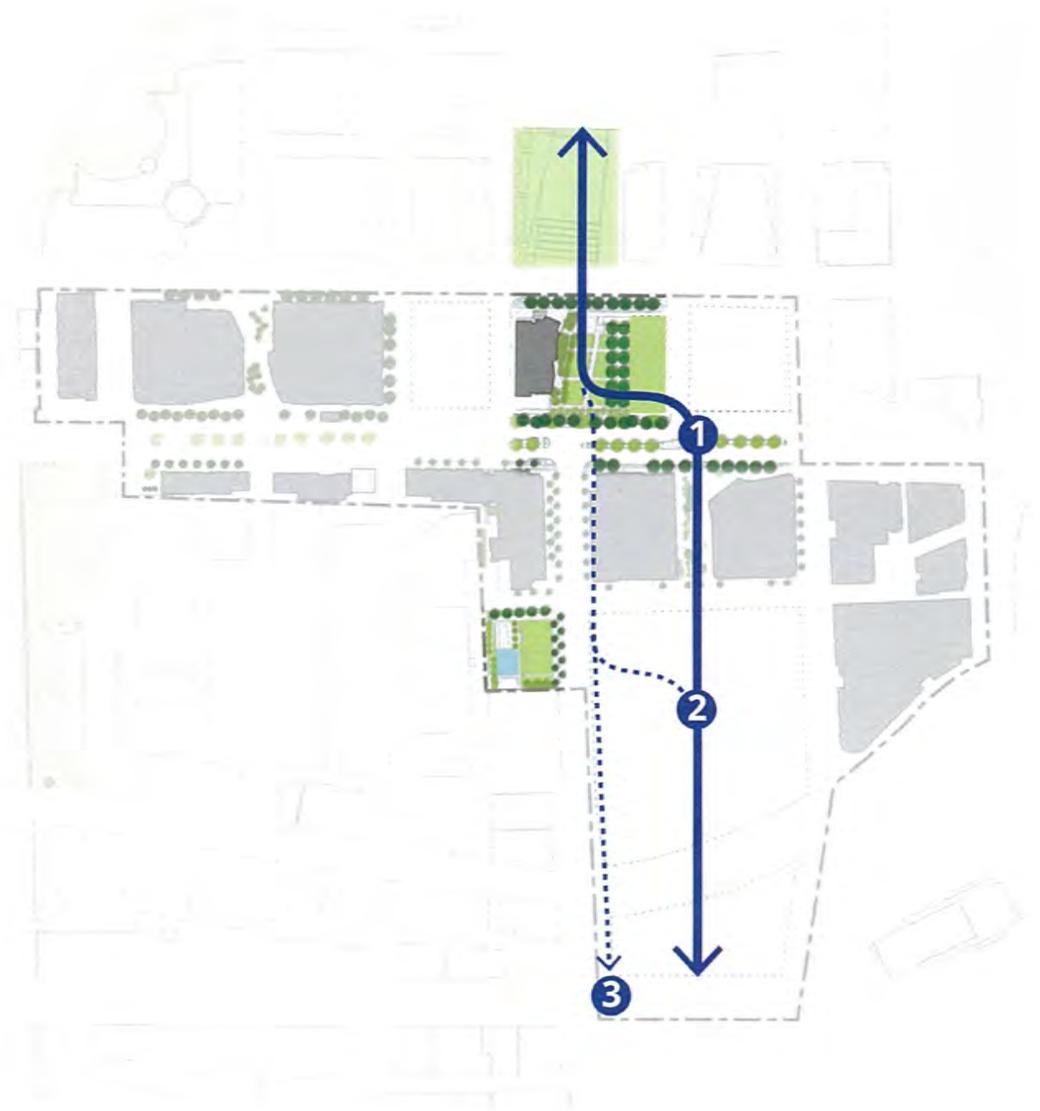
Harbor Way

- 1) Hinge point at Seaport Boulevard, facilitated by extension of open space into F block
- 2) Mid-block hinge point to redirect pedestrian movement to Q park and Boston Wharf Road



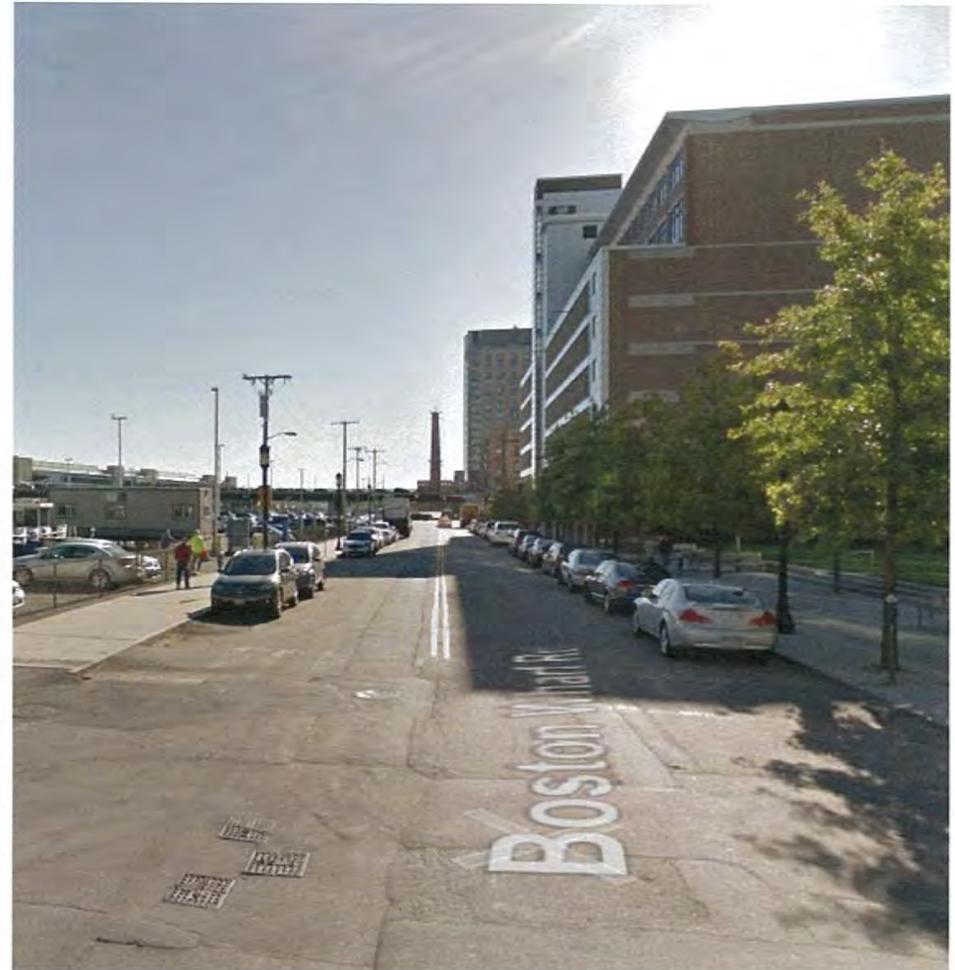
Harbor Way

- 1) Hinge point at Seaport Boulevard, facilitated by extension of open space into F block
- 2) Mid-block hinge point to redirect pedestrian movement to Q park and Boston Wharf Road
- 3) Summer Steps shift to the edge of block for Boston Wharf Road alignment and re-parcelization of L3-6 blocks

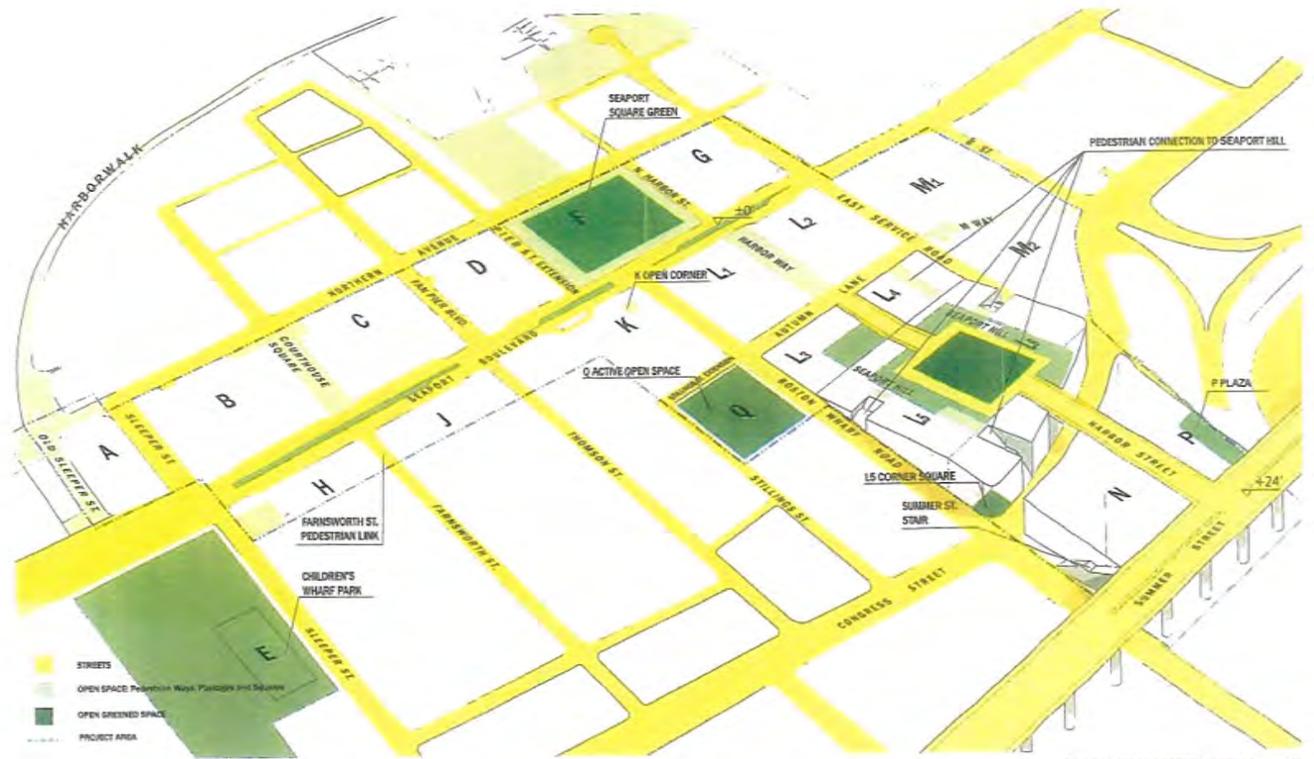


Harbor Way

- 1) Hinge point at Seaport Boulevard, facilitated by extension of open space into F block
- 2) Mid-block hinge point to redirect pedestrian movement to Q park and Boston Wharf Road
- 3) Summer Steps shift to the edge of block for Boston Wharf Road alignment and re-parcelization of L3-6 blocks, **natural terminus of Wormwood Tower at Tower Point**

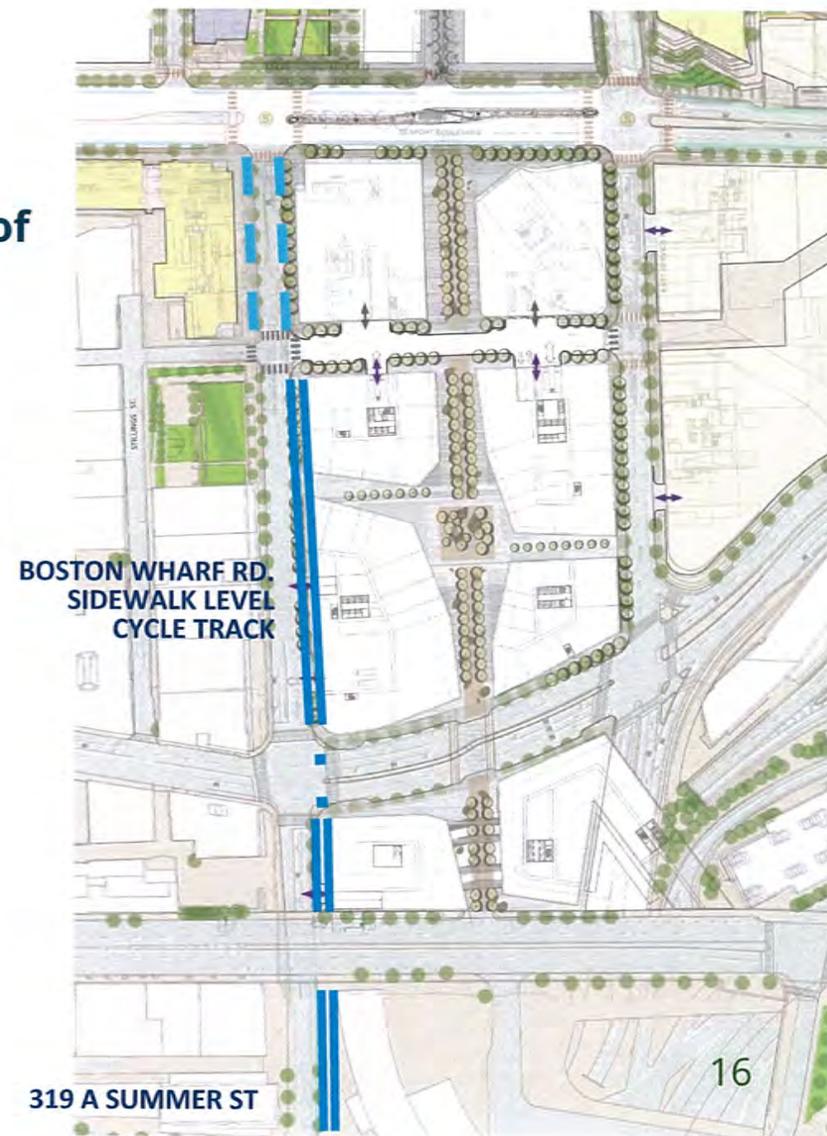


Original Open Space Plan in 2010 PDA



Pedestrian Edges and relationship to Harbor Way

- **The Boston Wharf Road and East Service Road edges of Seaport Square should be vibrant pedestrian zones with enhanced sidewalk spaces.** The Seaport Square development generally, and Harbor Way specifically, should not detract from surrounding streets and urban settings but should seek to harmonize with existing and planned built environment elements.
- Consider sidewalk grade cycle tracks on Boston Wharf Road.
- Given the loss of the Autumn Lane Elevated Connector, the proponent should extend the cycle tracks south of Congress Street to 319 A Street residential development, connecting to the envisioned 100 Acres Master Plan roadway.



Pedestrian Edges and relationship to Harbor Way

- The proponent should **evaluate a sidewalk grade cycle track on East Service Road** for northbound bikes and possible bi-directional movements.
- This cycle track will provide a direct connection to L and M Block sites and further into the ICA/Pier 4 area.

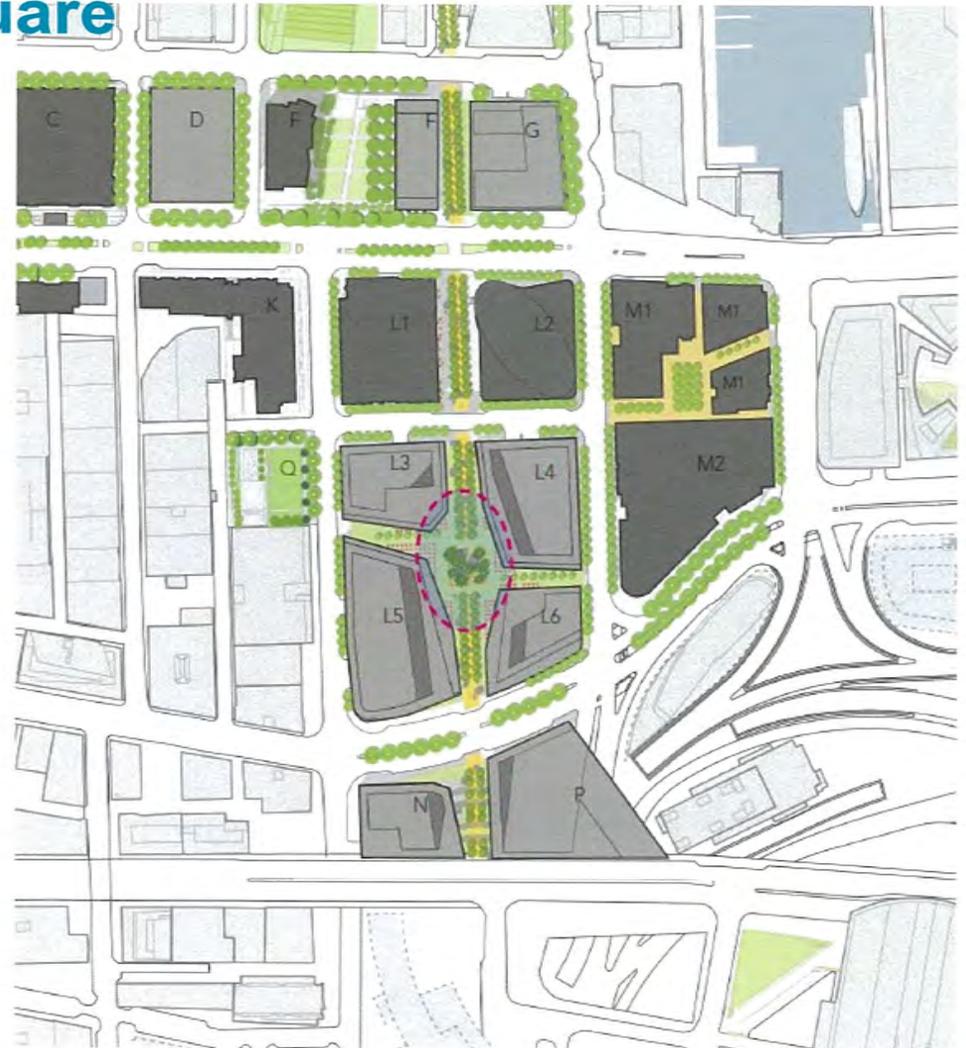


Seaport Hill Green + Harbor Square

Comments focused on 4 main themes:

1. Scale
2. Character
3. Program (active v. passive, green v. hardscape)
4. Access

Seaport Hill Green + Harbor Square



Harbor Square

- The underlying logic of the original green space was that it would serve a larger catchbasin of residents throughout the Seaport, both in and outside of the bounds of the L3-6 blocks.
- **The primary concern for the design of Harbor Square ought to be in service to the daily rhythms of residents and office workers to ensure its longevity.**



Harbor Square Character



Harbor Square Character



Harbor Square Character and Program

- **The vignettes in the NPC, while illustrative, do not capture the spatial character of the square. The intermediate scale of Harbor Square and Harbor Way spaces are tricky, and must be carefully calibrated to work with the buildings that surround them.** Also closely related to shaping of podia and massing of L3-6 blocks.
- The proponent should continue to study Harbor Way and of Harbor Square at episodic moments through detailed plan and section drawings.

PROGRAMMING



THE COPSE



SKATING RINK



GREENMARKET



FASHION SHOW

Harbor Square Character and Program

PROGRAMMING



THE COPSE



SKATING RINK



GREENMARKET



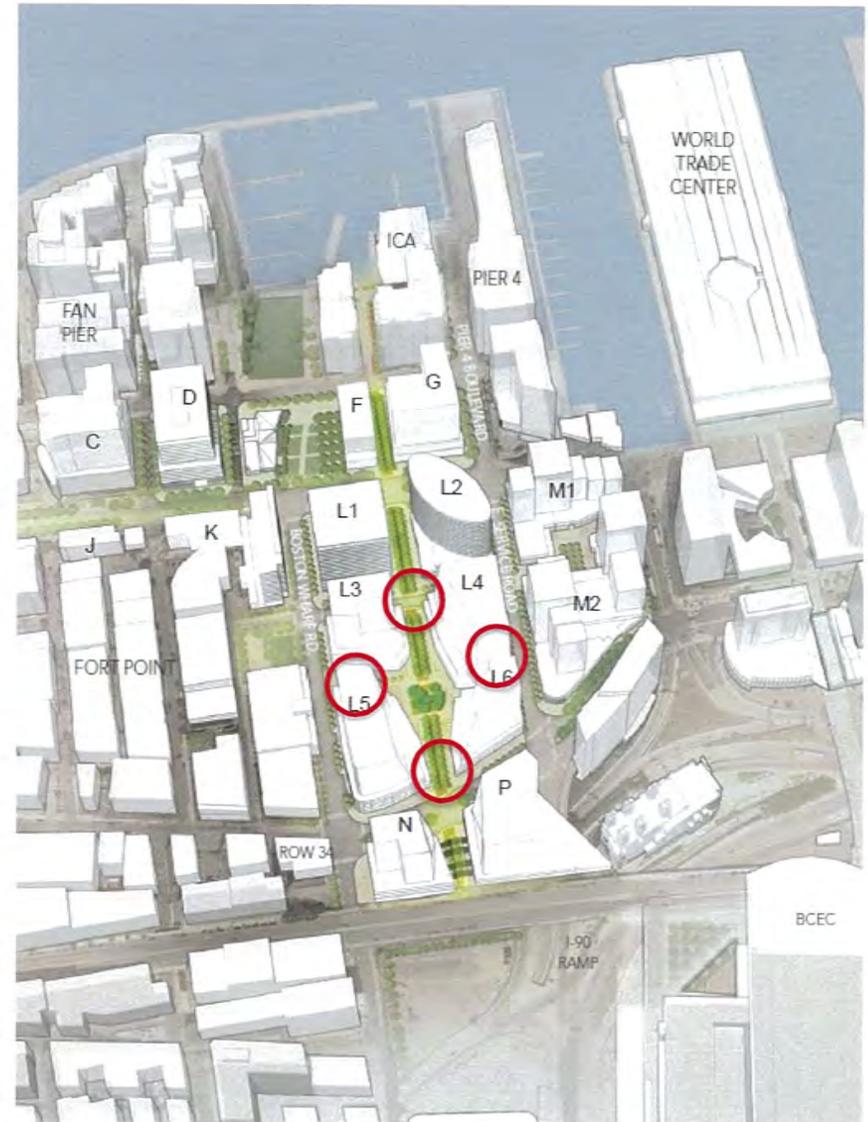
FASHION SHOW

VISION



Harbor Square Access

- Perceived privatization of Harbor Square impacted by the scale of the entrances on each side of the larger L3-6 blocks.



Harbor Square Access

- Perceived privatization of Harbor Square impacted by the scale of the entrances on each side of the larger L3-6 blocks.
- The sizing of Harbor Way is primarily a function of the desire to maximize the size of the building podia on the L-blocks and to mimic the scale of the passage between L1 and L2. **Nevertheless, are there specific cues that can be deployed at the mid-block entrances to Harbor Square to signal greater public access?** Are there strategies to diminish the size of one of the podia to create a grander entrance into Harbor Square?



Character of Harbor Square



Summer Steps



**boston planning &
development agency**

Summer Steps

The **Summer Steps** between Summer Street and Congress Street is an important pedestrian, bicycle, and transit connection between the elevated Summer Street and the rest of the Seaport district. **1) An accessible route (for persons with disabilities and for cyclists)—either embedded in the stairs (preferred) or in an adjacent building—must be provided, while also providing an equal experience (views, procession, availability) for those using it.**

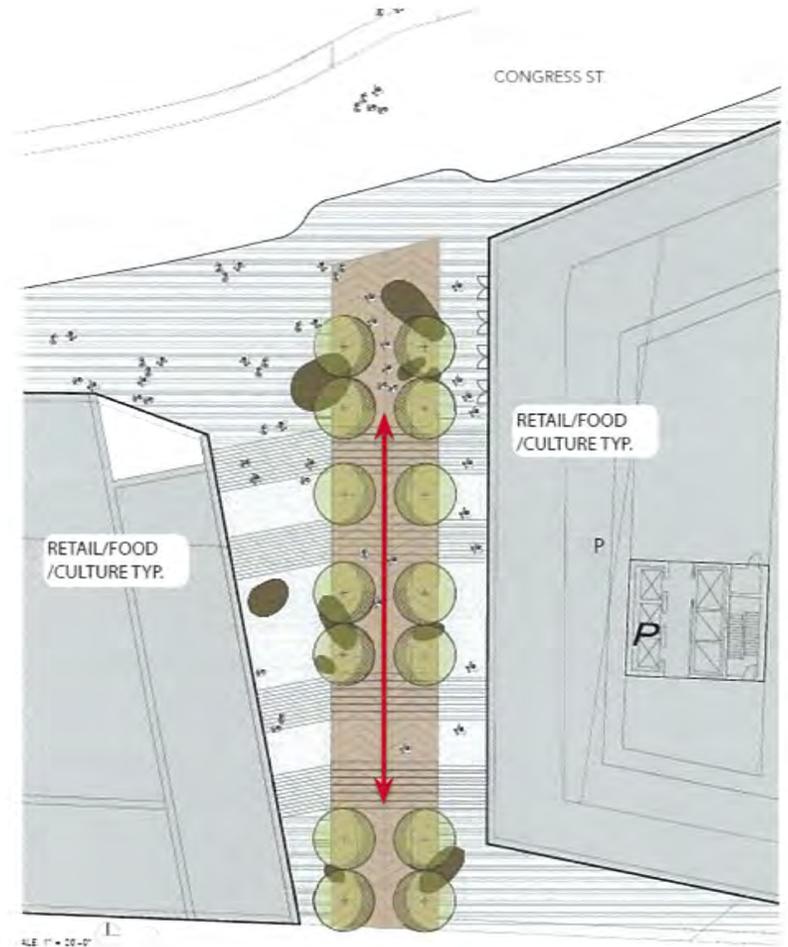
- The Summer Steps must remain open and publically accessible to pedestrians and cyclists at all times of the day and during inclement weather;
- **Americans with Disability Act (ADA)** connectivity for the staircase is a paramount concern for the City;
- **Bicycle connections** must be allowed on the Grand Staircase to enable a cohesive bicycle connection from Summer Street to the lower Seaport area; and
- As detailed in the Transit section of this document, the proponent should build an **enhanced bus station on Summer Street and a safe mid-block pedestrian crossing** at this location.

Summer Steps

As currently illustrated in the NPC, the Summer Steps have a run that uses approximately 75% of the distance between Summer Street and Congress Street. How will these stairs function? And while the run of stairs is long, the landing pad or stage/plaza at the street level appears narrow.

The success of the “Summer Steps” is linked to

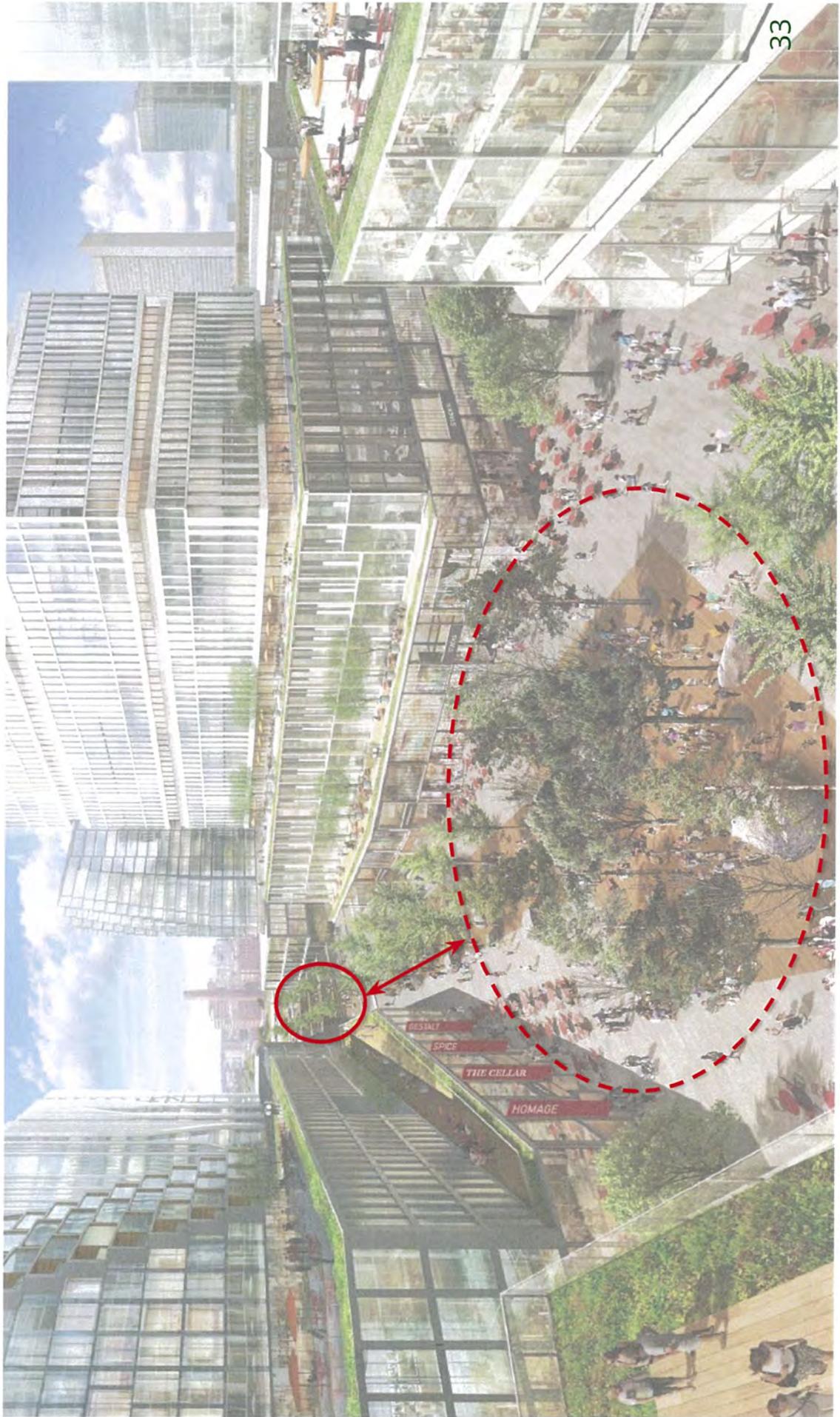
1. the architecture of Blocks N and P,
2. Harbor Way and Harbor Square,
3. a Summer Street terminus and
4. its interface with Congress Street.



Summer Steps







Summer Steps



Summer Steps

The terminus at Summer Street requires further study. The NPC envisions a “Cultural Corridor” from the BCEC to the ICA via Harbor Way.

The proponent should continue to explore whether a cultural anchor will be located at Block N or P, and if there are design, streetscape, or architectural strategies that might also signal an impactful moment of arrival at Summer Street.



Summer Steps

Any enhanced pedestrian crossing at Congress Street should be designed to be compatible with future Bus Rapid Transit (BRT), as Congress Street has long been identified as a transit priority corridor, and a priority project in the recently-released Go Boston 2030 .

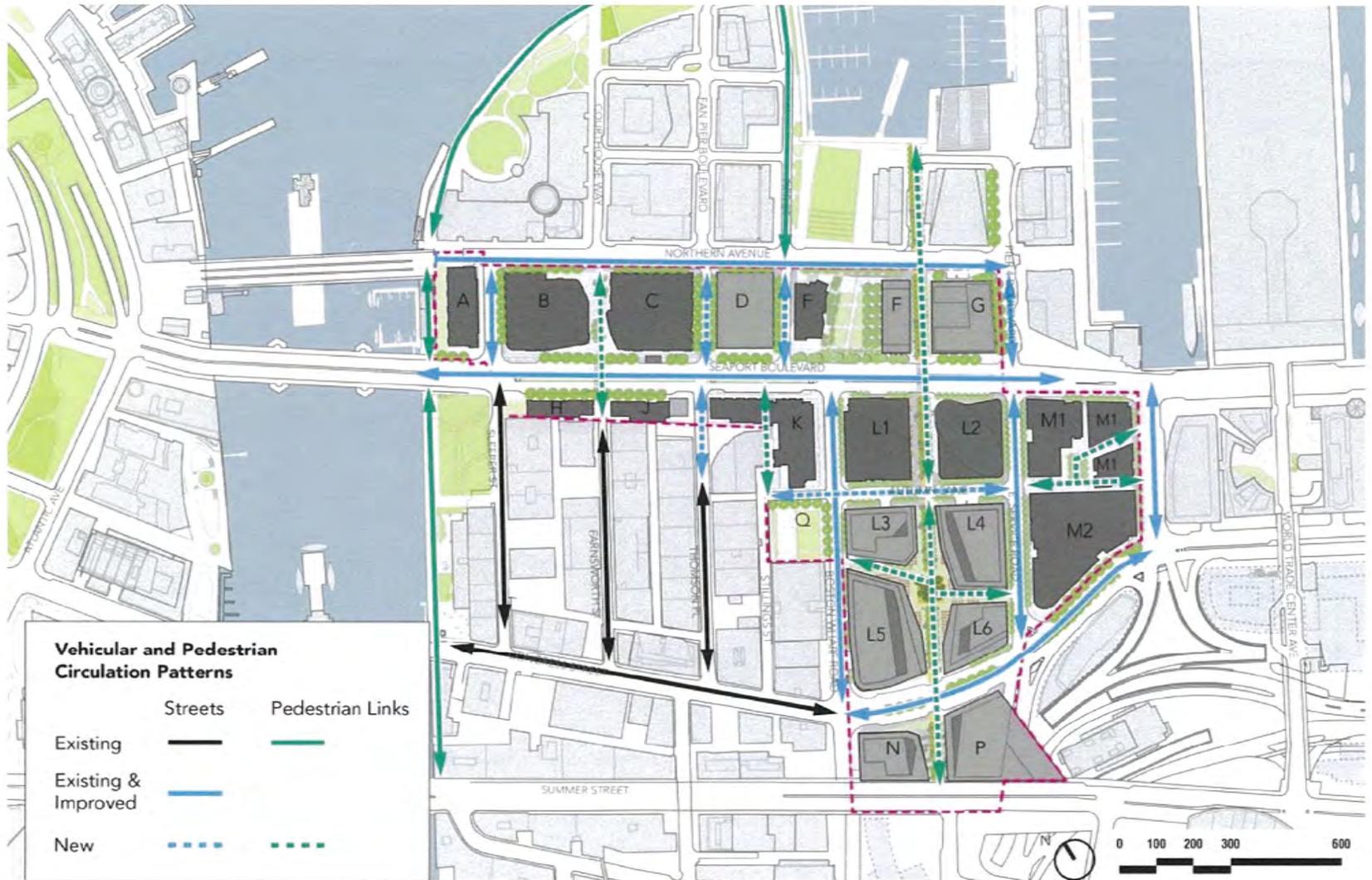
MID-BLOCK CROSSING AT CONGRESS STREET



Streetscape Character



**boston planning &
development agency**



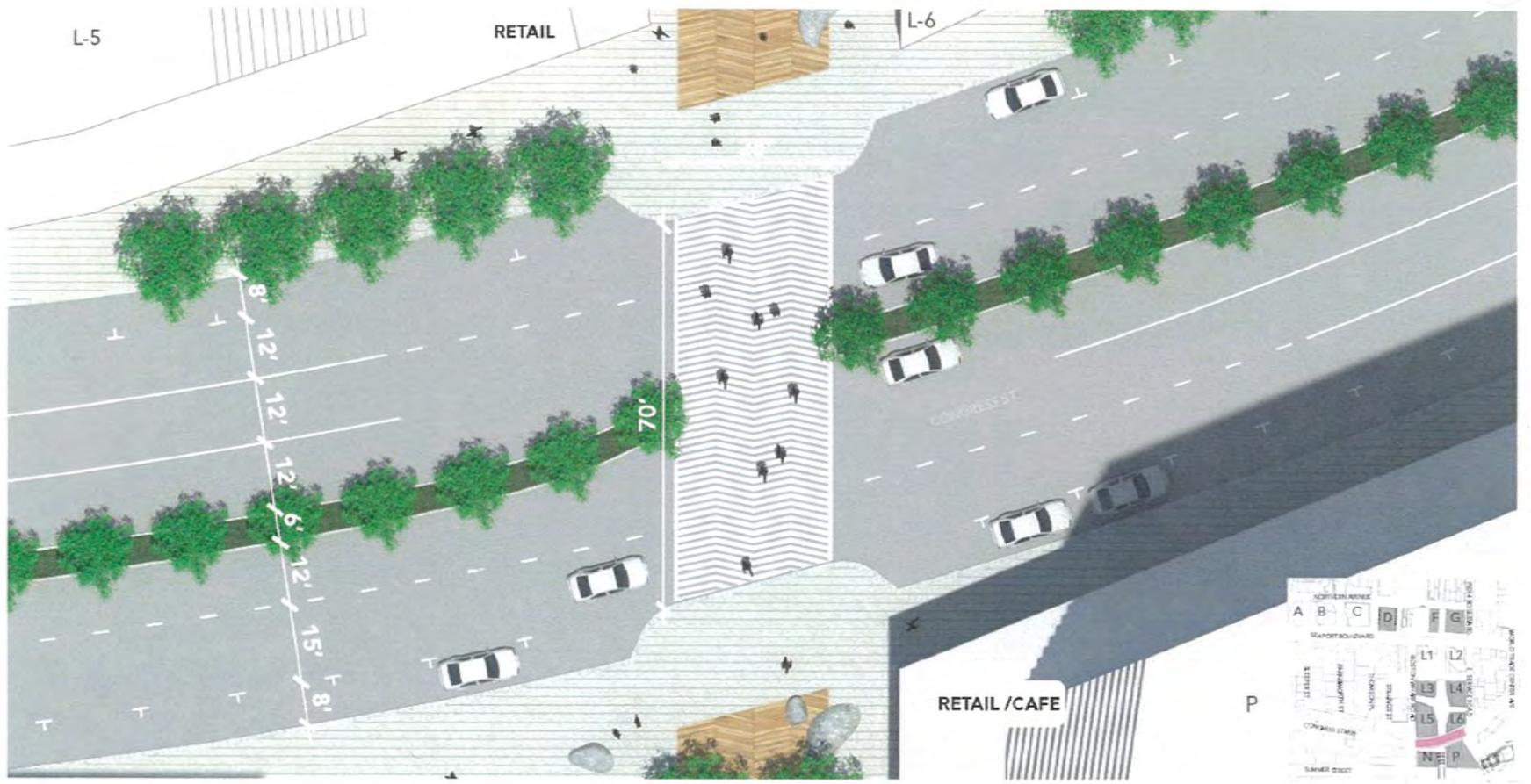
Streetscape Character | Congress Street

- A balance must be sought with the design of Congress Street as an important vehicular connection and likely future transit-priority corridor. Here, the proponent should take a multimodal approach that is inclusive, flexible, and supports the current and—as best can be imagined—future mobility conditions.
- If and where the Summer Steps intersect with Congress Street, an enhanced crossing design will be necessary. As previously mentioned, Congress Street has been identified as a priority project for BRT infrastructure. The proponent should develop a design strategy at this intersection which acknowledges the likely future condition.



MID-BLOCK CROSSING AT CONGRESS STREET

NOT TO SCALE

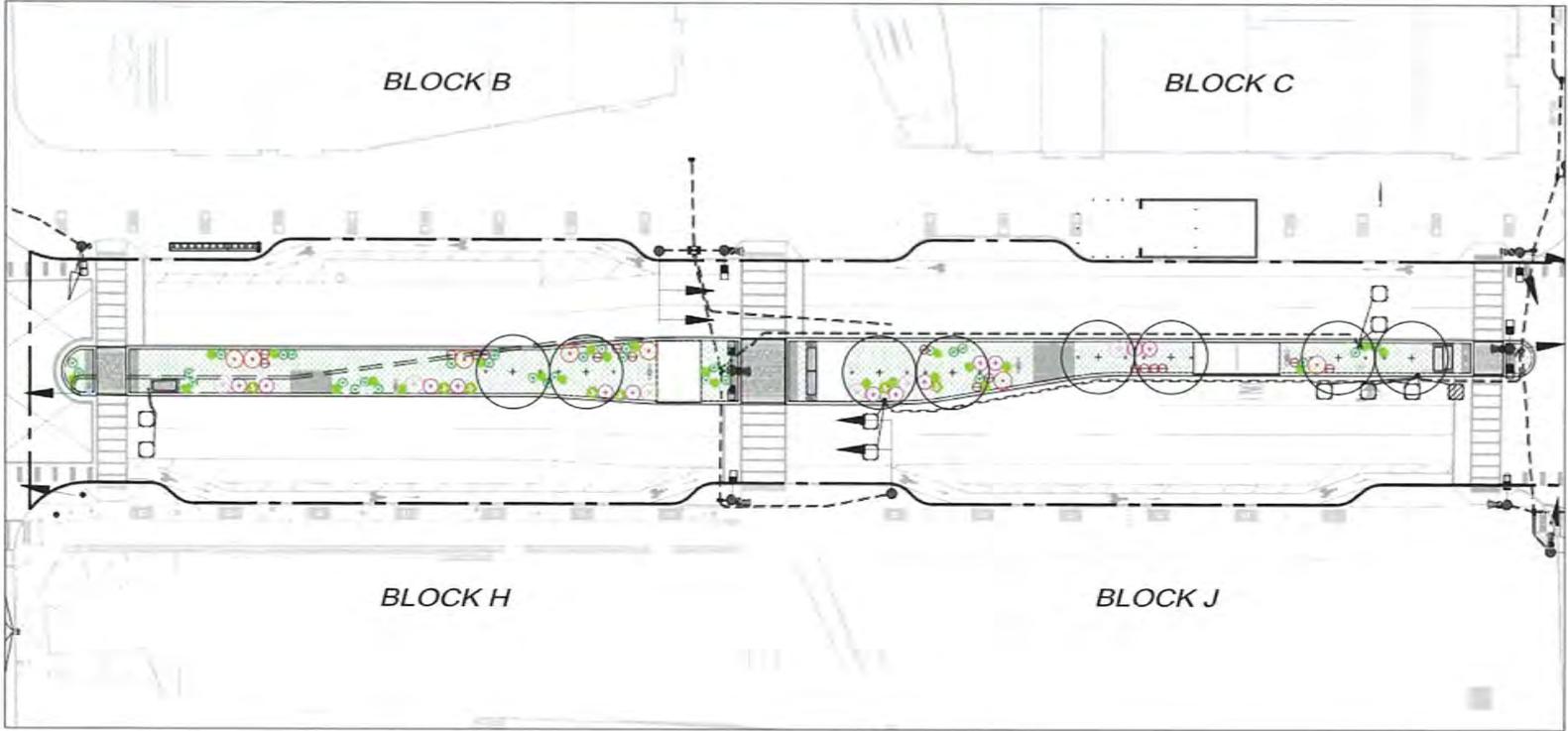


Streetscape Character | Seaport Boulevard

- We support enhanced pedestrian and protected bike accommodations, improved landscaping and street trees, and midblock crossings co-located with median art installations.
- The proponent should also study the alignment of the building streetwall on Blocks F-G and the impacts on Seaport Boulevard. This will be discussed more under building massing, but the streetwall alignment established in Blocks A-D should be pushed north at an increment which mirrors the alignment of District Hall on Blocks F-G.



Streetscape Character | Seaport Boulevard



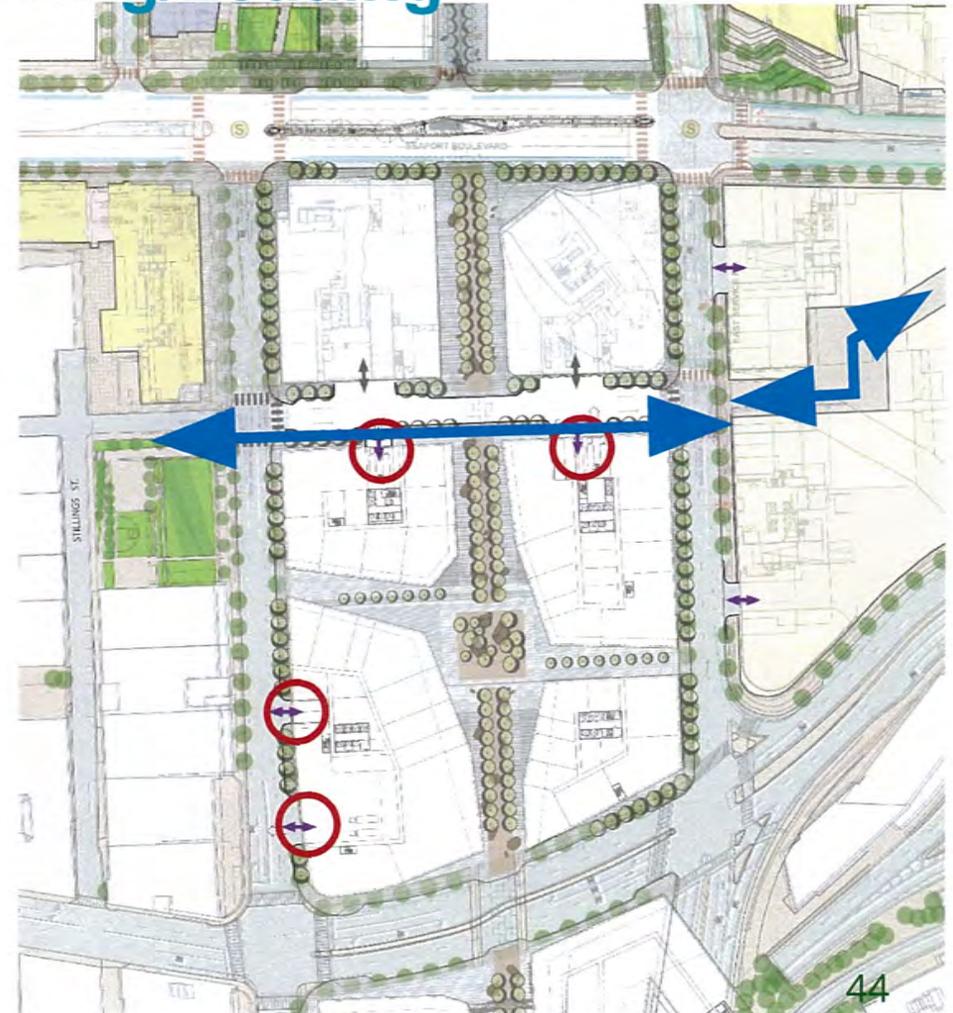
JAMES CORNER FIELD OPERATIONS 475 tenth avenue, new york, ny 10018 212-433-1450	project: BOSTON SEAPORT DISTRICT project no.: 1801	L-200 B PAGE 1 of 2 www.05012011
	B,C,H,J BLOCK - LAYOUT PLAN - INTERIM CONDITION	
	scale: 1/32" = 1'-0"	

Streetscape Character | Autumn Lane

- Further definition on the character of Autumn Lane should be explored. **Are there strategies for the design of Autumn Lane that can reinforce the desire line between Q Park/Sea Green to the M-Block courtyard?**
- The existing conditions for the L1-2 blocks have service and loading located on the north side of Autumn Lane, but how might these be counterbalanced through a carefully designed south side of the street? A street that biases one side over another may be a possible solution, but there may be others.



Autumn Lane related L Block Parking/Loading



Autumn Lane related L Block Parking/Loading



Streetscape Character | Border Streets

The proponent should develop street sections along the following border streets:

- Parcel G as it relates to 100 Pier 4 Boulevard;
- Parcels L5 and N as they relate to Boston Wharf Road and the neighboring Fort Point Historic District beyond; and
- Parcels N and P as they relate to Summer Street and the planned development in the 100 Acre Plan.

It is important to analyze a complete street section to ensure that these boundary parcels produce buildings along the 'border streets' that contribute to a well-scaled, comfortable, balanced street for all modes.



Building Massing, Architecture, and Use Mix

Building Massing, Architecture, and Use Mix

To help the BPDA, other City staff, and the public understand these changes, the Proponent should prepare a table, plan, and preferably 3D diagram that illustrates building size/massing, highlighting, where applicable, when there has been an increase in GSF and where there has been a change in land use.

Table 1-3 Seaport Square Program - Use Comparison

Development Program	2010 Project Total (GFA)	NPC Project Total (GFA)	Difference
Retail/Entertainment	1,237,100	1,123,495	(113,605)
Residential	2,840,800	3,209,000	368,200
Office/Research/Innovation	1,157,300	2,854,515	1,697,215
Hotel	859,200	476,800	(382,400)
Cultural/Civic*	243,000	16,200 (minimum)	(226,800)
TOTAL	6,337,400	7,680,010	1,342,610

*N.B.: In addition to the specific requirements noted above, Cultural Uses are intended to be interspersed throughout the NPC Project area and will be substitutable for any other Use type on any Block within the NPC Project Site. The ultimate GFA of Cultural Uses will be determined in accordance with the process described in Section 1.4.3.

- ◆ Increasing the total gross floor area of residential uses for the Project from 2.8 million sf to up to 3.2 million sf (from approximately 2,500 residential units to up to approximately 3,200 residential units) to support the continued emergence of a thriving residential neighborhood in the Seaport District;
- ◆ Increasing the total gross floor area of office/innovation uses from approximately 1.2 million sf to up to 2.9 million sf to support the continued growth of the city's innovation economy;
- ◆ Maintaining approximately 1.1 million sf of retail, restaurant, services, and entertainment uses within the Project to create a vibrant retail and dining hub serving the city's residential, business, and visitor communities alike;
- ◆ Introducing a diverse array of cultural and civic uses across the NPC Project blocks that is reflective of the carried needs and interests of Boston's arts and cultural community;
- ◆ Building a total of up to 500,000 sf of hotel uses within the Project to support the visitor economy in Boston;
- ◆ Creating Harbor Way - the pedestrian focused and amenity rich path through the L Blocks, across Seaport Boulevard and to the water's edge;
- ◆ Building the Summer Street Steps and a complementary accessible route to provide access from the elevated Summer Street corridor to Congress Street and the rest of the Seaport District;
- ◆ Reimagining the Seaport Boulevard Median design to bring a pedestrian sense of scale to the entrance of and main thoroughfare through the Seaport District; and
- ◆ Reducing the overall number of parking spaces to be constructed in order to moderate the number of vehicular trips into and out of the district on a daily basis.

Building Massing, Architecture, and Use Mix

DEVELOPMENT CONTEXT

RESIDENTIAL

- 1 50 LIBERTY DRIVE
- 2 22 LIBERTY DRIVE
- 3 PIER 4 PHASE 3
- 4 150 SEAPORT BOULEVARD
- 5 ZERO FARNSWORTH
- 6 319 A STREET
- 7 399 CONGRESS STREET
- 8 WATERSIDE PLACE 1B
- 9 MASSPORT PARCEL K
- 10 FAN PIER PARCEL H

OFFICE/ RESEARCH

- 11 PIER 4 PHASE 2
- 12 22 BOSTON WHARF ROAD
- 13 CHANNEL CENTER STREET
- 14 RAYMOND L. FLYNN MARINE PARK PARCEL Q1
- 15 INNOVATION SQUARE AT NORTHERN AVENUE
- 16 BOSTON DESIGN CENTER
- 17 FAN PIER PARCEL E

HOTEL

- 18 MASSPORT PARCEL D2
- 19 RAYMOND L. FLYNN MARINE PARK PARCEL A
- 20 MASSPORT PARCEL K



Proposed Densities

Table 1-1 Project Program (including NPC Project changes) – Uses by Block

Block	Total (GFA)	Retail / Entertainment (GFA)	Residential (GFA)	Office / Research (GFA)	Hotel (GFA)	Educational/ Cultural (GFA)
Block A*	85,800	-	-	-	85,800	-
Block B*	980,000	230,000	750,000	-	-	-
Block C*						
Block D	499,400	69,400	-	425,000	-	5,000
Block F	121,000	58,000	-	63,000	-	-
Block G	671,800	85,800	581,000	-	-	5,000
Block H*	22,400	-	-	16,200	-	6,200
Block J*	99,000	-	-	-	99,000	-
Block K*	298,732	23,732	275,000	-	-	-
Block L1*	455,300	20,925	-	434,375	-	-
Block L2*	432,038	59,638	-	372,400	-	-
Block L3	422,000	56,000	366,000	-	-	TBD
Block L4	523,540	81,000	-	442,540	-	TBD
Block L5	722,000	112,000	-	610,000	-	TBD
Block L6	343,000	51,000	-	-	292,000	TBD
Block M1*	1,012,000	125,000	887,000	-	-	-
Block M2*						
Block N	422,000	72,000	350,000	-	-	TBD
Block P	566,000	75,000	-	491,000	-	TBD
Block Q	4,000	4,000	-	-	-	-
Total	7,680,010	1,123,495	3,209,000	2,854,515	476,800	16,200 (minimum)

Developed Blocks noted with *

Table 1-2 Seaport Square Program – Total Comparison by Block

Block	2010 Project Total (GFA)	Project Total (including NPC Project changes) (GFA)
Block A*	85,800	85,800
Block B*	440,600	980,000
Block C*	620,000	
Block D	465,200	499,400
Block F Park Pavilion	9,200	121,000
Block G	537,800	671,800
Block H*	24,300	22,400
Block J*	98,800	99,000
Block K*	288,400	298,732
Block L1*	494,500	455,300
Block L2*	415,500	432,038
Block L3	230,300	422,000
Block L4	274,200	523,540
Block L5	363,200	722,000
Block L6	248,100	343,000
Block M1*	543,800	1,012,000
Block M2*	439,200	
Block N	347,700	422,000
Block P + Air Rights	410,800	566,000
Block Q	0	4,000
Total	6,337,400	7,680,010

Developed Blocks noted with *

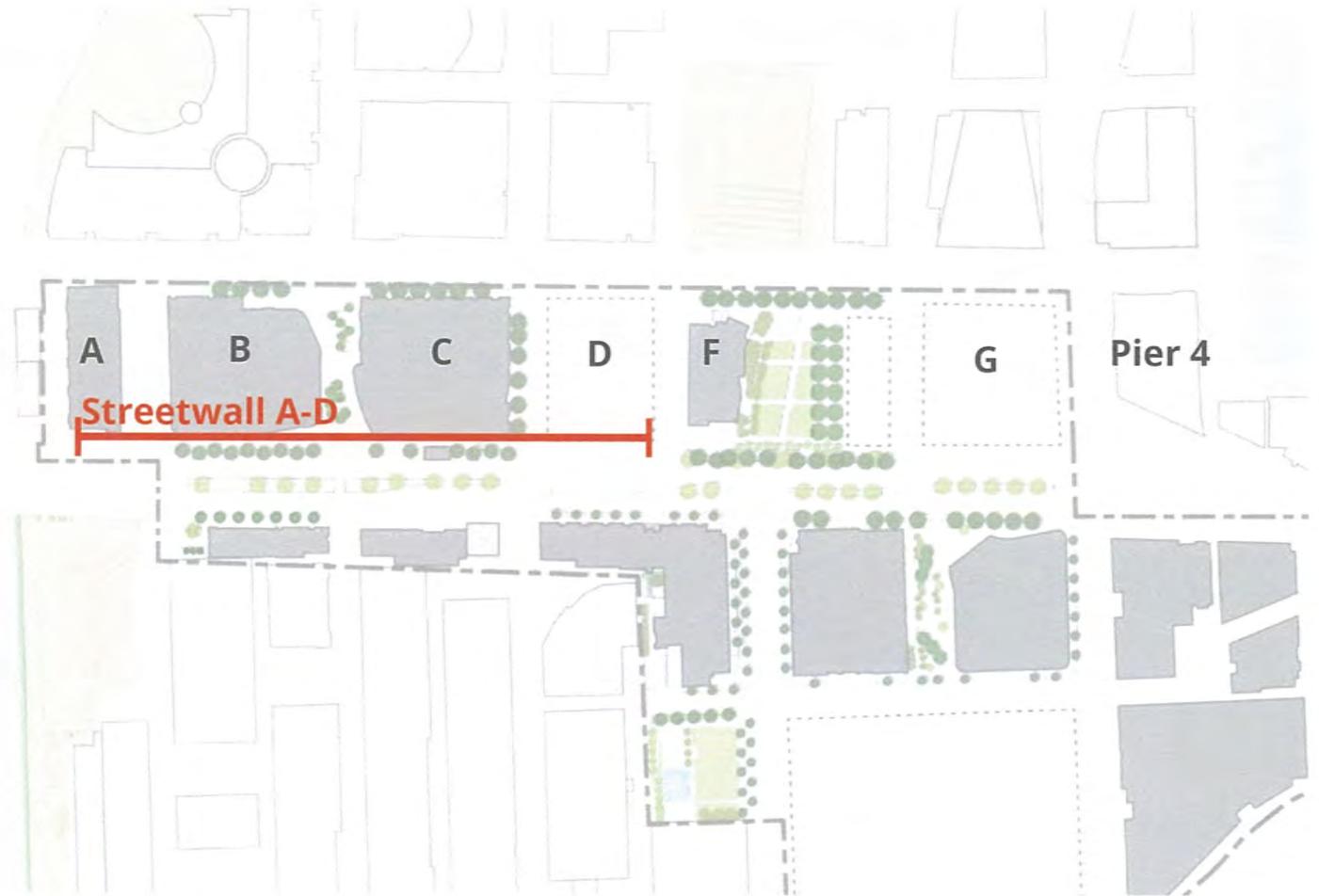
G Block



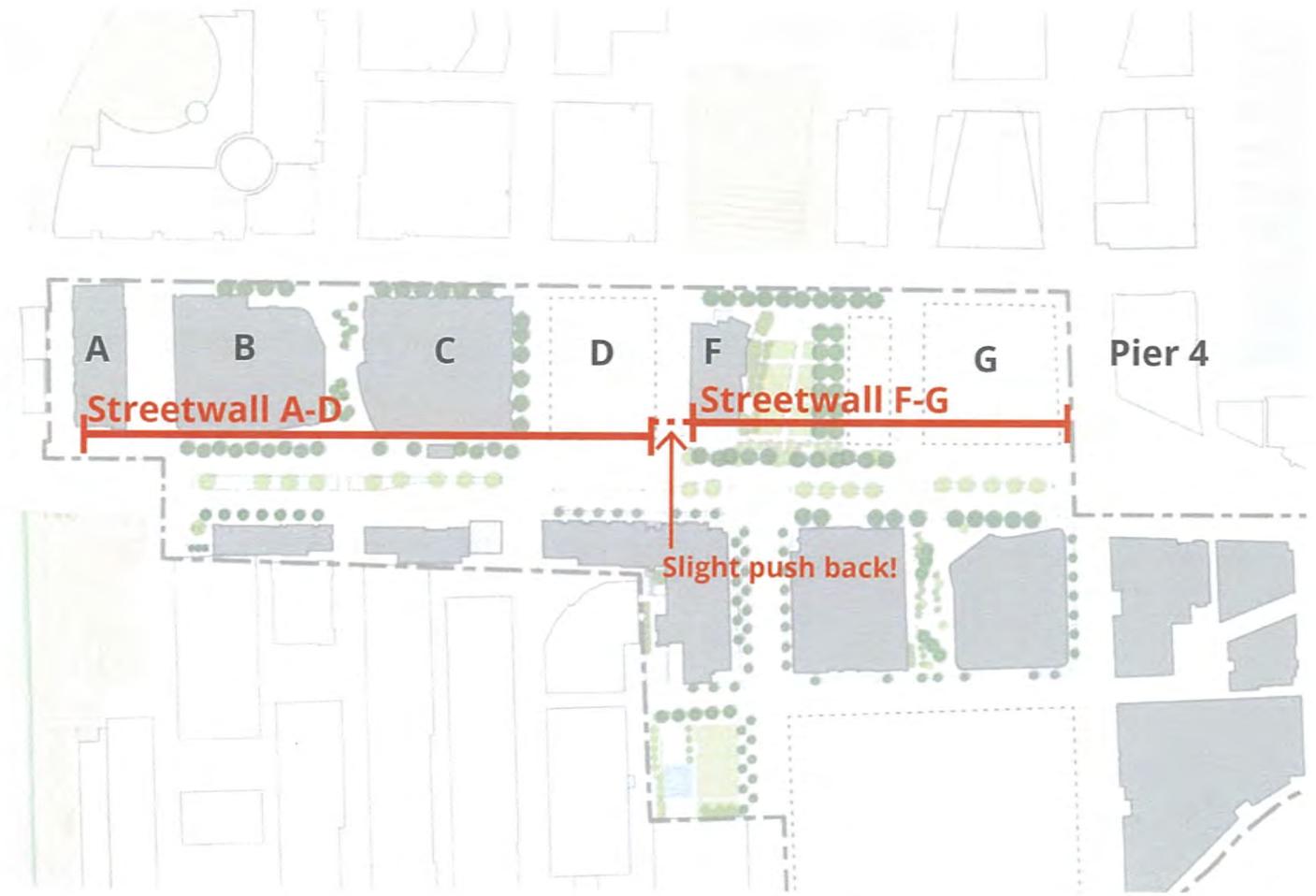
Streetwall Alignment



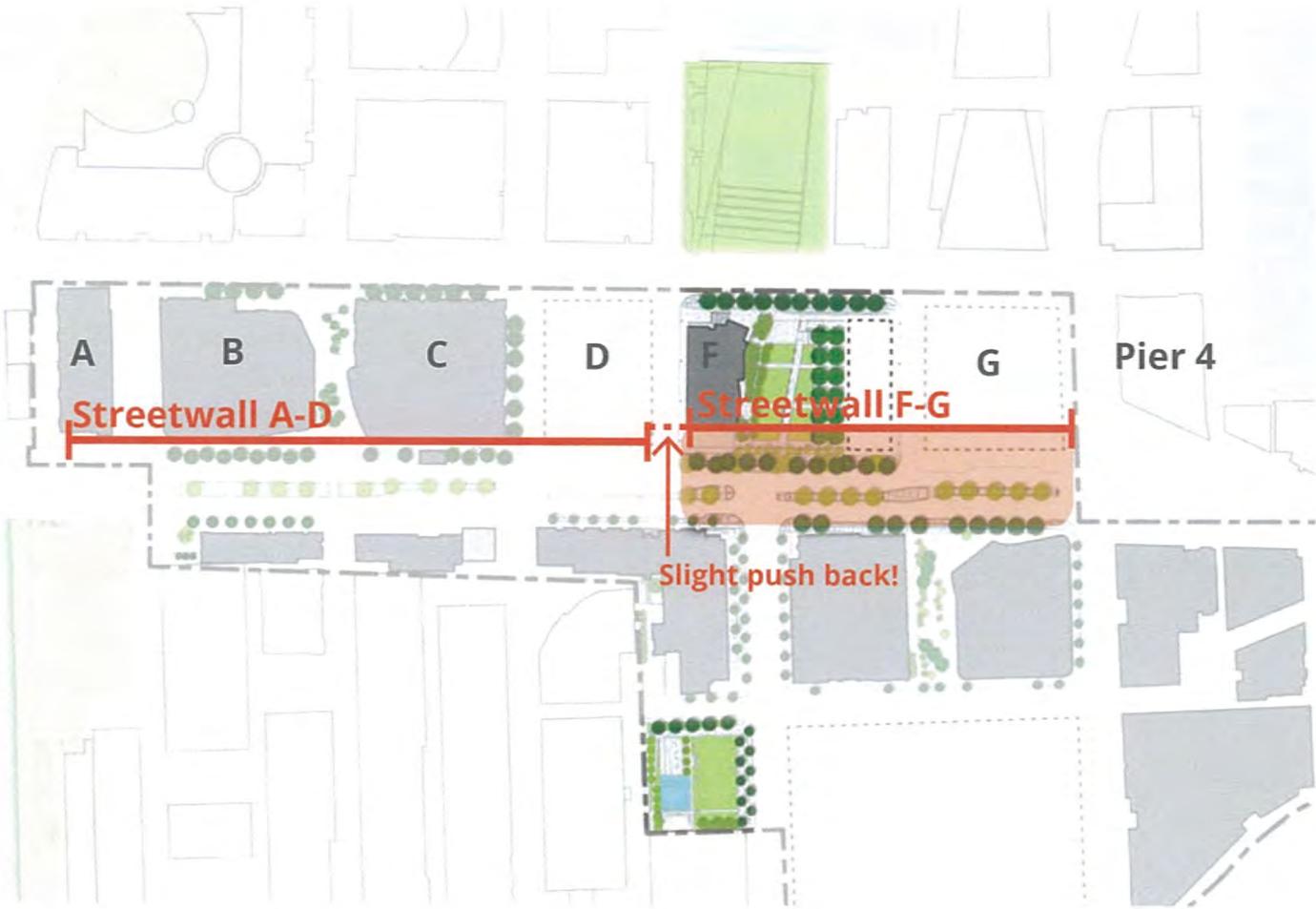
Streetwall Alignment



Streetwall Alignment



Streetwall Alignment



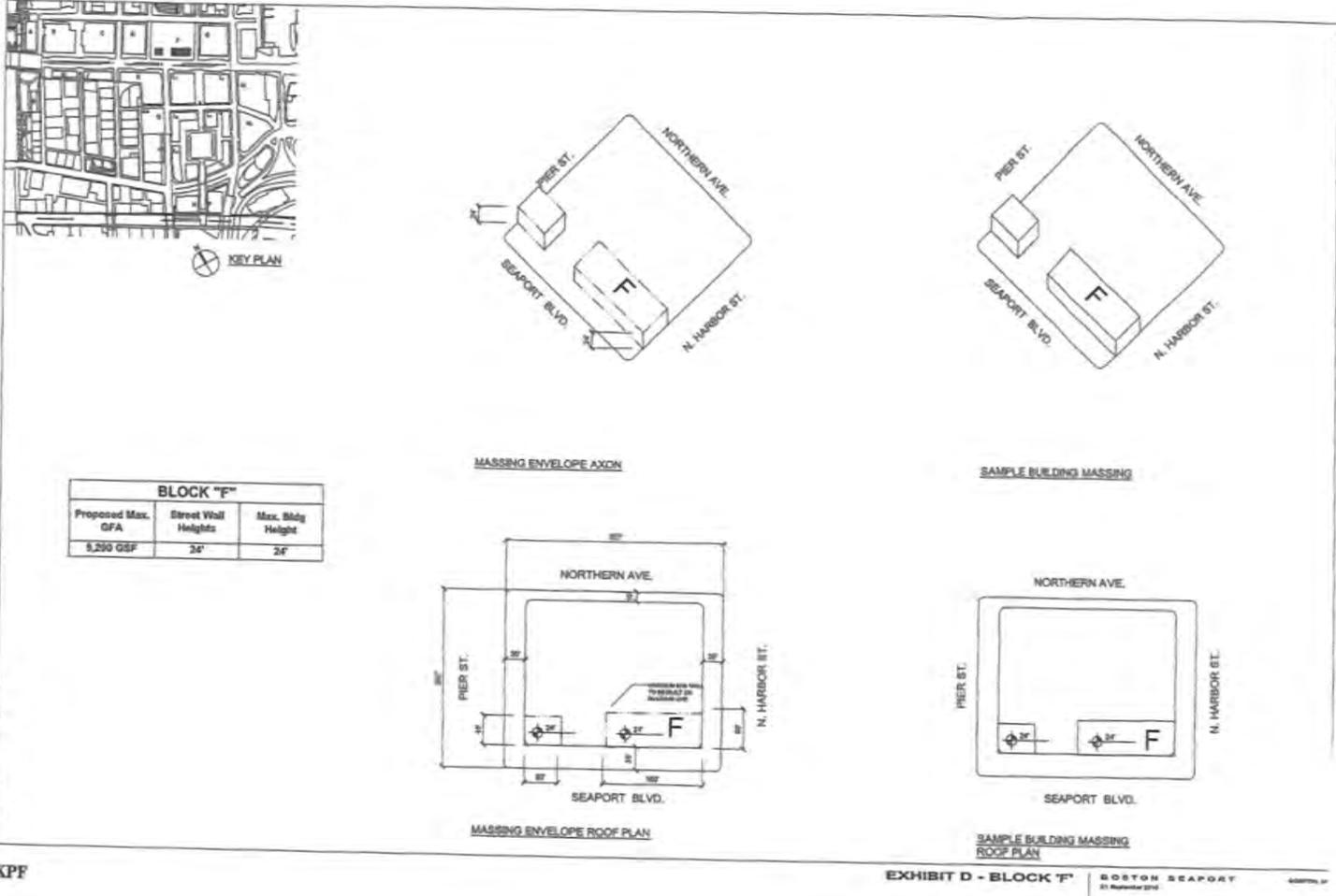
Streetwall Alignment



Pier 4



F Block



F Block

Block	Approved Uses	Public Realm Improvements
BLOCK F (during Interim Period and after Interim Period)	<ul style="list-style-type: none"> Innovation Uses Open Space Uses, including memorials, water features Park Pavilion: Local Retail/Services Uses: Restaurant Uses Public and Accessory parking Civic/Community and Cultural Uses, open to the public Educational Uses, open to the public Transportation Uses 	<ul style="list-style-type: none"> Innovation Center Seaport Square Green Seaport Boulevard Improvements (area adjacent to Block and corresponding median) Other sidewalk improvements, including wide sidewalks with pedestrian amenities adjacent to Green Sidewalk Improvements (adjacent portions of Northern Avenue, Pier Street, North Harbor Street) Northern Avenue Improvements (area adjacent to Block) Massachusetts Fallen Heroes veterans memorial



BLOCK "F"		
Proposed Max. GFA	Street Wall Heights	Max. Building Height
23,500 Retail*	38'	38'

* Does not include Innovation Center or MBTA headhouse

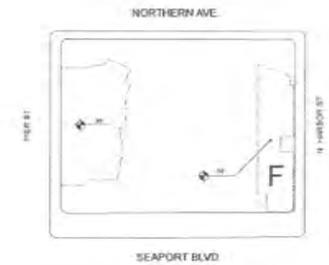
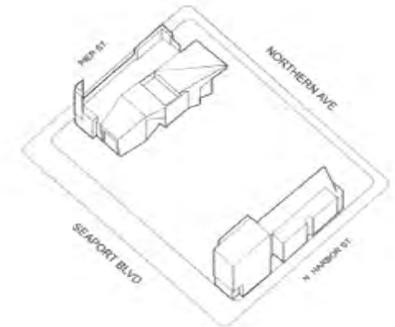
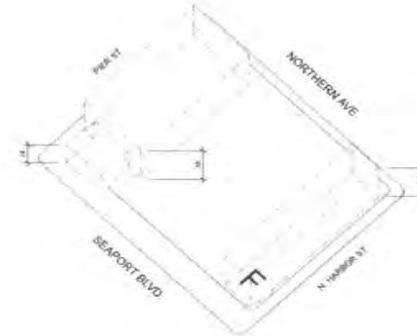


EXHIBIT D - BLOCK "F"
SEAPORT SQUARE

06.24.14

F Block

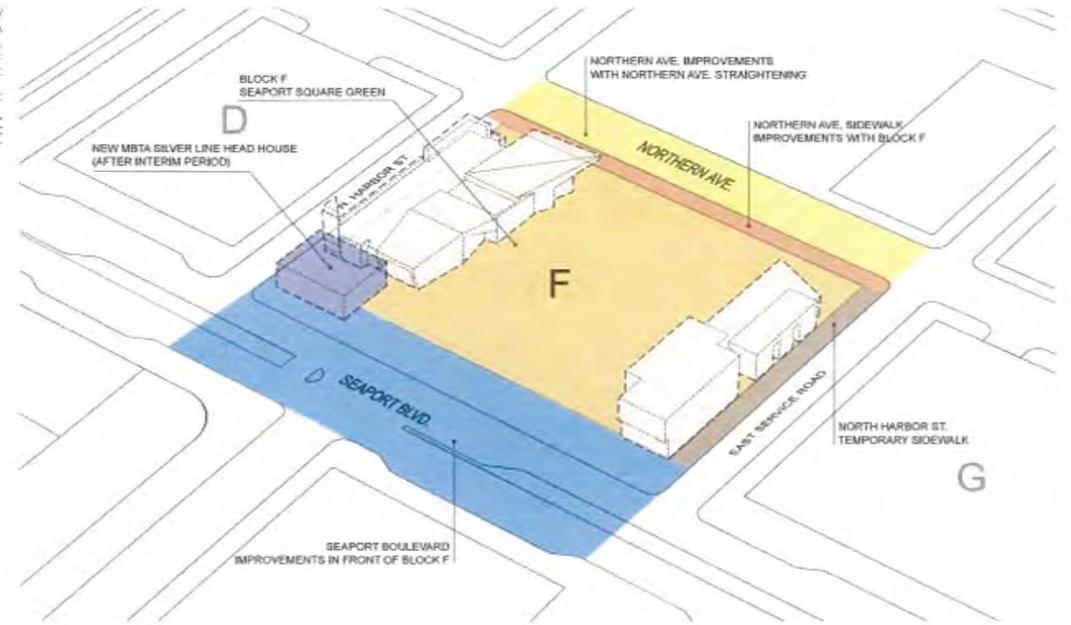
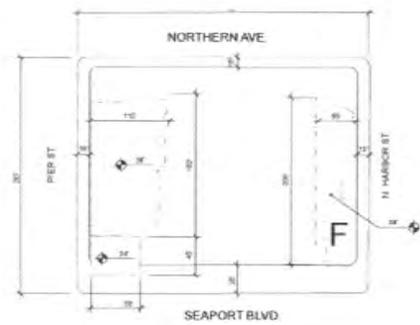
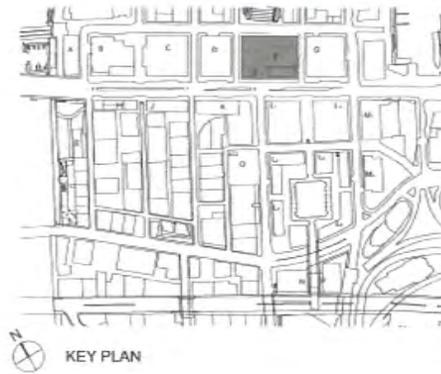


EXHIBIT E - BLOCK "F"
SEAPORT SQUARE
06.24.14

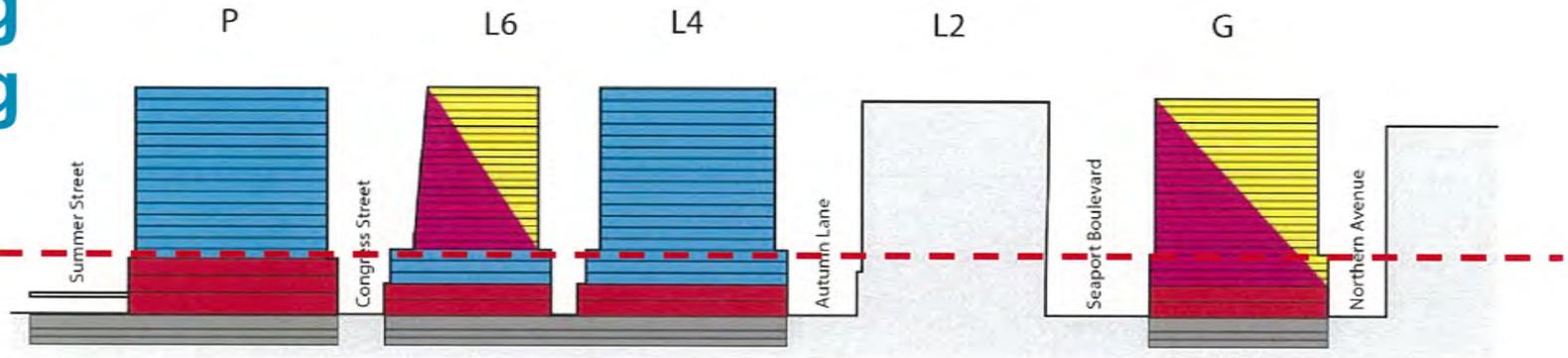
L Blocks

- **Conversion of residential to office use**
- **Doubling of density from 1.1M GSF to 2M GSF**
- **Concentration of Office Use and impacts on Harbor Square**
- **Uniformity of building podia height**
- **Single or multiple authorship of multi-building complex**
- **Bi-directional shaping of buildings from both inside and outside**
- **Shadow impacts to Harbor Square**
- **Multi-story retail podia and associated signage impacts**



Building Massing

Single datum
for podia
massing



Elevation 2 : East Service Road



N and P Blocks

Blocks N and P will serve an important function as multi-directional gateway parcels;

- 1) they will frame the proposed Summer Steps from atop Summer Street,
- 2) they will act as a terminus to Harbor Way, where more of their facades may be potentially visible (looking south from the proposed Harbor Way),
- 3) they will be visible looking east from Congress Street, marking a transition from Fort Point (particularly Block P).



N and P Blocks



N and P Blocks



Open Space

Proposed Plan



Imagine Boston 2030 Waterfront Vision



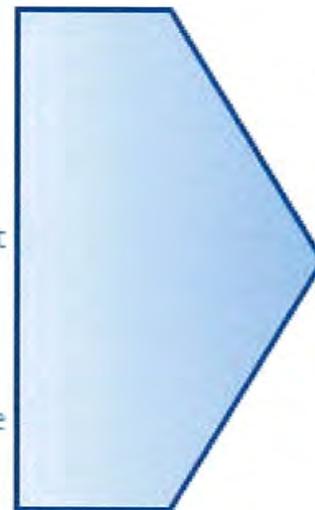
- **Over 1,700 people participated in waterfront visioning through Imagine Boston 2030's community engagement**
- **These identified priorities coalesced into a Waterfront Vision and Guiding Principles**
- **Nine citywide opportunities can help move forward this vision and principles**
- **Together these can help ensure a vibrant waterfront for future generations**

Imagine Boston 2030 Waterfront Citywide Opportunities

The vision and principles of Imagine Boston 2030's Waterfront can be realized through nine often overlapping opportunities, such as:

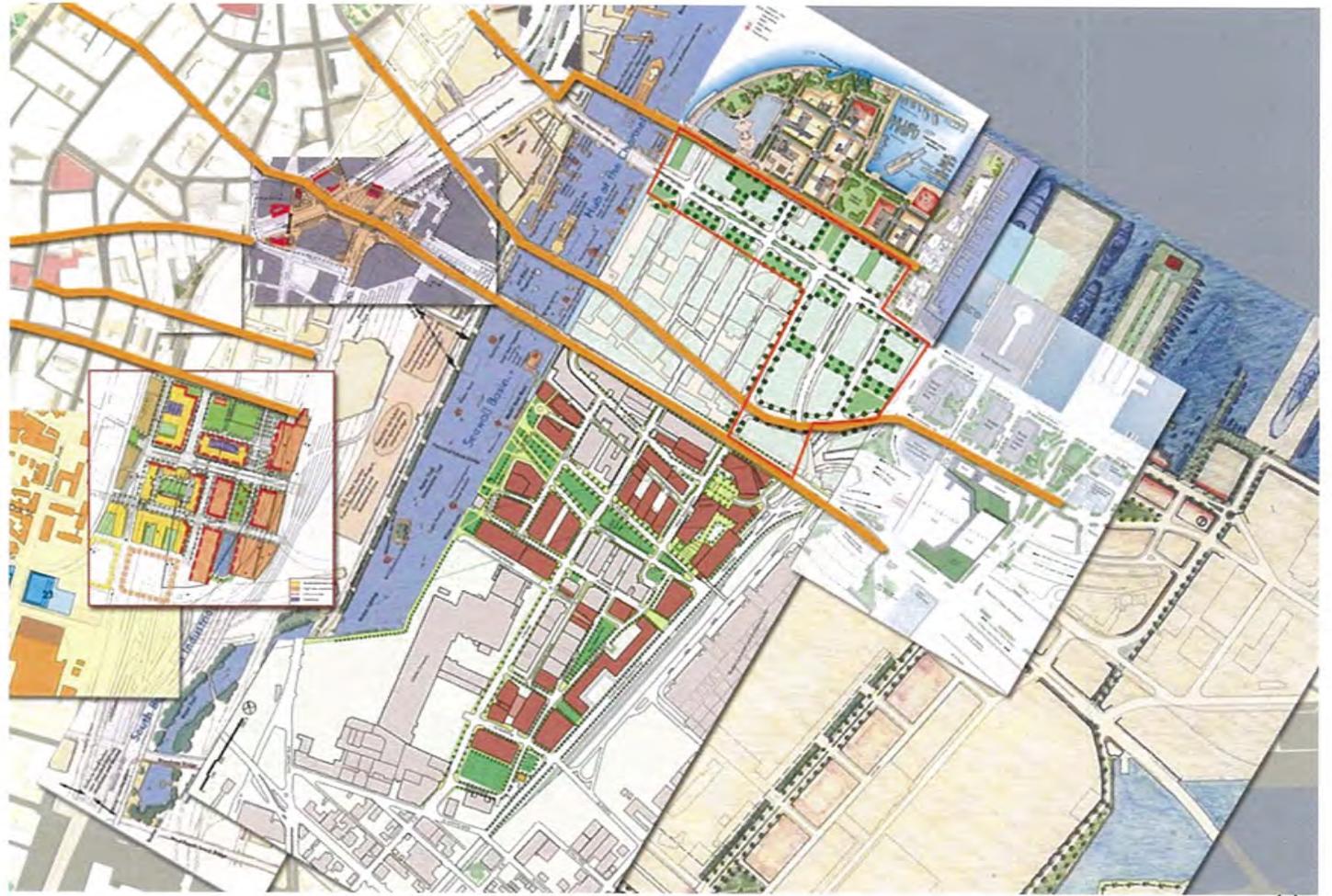
Opportunities:

1. Create signature new open spaces that leverage underutilized waterfront sites
2. Form networks of connected open spaces and cultural destinations
3. Grow the diversity of experiences along stretches of the waterfront
4. Expand connections between neighborhoods and the waterfront
5. Strengthen and expand waterfront housing and job centers
6. Develop local climate resilience plans to prepare existing and expanded neighborhoods
7. Create flood protection systems that provide multiple benefits
8. Apply new, sustainable models for the creation and maintenance of public waterfront areas
9. Deploy proactive zoning and create a predictable entitlement process for greater public benefits



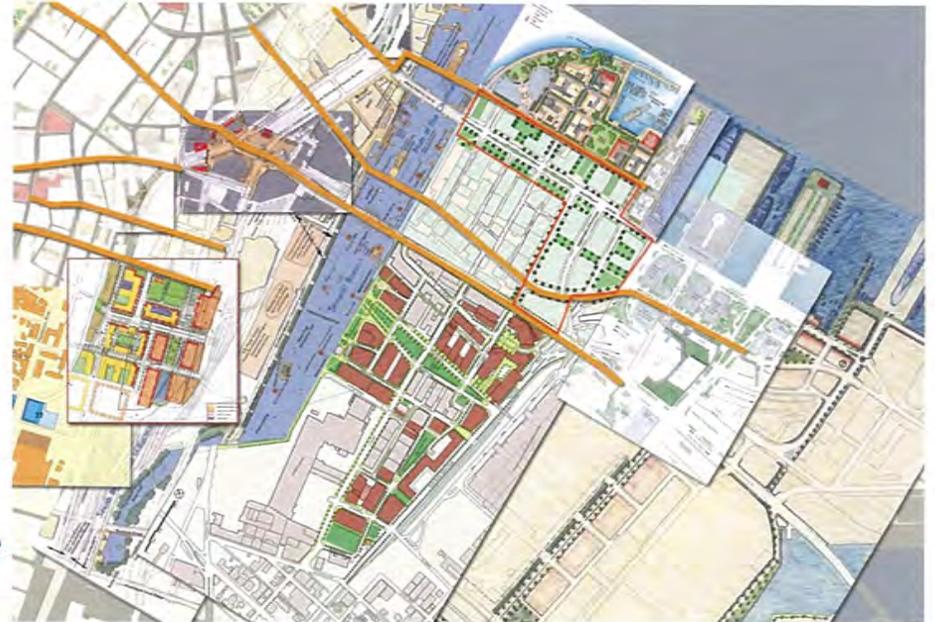
- A Resilient Waterfront: Opportunities 6 & 7
- A Waterfront for All: Opportunities 1, 2, 3, 4, & 5
- A Waterfront with Strong Stewardship: Opportunities 8 & 9

Composite Map of Area Planning



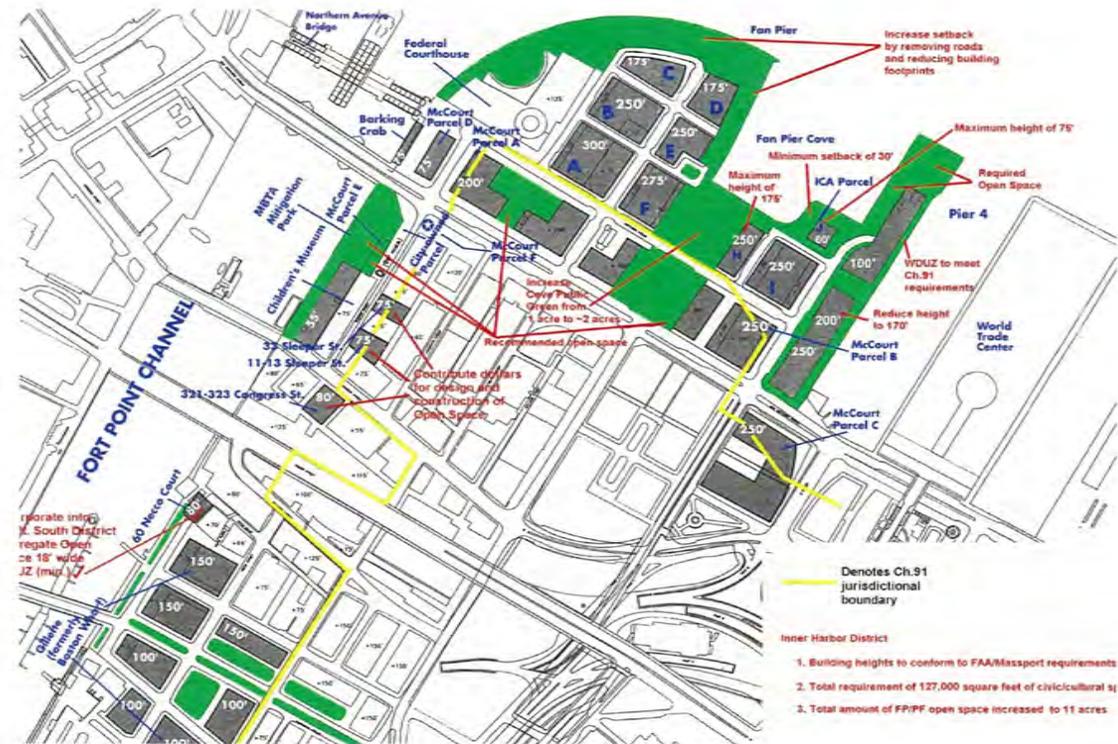
Open Space Planning Guidance

- **Maintain a lot coverage of no less than 65 percent;**
- **Complementing open space and public access on adjacent properties;**
- **Expanding the sense of water inland;**
- **Maintaining and promoting the physical, visual and functional connections between the waterfront and area neighborhoods.**



South Boston MHP

- Open space outside of Chapter 91 jurisdiction in the Seaport Square Development area should be located adjacent to the Fan Pier Public Green.
- The synergies between Seaport Square Green and Fan Pier Public Green are intended to aggregate and locate large open spaces proximate to the MBTA head house, ferry terminal, ICA and Harborwalk along Fan Pier cove.



Planned Development Area No. 78

- Seaport Square Green (Seaport Common) be greater than 57,000 square feet or 1.3 acres and
- Seaport Hill Green (Harbor Square) be greater than 55,000 square feet or 1.26 acres
- These open spaces in combination with Courthouse Square (14,500 square feet) and Q Park (29,000 square feet) create a system of open space and connections that fulfill many of the planning objectives and requirements of the Seaport Public Realm Plan and MHP.



They also comprise a significant portion of the 8.6 acres of open space defined in PDA 78.

- 37% open space is required in PDA 78,
- 28% meets the definition of open space in Article 42E by excluding streets.
- The 28% amounts to nearly 6.5 acres of open space with the four primary spaces making up 3.56 acres.
- Well over half of the open space is in the form of aggregated large parcels with the remaining 3 acres in the form of sidewalks and pedestrian networks.



NPC proposes to maintain the 37 percent open space or 63% lot coverage, and proposes to add 0.5 acres of open space to bring the count up to 7 acres.

- While this is a modest increase in open space we note that the signature open spaces have been reduced, including the Seaport Square Green (Seaport Common) by almost half.
- We suggest that the proponent increase open space particularly for the largest two spaces, Seaport Square Green (Seaport Common) and Seaport Hill Green (Harbor Square).



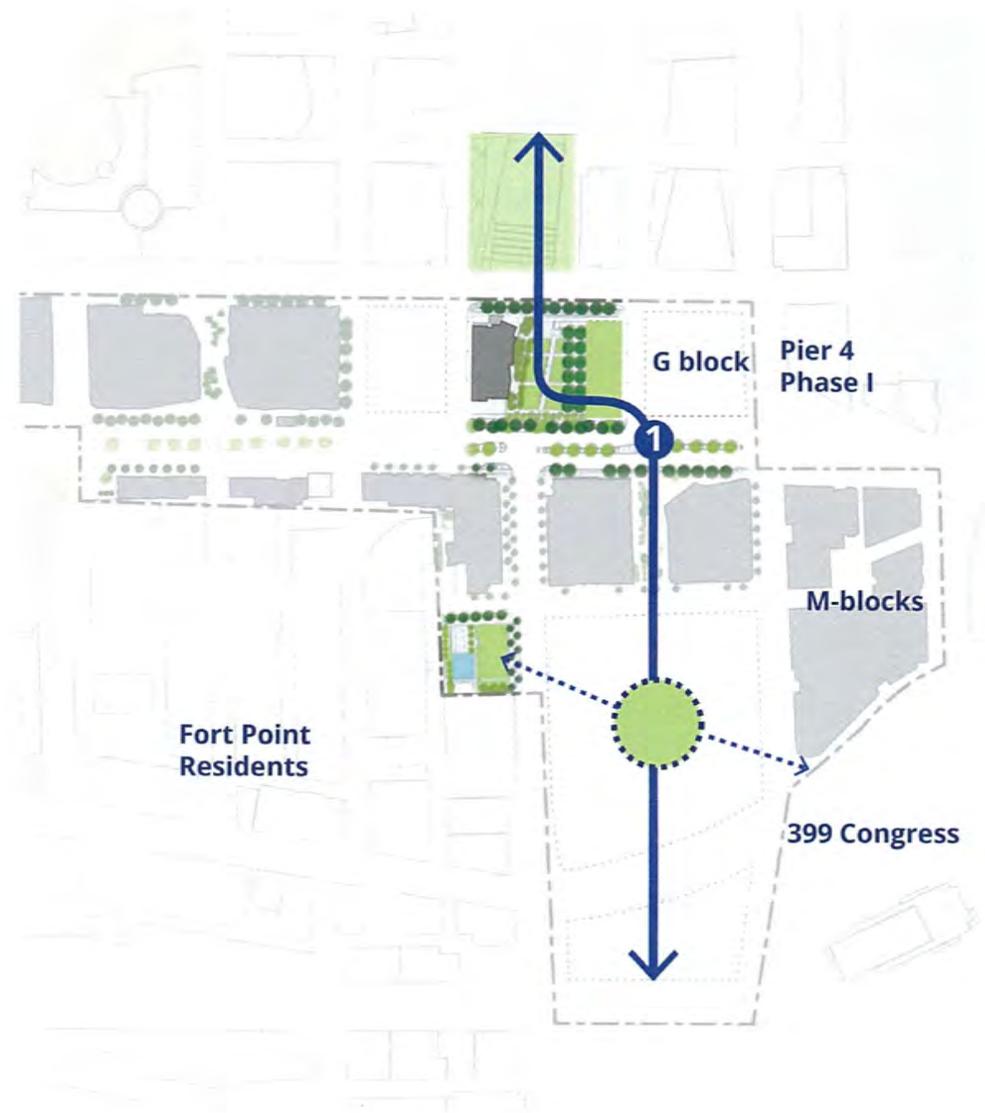
- We also note that roadways including Seaport Boulevard and North Harbor Street are sketched as new open space.
- While there are opportunities to improve these roadways with plantings and amenities for bicyclists and pedestrians they are also intended for vehicular circulation and access, and thus, they do not meeting the Article 42E definition of open space.



- Considerable effort has been made by the proponent to strengthen pedestrian connections throughout the development and to the waterfront and creating linkage between the surrounding neighborhoods to Boston Harbor.
- However the reduction of true open space, particularly areas for large gatherings and multiple programming, disregards the many layers of planning and public input for the quickly emerging district.



- **Form networks of connected open spaces and cultural destinations**
- **Expand connections between neighborhoods and the waterfront**

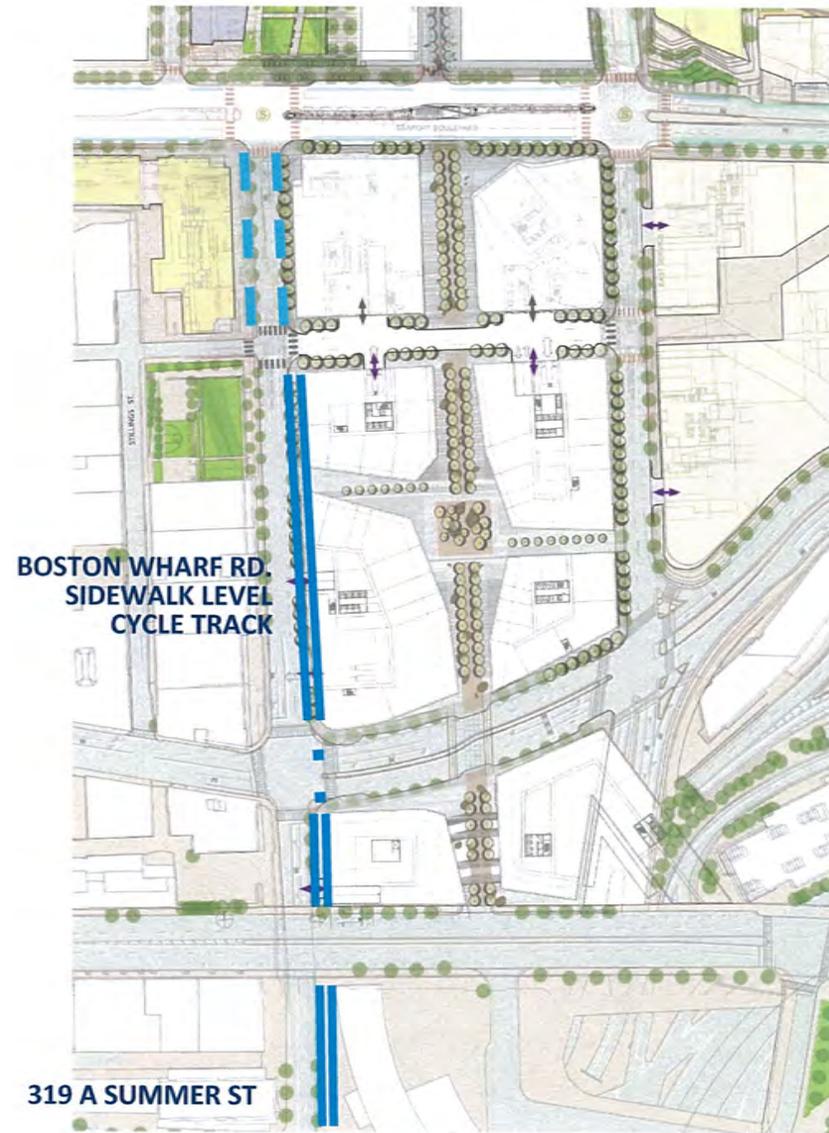


Form networks of connected open spaces and cultural destinations

Expand connections between neighborhoods and the waterfront

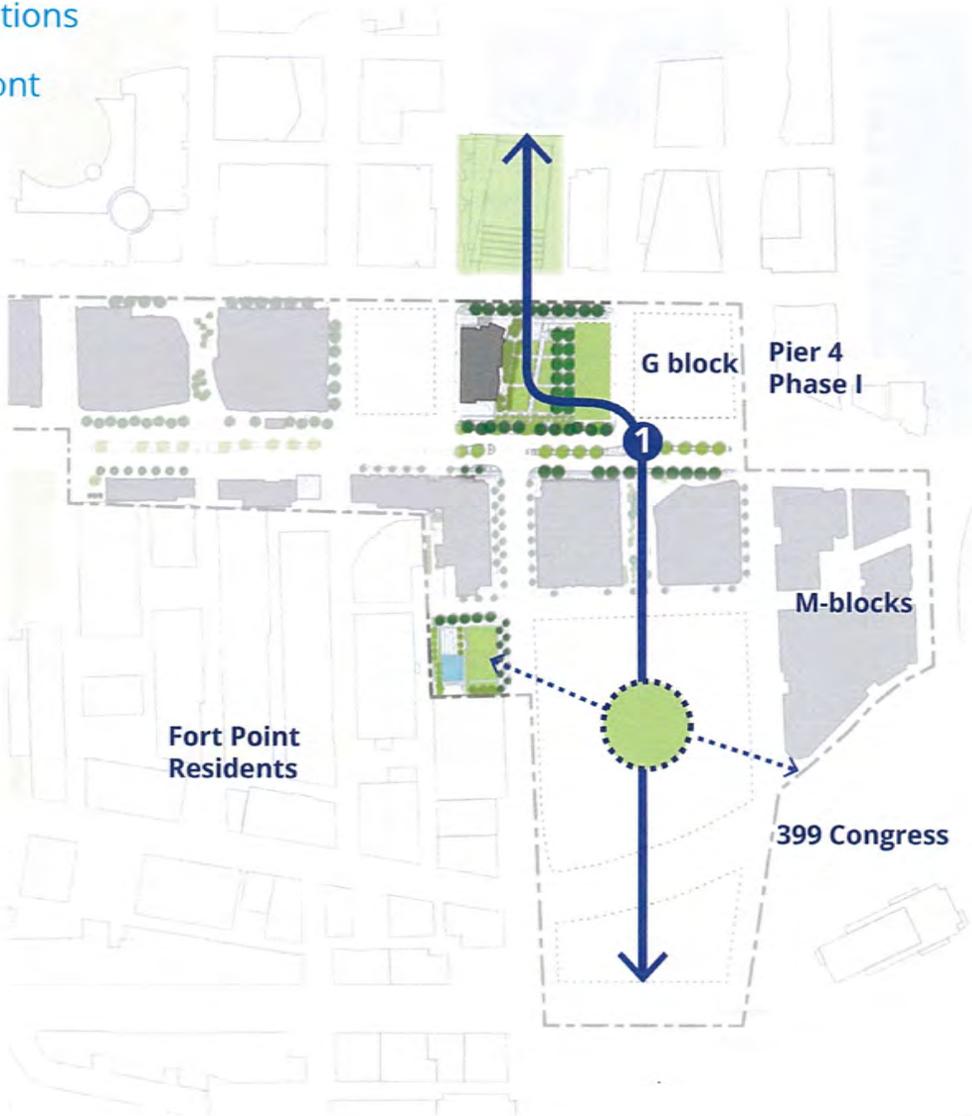


**boston planning &
development agency**



Form networks of connected open spaces and cultural destinations

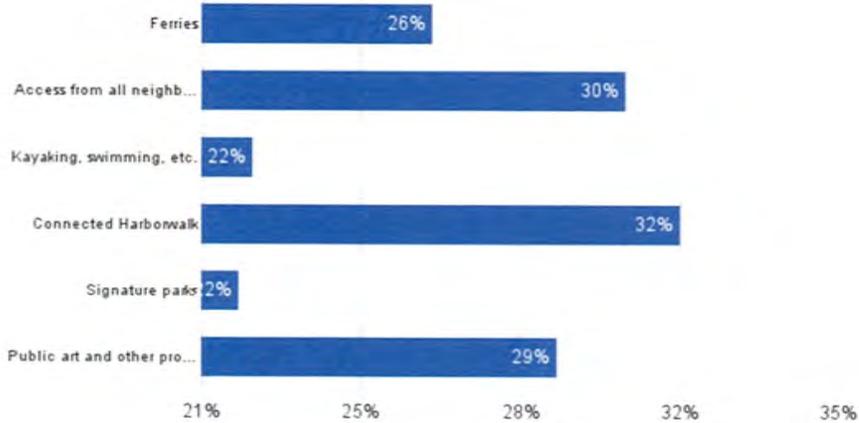
Expand connections between neighborhoods and the waterfront



Form networks of connected open spaces and cultural destinations

Expand connections between neighborhoods and the waterfront

Waterfront City



Waterfront City

Imagine if we could transform Boston's harbor and riverfronts into the most exciting parts of the city.

I would be excited about a waterfront that has... (Check all that appeal to you)

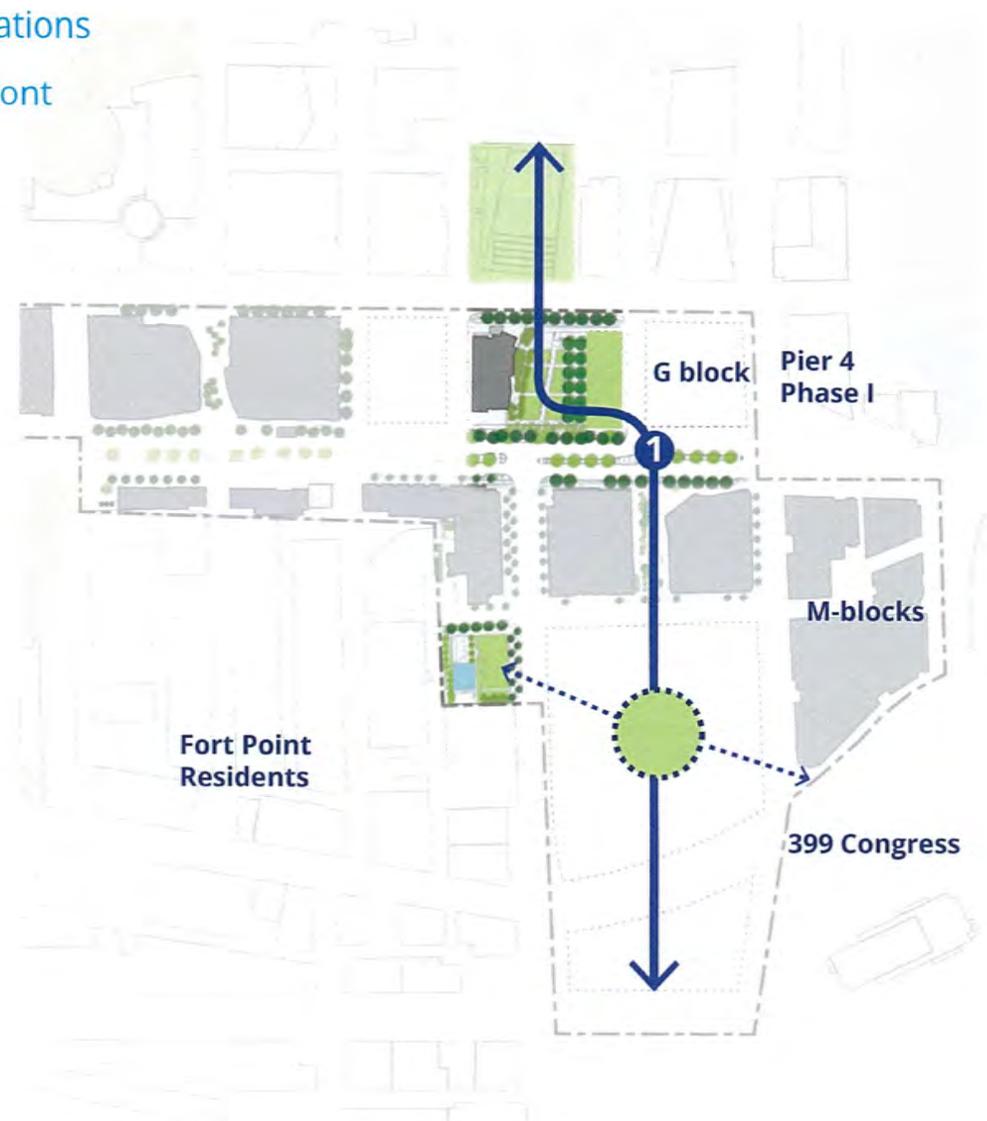
- Ferry service across and around the harbor
- Easy access from all neighborhoods
- Opportunities for kayaking, swimming, and boating
- A connected Harborwalk
- New signature waterfront parks
- Public art, cultural institutions, festivals, markets, and other programming

How would you make this idea better?

Think about parking water transport to people in the area to the city as well as water transport

Where do you live? (Zip code)

02121



Climate Change and Waterfront Infrastructure

Climate Change and Waterfront Infrastructure

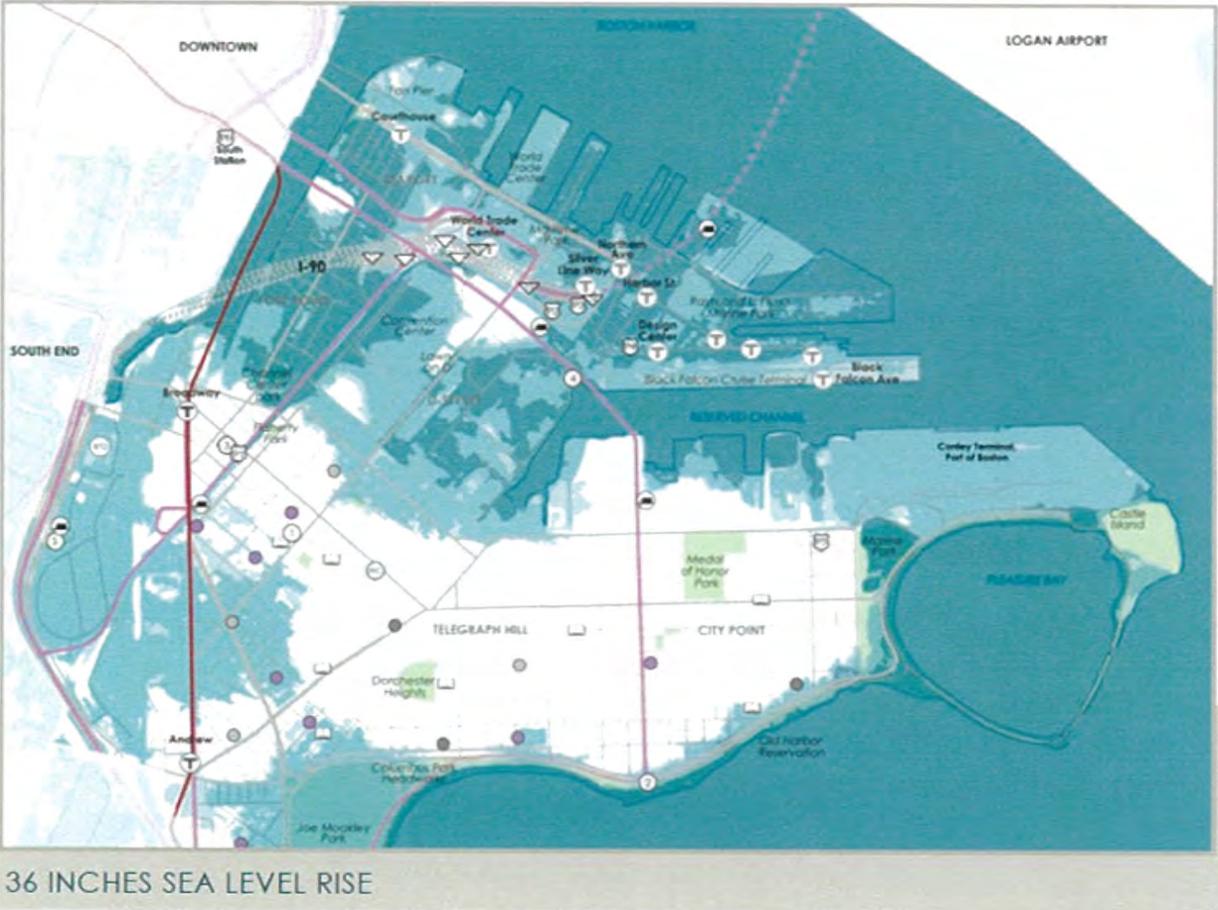


LEGEND

- Average Monthly High Tide
- 10% Annual Chance Storm
- 1% Annual Chance Storm

21 INCHES SEA LEVEL RISE

Climate Change and Waterfront Infrastructure



Climate Change and Waterfront Infrastructure

CITY OF BOSTON ENVIRONMENT DEPARTMENT



TECHNICAL, DESIGN, AND ENGAGEMENT SUPPORT FOR: "COASTAL RESILIENCE STRATEGIES FOR THE SOUTH BOSTON WATERFRONT"

APRIL 21, 2017

REQUEST FOR PROPOSALS: EV00004061
RESPONSE DEADLINE: MAY 25, 2017

Martin J. Walsh, Mayor
Carl Spector, Commissioner, Environment Department
Sara Myerson, Director of Planning, BPDA



This RFP is for the selection of a technical team to take the Climate Ready Boston recommendations and lead a subsequent, more detailed design, strategy development, and engagement phase focused in the Fort Point Channel and South Boston Waterfront. **In line with Initiative 4-1 in the Climate Ready Boston report (Develop local climate resilience plans to support district scale climate adaptation), the consultant team will develop district-level adaptation strategies that address multiple layers of protection including:**

- Stakeholder and community engagement to build awareness of long-term risk and preparedness actions, and obtain feedback on strategy development
- Recommendations for new climate-ready zoning and design standards that focus on the Fort Point Channel and South Boston Waterfront district, and identify how they could be applied citywide
- Recommendations for infrastructure adaptation
- Flood protection feasibility assessment and concepts in the near and long term, including opportunities for multiple public benefits and financing

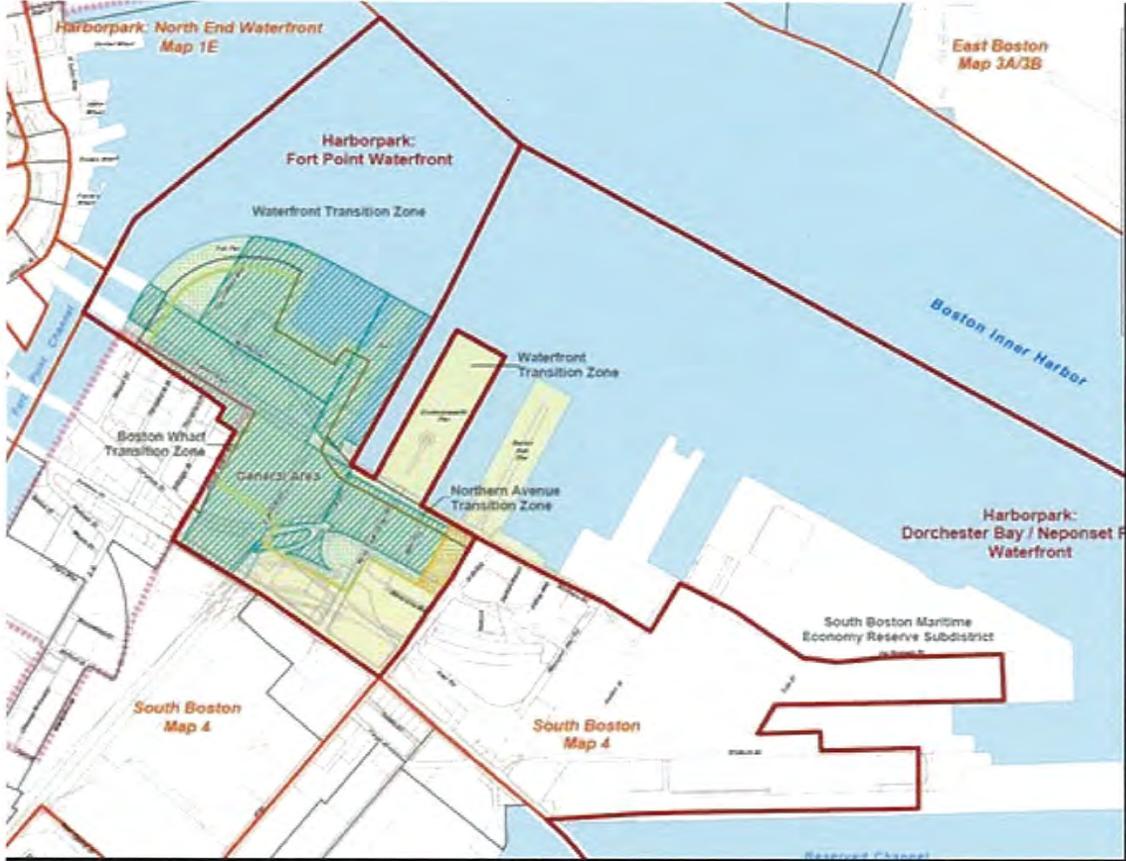
TASK 1: REVIEW OF EXISTING INFORMATION AND REFINEMENT OF SCOPE

The consultant team will conduct site inspections, key stakeholder interviews, and review the Climate Ready Boston vulnerability assessment and recommendations, and other relevant publicly available data and maps. This will serve to build a foundational understanding of site vulnerabilities, adaptation opportunities, and ongoing local capital planning and development that will impact strategies, and to inform strategy evaluation criteria. Documents and ongoing initiatives that should be reviewed include:

- East Boston and Charlestown Coastal Resilience Solutions project (ongoing)
- Boston Harbor Management Plan
- MassDOT-FHWA Climate Vulnerability Assessment for the Central Artery
- MassDOT, BWSC, and MWRA infrastructure assessments and policies
- UMass Boston Sustainable Solutions Lab Harbor Protection and Climate Adaptation Finance and Governance Studies (ongoing)
- "Retrofitting Boston Buildings for Flooding: Potential Strategies" October 2016, BPDA
- Boston Zoning Code Articles 25, 80, 37, 32
- Massport Disaster and Infrastructure Resiliency Plan
- Imagine Boston 2030 and Waterfront Planning Vision
- Existing and planned tree canopy
- Existing and proposed building materials and heat retention
- Living with Water Design Competition concepts
- Area plans and designs including:
 - Fort Point Channel Watersheet Activation Plan
 - Northern Avenue Bridge RFP and planning process
 - Massport's Commonwealth Flats redevelopment
 - 100 Acres Masterplan
 - South Boston Waterfront roadway designs
 - Plan Development Areas 78, 69, 54
 - Article 80 Approvals for WS Development, Pier 4
 - WS Development plans in the South Boston Waterfront
 - Boston Convention and Exhibition Center Expansion plans
 - Raymond L. Flynn Marine Park plans
 - Designs for GE Fort Point Channel Headquarters
 - Designs for Martin's Park at Children's Wharf

Climate Change and Waterfront Infrastructure

Concept Design Fort Point District Open Space System



Questions + Discussion

Boston Planning & Development Agency Memorandum

TO: Gary Uter
FROM: Katie Pedersen
DATE: April 12, 2017
RE: Seaport Square
Boston, Massachusetts
Notice of Project Change

I have reviewed the Notice of Project Change (the “NPC”) dated February 7, 2017 and submit the following comments. Seaport Square Development Company LLC an affiliate of W/S Development Associates LLC (the “Proponent”) proposes to develop approximately 13 acres of land comprising approximately nine individual building sites currently owned by affiliates of the Proponent which remain undeveloped and are occupied largely by surface parking lots, or, in the case of Blocks F and Q, are developed or partially developed but are the subject of certain changes as described herein. Blocks D, F, G, L3-6, N, P, and Q comprise the “NPC Proposed Project”.

Wind

The quantitative (wind tunnel) analysis investigated pedestrian level wind conditions under both No Build and Build Conditions and results demonstrate that at a majority of the locations studied, conditions are predicted to improve. However, at 36 of the locations studied wind conditions are predicted to worsen (between one and three categories).

To better understand the potential impacts, the Proponent shall be required to provide a comparison of the No Build (existing), 2010 Boston Redevelopment Authority Board approved and NPC Build conditions. The substantive massing modifications may results may suggest the need for additional wind testing.

The NPC Proposed Project is located in the Fort Point Channel District and as such, shall be designed and constructed to avoid excessive and uncomfortable downdrafts on pedestrians. Mitigation measures shall be included to minimize potential adverse conditions, which would allow for the maximum enjoyment of existing and proposed public open spaces, including but not limited to Harbor Square, Seaport Common, Sea Green and Fan Pier Park, as well as sidewalks and pedestrian walkways adjacent to and in the vicinity of the NPC Proposed Project site.

Shadow

The shadow impact analysis provided a description of the anticipated shadows on March 21st, June 21st, September 21st and December 21st at 9:00 a.m., 12:00 p.m. and 3:00 p.m., as well as 6:00 pm on June 21st, the summer solstice and on September 21st, the autumnal equinox.

A shadow impact analysis was performed to examine the existing shadows and the incremental effects of the NPC Proposed Project on existing and proposed public open spaces, including but not limited to Harbor Square, Seaport Common, Sea Green and Fan Pier Park, as well as

sidewalks and pedestrian walkways adjacent to and in the vicinity of the NPC Proposed Project site.

The shadow impact analysis evaluated the following conditions:

1. No-Build - the existing condition of the NPC Proposed Project site and environs to establish the baseline condition.
2. Build Condition – the NPC Proposed Project as described in the NPC.
3. 2010 Proposed Project- the 2010 Proposed Project as described in the NPC.

The shadow analysis results demonstrate that new shadow will be cast on Harbor Square (March 21st at 12:00 pm and 3:00 pm; June 21st at 12:00 pm and 3:00 pm; September 21st at 12:00 pm and 3:00 pm and December 21st at 12pm), Seaport Common (March 21st at 9:00 am, 12:00 pm; June 21st at 9:00 am and 12:00 pm), Sea Green (March 21st at 12:00 pm; June 21st at 9:00 am; September 21st at 9:00 am and 12:00 pm) and on Fan Pier Park (December 21st at 12:00 pm) and on a bus stop located on Congress Street on September 21st at 9:00 am.

The Proponent shall not be required to conduct additional shadow studies but, shall be required to explore and include measures to mitigate potential adverse shadow impacts on Harbor Square, Seaport Common, Sea Green and Fan Pier Park with mitigation measures such as locating sun-sensitive features in areas where they would be least affected by shadows, choosing shade tolerant species for vegetation to be planted in areas that would be in shadow, and realignment of benches and seating areas.

All net new shadows shall be defined as outlined elsewhere either by darker tone or color and shall be clearly shown to their full plan extent, whether on street, park, or rooftop; Shadows are a microclimate issue;

Daylight

(Please refer to Urban Design's comments)

Air Quality

The Proponent included the results of the air quality analysis in the NPC. The Proponent was not required to conduct a quantitative analysis, as the mobile sources do not meet the thresholds. However, the Proponent stated that any new stationary sources will be reviewed by the Massachusetts Department of Environmental Protection (MassDEP) during permitting under the Environmental Results Program (ERP). If applicable, the Proponent shall be required to provide the Boston Planning and Development Agency with the results of any additional testing.

The microscale analysis results demonstrate that all predicted CO concentrations are projected to fall below the one-hour and eight-hour National Ambient Air Quality Standards (NAAQS). Accordingly, the Proponent has demonstrated that the no adverse air quality impacts are anticipated to result from increased traffic in the area.

The Proponent has demonstrated compliance with the Commonwealth of Massachusetts Department of Environmental (MassDEP) air quality standards and the National Ambient Air Quality Standards (NAAQS), therefore no additional studies shall be required.

Noise

The Proponent conducted a noise impact analysis to evaluate the potential noise impacts associated with the NPC Proposed Project's activities, including mechanical equipment and loading activities.

The noise analysis evaluated the potential noise impacts associated with the NPC Proposed Project's operations, which include mechanical equipment and loading/service activities. The noise analysis included measurements of existing ambient background sound levels and a qualitative evaluation of potential noise impacts associated with the proposed mechanical equipment (e.g., HVAC units, cooling tower) and loading activities.

The Proponent has demonstrated that the anticipated sound levels from NPC Proposed Project-related equipment, as modeled, will be below 50 dBA (at the nearest residential receptors), thus in accordance with the nighttime residential zoning limits for the City of Boston. Overall, the Proponent has demonstrated that the NPC Proposed Project is predicted to operate without a significant impact on the existing acoustical environment and that predicted sound levels from the NPC Proposed Project (inclusive of appropriate measures designed to minimize and/or eliminate adverse noise impacts) will be in compliance with the sound level limits set by the Massachusetts Department of Environmental Protection (MassDEP) Noise Policy, the City of Boston Noise Regulations and the United States Department of Housing and Urban Development (24 CFR Part 51, Subpart B).

Sustainable Design/Green Buildings

Article 37 to the Boston Zoning Code requires any proposed project which is subject to or shall elect to comply with Section 80B of Zoning Code of the City of Boston, Large Project Review, shall be subject to the requirements of Article 37. Proposed Projects shall be "certifiable" under the most appropriate United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) Rating System. The purpose of Article 37 is to ensure that major building projects are planned, designed, constructed, and managed to minimize adverse environmental impacts; to conserve natural resources; to promote sustainable development; and to enhance the quality of life in the City of Boston.

The Proponent has stated that the NPC Proposed Project has received Pre-Certification from the USGBC as a LEED-ND Gold project and is reminded that each individual building is required to be USGBC LEED "certifiable".

Please see the **Boston Zoning Code Article 37, Green Buildings, and Climate Change Preparedness and Resiliency Review Procedures and Submittal Requirements**, found on the Boston Planning and Development Agency Article 37 Planning Initiatives webpage (<http://www.bostonplans.org/planning/planning-initiatives/article-37-green-building-guidelines>).



April 27, 2017

Gary Uter, Project Manager
Boston Planning & Development Agency
One City Hall Plaza
Boston, MA 02201

RE: Seaport Square

Dear Gary,

Under the February 7, 2017 Notice of Project Change submitted for the Seaport Square project, the proponent is proposing an increase of 700 units of housing for the project area. For a scoping determination, the proponent should be prepared to provide additional detail as to how the project will meet the requirements of the Inclusionary Development Policy, both for these additional units and for the remaining units to be constructed under the previous approval. As part of this, the proponent should address how the project will address the need for both income restricted housing and artist live/work housing in the Seaport District and South Boston.

Sincerely,

A handwritten signature in black ink, appearing to read "Tim Davis".

Tim Davis
Housing Policy Manager

May 30, 2017

Gary Uter
Project Manager
One City Hall Plaza
Boston, MA 02201

Re: Seaport Square Notice of Project Change

Dear Gary,

After careful review of the Notice of Project Change (NPC) submitted by W/S Development and thoughtful participation in the associated public process, we would like to submit the comments below pertaining to the proposed changes to the cultural facilities component of the initial Seaport Square project approval.

Background

The Boston Planning and Development Agency (BPDA) is committed to strengthening the City's Arts and Culture sector by ensuring access to well-appointed, affordable spaces in which to perform, create and gather. Beginning in Fall 2016, the BPDA partnered with the Mayor's Office to commission a Cultural Facilities Study (CFS), designed to assess the assets and needs of the Boston's performing arts and entertainment communities. The forthcoming results of that work show that the supply of and need for space does not align. The CFS, using data collected in 2016 and 2017, confirms a dearth of performing arts spaces in some particular capacity configurations, and draws important conclusions about affordability and access.

Simultaneously, the BPDA is committed to supporting citywide efforts that encourage creative placemaking principles to shape the social character of spaces, drive economic development and enliven neighborhoods. This work has specific resonance within the South Boston Waterfront. The revised proposal offers the potential to establish this still unique neighborhood as a welcome destination for all Bostonians.

Previously Approved Cultural Use

The 2010 Planned Development Area (PDA) for Seaport Square included a commitment to establish a minimum 200,000 square foot performing arts center or equivalent, and further states that final determination is dependent on local demand and funding.

Notice of Project Change

We appreciate that the Seaport Square NPC identifies a commitment to cultural use, though it does not specifically outline program, size or potential location(s). Further, we acknowledge that the Proponent has worked closely with the BPDA and City staff on the overall goal of activating and enlivening the South Boston Waterfront.

Areas for Additional Study

While the original approval of the Seaport Square project conceptualized the creation of a single performing arts space of significant scale within the Seaport Square project, the BPDA recognizes that the performing arts landscape and the emerging needs of the district have considerably evolved in the decade since this project was first conceived. The CFS concludes that with the exception of one arts organization which has a self-stated need for an 1800-seat theater, Boston's greatest need is for a variety of well-appointed, smaller spaces that can accommodate theater, dance and other performing arts and entertainment uses. It also points to a need for professional management, and a preference for non-profit use at an affordable, meaning subsidized, price point.

Furthermore, the BPDA recognizes the opportunity presented by this project to establish a comprehensive ground-floor and public realm plan that accelerates the transition of the South Boston Waterfront into a dynamic, mixed-use district. In support of these important policy objectives, we request that W/S study the following:

1. The design, operational and financial feasibility of a group of smaller facilities, designed for and limited to civic and cultural use with prioritization of local non-profits in perpetuity. Specifically:
 - A performing arts space outfitted to present an array of disciplines, incorporating an orchestra pit, designed to accommodate approximately 800 people.



- A performing arts space outfitted to present theater and music, as well as dance, which requires a slightly larger stage than other uses, designed to accommodate approximately 500 people.
 - A well-appointed black box theater designed to accommodate approximately 150 people.
 - A well-appointed black box theater designed to accommodate approximately 100 people.
2. The Proponent should explore partnering with a local arts organization for the design and operation of a flexible space that serves the vibrant Fort Point arts community.
 3. The Proponent should work to identify and evaluate additional civic and cultural spaces and facilities that have the potential to create and foster a sense of community for both South Boston and the City as a whole.
 4. For each of the spaces previously identified, the proponent should work to establish the following:
 - A management plan for these facilities that evaluates potential ownership structures and simultaneously recognizes the need for strong, professional operators to make these spaces viable and sustainable.
 - A locational strategy for these facilities that optimizes the benefits of a civic and cultural cluster within the core of Seaport Square project itself, potentially along Harbor Way.

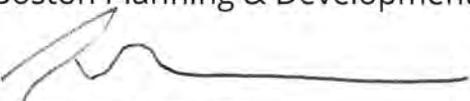
Consideration should also be given to shared amenities and social spaces that cultivate a sense of community while improving operational efficiency and variations in capacity.
 - A long term funding strategy that explores the establishment of an endowment to insure the spaces outlined above will remain affordable and accessible to a wide range of users throughout Boston.



We look forward to continued dialogue between the BPDA and W/S to discuss these important issues moving forward. Should you have any questions, please do not hesitate to contact use directly.

Sincerely,

Sara Myerson
Sara Myerson
Director of Planning
Boston Planning & Development Agency


Jonathan Greeley
Director of Development
Boston Planning & Development Agency

BOSTON

Martin J. Walsh, Mayor

April 7, 2017

Ms. Teresa Polhemus
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

RE: Seaport Square

Dear Ms. Polhemus:

The Boston Parks and Recreation Department (BPRD) has reviewed the *Seaport Square Notice of Project Change* (NPC) submitted by W/S Development, and provides the comments below.

Background

BPRD has advocated for permanently-protected, publicly-accessible park land in the Seaport District, to serve the active recreational needs of the emerging neighborhood and to balance development. This need was identified in the City's *Open Space and Recreation Plan*. BPRD has expressed this need during past reviews of the ENF/PNF, the DPIR/DEIR, PDA #78, the FEIR, the Chapter 91 License Applications, and the Amendments to PDA #78.

Much of the Seaport Square neighborhood and the proposed park land has been included in the *Municipal Harbor Plan for the South Boston Waterfront District*. The *Seaport Public Realm Plan*, the *Climate Ready Boston Plan*, the *Leading Edge Plan*, and the *Imagine Boston Waterfront Plan* also call for the creation of park land to serve this emerging neighborhood.

Previously Approved Parks and Plazas

The 2010 PDA for Seaport Square included a project area of 33 acres and a project site of 23 acres. The plan included 6.5 million sf of development with 2.8 million sf of residential use (2500 units); 1.3 million sf of office; 1.3 million sf of retail, restaurant and entertainment; .6 million sf of civic, cultural and educational uses; and .5 million sf of hotel use (550-700 rooms).

The total park land approved in the PDA was 156,000 sf (3.58 acres). Larger pedestrian plazas provided another 59,283 sf (1.3 acres) of open space. Some of the open space was mitigation for Chapter 91 development, as well as offsets for height increases and shadow and wind impacts. Some of the open space was provided to meet Chapter 91 regulations for "Space for Active and Passive Public Recreation. The plan for Seaport Square includes improvements to the public realm in addition to park land and pedestrian plazas. However, BPRD previously determined that the quantity of park land was inadequate to meet the needs of this growing neighborhood.



Boston Parks¹ and Recreation Department

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

Park Land	2010 PDA	Pedestrian Plazas	2010 PDA
Block F	57000	Block A	16504
Block L	55000	Block B and C	14500
Block P	7000	Block L	15511
Block Q	29000	Block M	12768
Parcel E	8000		
TOTAL SF	156000	TOTAL SF	59283

Notice of Project Change

The Notice of Project Change (NPC) includes 13 acres of previously-reviewed development. The NPC increases the total development by 1.2 million sf to 7.7 million sf, including 3.2 million sf of residential use (3200 units, so 3200-10,000 new residents can be expected); 2.9 million sf of office use; 1.1 million sf of retail, restaurant and entertainment uses; and 500,000 sf of hotel use.

It is not clear how open space is being counted in the NPC, compared to the PDA. In plan and program, the parks on Block F and Block L have significantly diminished in size. However, the NPC notes that the total open space has increased to 7 acres: “approximately 7.0 acres or 30% of the Project Site will be devoted to pedestrian-only park land, and new pedestrian corridors and sidewalks.” It appears that streetscapes and sidewalks are being counted as open space, but such features of the public realm are not a substitute for park land available for recreational use.

Need for Parks for Active Recreation

The City’s *Open Space and Recreation Plan* notes that South Boston is currently underserved by permanently-protected, publicly-accessible parks, particularly those which are suitable for active recreation use. This neighborhood is also facing the pressure of significant new development. The NPC has added 1.2 million sf to the previously approved plans. The residential use has increased by 700 units, which will add additional residents to the neighborhood. It is critical that the active recreational needs of residents, workers and visitors be met with the provision of adequate new park land in the Seaport District. An updated park needs analysis should be completed. Sidewalks and streetscapes should not be counted as recreation space.

Proposed Resolution

1. Existing approvals: The NPC for Seaport Square should provide the parks that were approved and mitigated in previous plans, particularly parks suitable for active recreational use. A commensurate amount of park land should be provided if these amenities have been reduced in size. The parks below are suitable for active recreational space and are a priority.
 - A. Block F: This park should be provided as originally mitigated in the Chapter 91 License as a 57,000 sf (1.3 acre) space described in the DPIR/DEIR and PDA as “a grand civic lawn large enough to support active recreation and concerts.” The only building should be as originally approved (9000 sf), sited so to buffer the impact of Seaport Boulevard. This park is a critical complement to the Fan Pier Park - together these parks will serve as a significant feature and amenity to the emerging Seaport neighborhood.

- B. Block L: This park should be provided as originally approved in the DPIR/DEIR as a 50,000 sf (1.14 acre) park for active recreational use. The DPIR/DEIR and the PDA noted that this park would feature “green lawns bordered by trees, park benches, flower beds, public art, a dog recreation space and a children’s playground.”
 - C. Athletic Field: As applicable, this provision in the DPIR/DEIR should be met or addressed in a comparable manner: “the proponent will work with the South Boston community to identify an off-site athletic field that can be utilized for athletic events related to the educational facility. As part of this arrangement, the proponent will fund capital upgrades to the field(s) and fund a portion of the ongoing maintenance.”
2. Accommodating Future Demand: A parks needs analysis should be completed based on the increased buildout and projected users of the Seaport Square neighborhood. The additional development of 1.2 million sf increases the need for park land, particularly for active recreational use. In the event that this cannot be accommodated onsite, the equivalent amount of park land should be mitigated nearby. This need could also be addressed by contributing to a fund for development of future public park land in the neighborhood.
 3. Community Contribution: A contribution to Martin’s Park in the amount of \$2 million has been requested from the proponent of Seaport Square, as an investment in a significant public open space that will serve the needs of the children in the Seaport neighborhood.
 4. Public Realm: The public realm of retail plazas, sidewalks and streetscapes is distinct from public parks, though complimentary. The proposed plan for Seaport Square creates a new approach to the design of the public realm. It is essential that the new public realm include inviting, vibrant, public spaces that can provide civic functions in addition to retail plaza functions. This can be achieved by fronting these spaces on the public rights of way, or broadening the points of connection. Promenades could also be transferred to public ownership, ensuring that their future design and uses will be informed by the public.
 5. Protection in Perpetuity: Parks that have been mitigated through previous approvals should ideally be permanently protected to ensure that they remain open in perpetuity.

BPRD looks forward to meeting with the proponent and the BPDA to discuss the provision of park land in the Seaport District as a critical amenity to serve the residents of this neighborhood.

Sincerely,

 Carrie Marsh, Executive Secretary
 Boston Parks and Recreation Commission

cc: Christopher Cook, Commissioner, Boston Parks and Recreation Department
 Liza Meyer, Chief Landscape Architect, Boston Parks and Recreation Department
 Jon Greeley, Director of Development Review, Boston Redevelopment Authority
 Gary Uter, Project Manager, Boston Planning and Development Agency

**Boston Water and
Sewer Commission**

980 Harrison Avenue
Boston, MA 02119
617-989-7000
Fax: 617-989-7718



May 2, 2017

Mr. Gary R. Uter, Project Manager
Boston Planning & Development Agency
One City Hall Plaza
Boston, MA 02109

Re: Seaport Square Notice of Project Change

Dear Mr. Uter:

The Boston Water and Sewer Commission (Commission) has reviewed the Notice of Project Change (NPC) for Seaport Square. Several years ago, in 2010, the Commission submitted comments on the Draft Project Impact Report. At that time, the proponent was asked to work closely with the Commission during the Site Plan Approval Process, which it has.

The NPC describes a project that will increase sanitary flows to the Commission's collection system by approximately 184,000 gallons per day (gpd). The approach for controlling extraneous flows in the sewage has become more regulated since 2010. The following text is now included in all comment letters when a project proposes to increase wastewater flows by more than 15,000 gpd

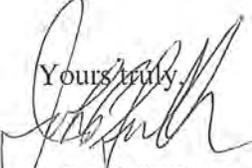
The Massachusetts Department of Environmental Protection (DEP), in cooperation with the Massachusetts Water Resources Authority (MWRA) and its member communities, is implementing a coordinated approach to flow control in the MWRA regional wastewater system, particularly the removal of extraneous clean water (e.g., infiltration/ inflow (I/I)) in the system. In April of 2014, the DEP promulgated new regulations regarding wastewater. The Commission has a National Pollutant Discharge Elimination System (NPDES) Permit for its combined sewer overflows and is subject to these new regulations [314 CMR 12.00, section 12.04(2) (d)].

This section of the Permit requires all new sewer connections with design flows exceeding 15,000 gpd to mitigate the impacts of the development by removing four gallons of infiltration and inflow (I/I) for each new gallon of wastewater flow. In this regard, any new connection or expansion of an existing connection that exceeds 15,000 gpd of wastewater shall assist in the I/I reduction effort to ensure that the additional wastewater flows are offset by the removal of I/I. Currently, a minimum ratio of 4:1 for I/I removal to new wastewater flow added. The Commission supports the policy, and will require proponent to develop a consistent inflow reduction plan. The 4:1 requirement should be addressed at least 90 days prior to activation of



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

Thank you for the opportunity to comment on this project.

Yours truly,

John P. Sullivan, P.E.
Chief Engineer

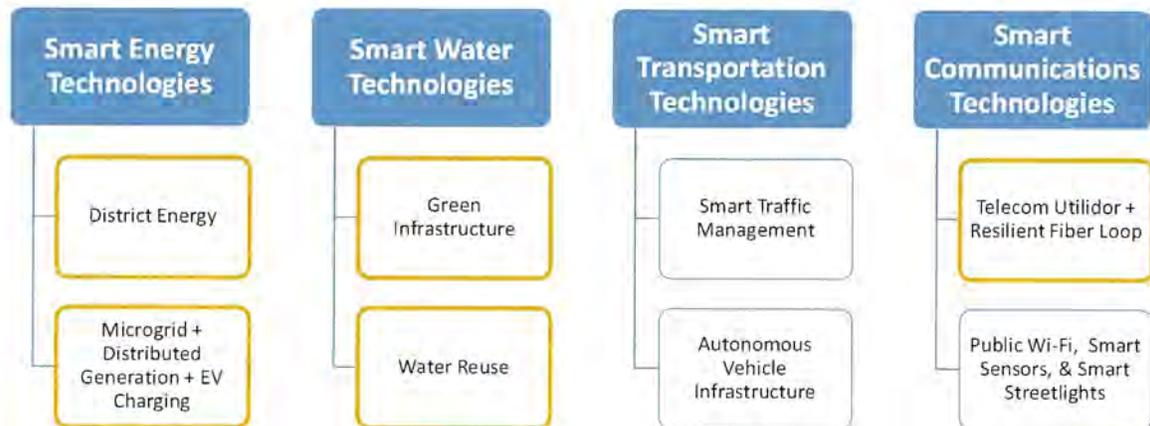
JPS/pwk

- c. Jeremy Sclar – DJ Properties, LLC
- M. Zlody – Boston Environment
- P. Laroque, BWSC

Seaport Square

Tuesday, May 23, 2017

The Boston Smart Utilities Project is a collaborative planning study involving City government and Boston's utility companies that will offer a new model for coordinated underground infrastructure, including energy, transit, water and communication utilities. The project is nearing completion on a cost/benefit analysis of various smart utility technologies (SUT's). The table below shows the range of technologies being evaluated:



8 Smart Technologies in 4 Asset Classes were analyzed. A Cost-Benefit Analysis was conducted for the technologies highlighted in **Yellow**.

As shown in the table, three technologies are either modest enough in cost or mature enough to have proven net positive benefits; therefore, these are not the subject of the cost benefit analysis. They include Smart Traffic Management, Autonomous Vehicle Infrastructure and Public Wifi/Smart Sensors/Smart Streetlights. The five other technologies have been analyzed as part of the cost benefit analysis and demonstrate strong net positive benefits: District Energy, Green Infrastructure, Water reuse, and Telecom Utilidor.

The BPDA, BTD, DPW, the Environment Department, and DoIT recommend that the Seaport Square team consider as many of these technologies as possible. We particularly suggest serious consideration be given to the following SUT's:

- (1) District Energy – Microgrid: centralized generation of heating and cooling distributed to buildings via thermal piping with the option to disconnect from the larger energy grid and self-power critical loads with local generation, and
- (2) Telecommunications Utilidor that leases out conduit space access to Retail Service Providers.

We respectfully request the development team evaluate each of these technologies, consider whether they can be incorporated into the project, and report back to the BPDA/City on the results of this assessment.

travis.sheehan@boston.gov

APPENDIX B
COMMENTS FROM THE PUBLIC



270 Tremont Street
Boston, MA 02116
bochcenter.org

March 29, 2017

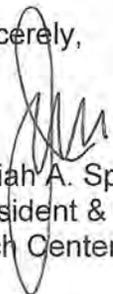
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

RE: Proposed Seaport Square Development Project

To Whom It May Concern:

When finalizing the development plans for Seaport Square, I urge you to reconsider plans for the proposed cultural and educational center. I've said in the past that there are too many theatres, too many seats, and not enough product to fill houses year round, and creating a new space will further exacerbate that problem. I fear the increased competition may negatively affect programming for existing arts and cultural organizations, such as ourselves. Instead, I urge the cultural community to come together to outline ways to make existing spaces, including the Wang and Shubert Theatres, more accessible to artists and organizations seeking rehearsal and performance space. This will both address facility needs and ensure that Boston's Theater District continues to be a thriving cultural destination for local residents and visitors.

Sincerely,



Josiah A. Spaulding, Jr.
President & CEO
Boch Center

March 28, 2017

Mr. Gary Uter
Project Manager
Boston Planning & Development Agency
One City Hall Plaza, 9th floor
Boston, MA 02201

Dear Mr. Uter:

I am writing to lend our voice in support of the proposed Seaport Square project. We have been in business here at Row 34 for almost 4 years and have seen numerous changes take place in the Seaport. We are very pleased to see a developer as thoughtful as WS propose changes to the Seaport Square project that will make significant improvements to the pedestrian environment along Congress Street and many others. A lot of Row 34's guests come in before or after supporting Fort Point/Seaport businesses i.e. ICA, Blue Hills Pavilion, Lawn on D, etc. Having a pedestrian-oriented route to take guests to popular Fort Point/Seaport businesses from Row 34 (and vice versa) would be fantastic for both our restaurant as well as the community!

We are especially pleased to see the previously proposed vehicular bridge over Congress Street just east of our restaurant replaced with a beautiful pedestrian promenade that will add street life and vitality to this entire district. We find on average 60% of our covers are walk-in guests as opposed to guests with reservations. In fact, a majority of our lunch guests are walk-ins from neighboring businesses and residences. Even many of our staff members ride their bikes or walk to work in place of driving. With so many of our guests and staff walking and bicycling to get to Row 34, we appreciate everything WS is doing to create a truly pedestrian-oriented and bicycle-friendly environment in the Seaport.

We also appreciate the additional residential and innovation uses that are proposed, as these new residents and employees alike will help to support an even more robust and vibrant dining, cultural, and retail scene in the Seaport.

Thank you for taking the time to consider our comments. Please move this project forward!

Garrett Harker
&
The Row 34 Management Staff



Massachusetts Port Authority
One Harborside Drive, Suite 200S
East Boston, MA 02128-2909
Telephone (617) 568-5000
www.massport.com

BRA

'17 MAR 31 PM 2:49:52

March 28, 2017

Secretary Matthew A. Beaton
Executive Office of Energy and Environmental Affairs (EEA)
Attn: MEPA Office
Alex Strysky, EEA No. 14255
100 Cambridge Street, Suite 900
Boston MA 02114

RE: Seaport Square Notice of Project Change (EEA # 14255), South Boston, MA

The Massachusetts Port Authority (Massport) is pleased to have the opportunity to review and provide comments on the *Notice of Project Change* (NPC) filed by Seaport Square Development Company, LLC (the Proponent) related to the updated Master Plan for Seaport Square in South Boston. As outlined in the NPC, and of particular interest to Massport, are the transportation changes associated with the updated Master Plan that reflects the addition of 1.2 million square feet (sf) of development for a new total of 7.7 million sf within the 23-acre development site. The number of planned housing units has also been increased by 700 for a new total of 3,200 units. The NPC states that daily adjusted vehicle trips have increased by 1,346 to a new adjusted total of 25,364 vehicle trips/day. The overall number of parking spaces has been reduced from 6,500 to 5,500. The maximum build height has increased by 30 feet to 270 feet (defined in accordance with Boston Zoning Code as the top of the structure of the last occupied floor).

As a major landowner in the South Boston Waterfront, and an abutter to Seaport Square, Massport has been actively involved in the design and construction of infrastructure and development projects in the area and we appreciate the opportunity to comment on this filing. As described below, the focus of our review is on (1) protecting critical transportation infrastructure and truck routes; (2) building heights; and (3) public realm improvements.

Seaport Transportation - Truck Routes. Seaport Boulevard/Northern Avenue is a critical designated truck route serving the Port of Boston, including South Boston facilities such as the Boston Fish Pier, the Raymond Flynn Marine Park, and Conley Terminal, as well as other industrial and commercial businesses in the area. Specifically, this route provides a direct connection to/from I-93 North and South. To ensure continued truck access and operational efficiency, the Seaport Square Project design and operations must avoid adverse impacts to traffic flow along this important route.

Massport supports the Proponent's proposal to make needed improvements to the streetscape along Seaport Boulevard. It is essential, however, to maintain the existing travel lane dimensions for truck transportation accommodations and to provide access for buses serving Cruiseport Boston and other destinations in the South Boston Waterfront. Specifically, on Seaport Boulevard, two dedicated through-lanes with a minimum 11-foot width must be maintained to accommodate truck traffic in both

directions. This configuration with two 11 foot lanes in either direction is also consistent with the 150 Seaport Boulevard project across from Seaport Square Parcel M, for which two 11 foot lanes were required on Seaport Boulevard.

Similarly, other streets within the Seaport Square development provide important vehicular connections for freight. In particular, B Street, East Service Road, and Boston Wharf Road all accommodate freight access to the interstate system. This NPC proposes modifications to the section of Boston Wharf to 10.5 foot lanes. Massport requests that 11-foot travel lanes be maintained to accommodate freight vehicles; we believe there is suitable width for the 11-foot travel lanes.

Seaport Transportation - Harbor Way. Massport supports the Proponents' efforts to enhance the public realm, pedestrian and bicycle facilities through its development. However, the elimination of vehicular traffic on Harbor Way misses an opportunity to improve the street network for general traffic in the District. Furthermore, the proposed project changes will place added stress on an already busy D Street which is the only street connecting Summer Street with Seaport Boulevard / Northern Avenue. North-south connections were noted in the South Boston Waterfront Transportation Plan as one of the most important improvements for general traffic as well as for the public realm. Interior streets with vehicular access can serve an important role for pick up/drop off and service activity, reducing friction on critical freight connections. With the addition of approximately 1.7 million sf of development, it is unclear to Massport how that additional traffic will be accommodated with a reduction in north/south vehicular access.

Transit Capacity. Massport commends the proponent for encouraging public transit usage to limit the impacts of additional vehicle trips. The transit analysis shows that 88% of the project-generated trips will access the site via the Silver Line, however, the documentation for this assumption was not provided. In the 2023 Build Condition, the Seaport Square Project will have adverse impacts to the Silver Line operations: the Silver Line will exceed the planned capacity and the crush capacity during the morning and evening peak hours. To address the identified Silver Line transit capacity shortfall, Massport requests that the proponent be required to participate in funding additional capacity for the Silver Line and other transit services that serve the project site.

Building Heights. In coordination with the Federal Aviation Administration (FAA), Massport has prepared and widely circulated the *Logan Airspace Map* that defines the critical airspace around Boston Logan International Airport to protect the flight corridors in and out of the Airport (see attached map). Created by Massport, with input from airlines, pilots, city officials, and the FAA, it helps guide developers and regulatory authorities to safely build to maximum structure heights without compromising air travel safety. The map aids developers in their planning and assists the FAA in its review of individual projects to determine if they present a potential hazard to air navigation.

As noted above, the NPC describes an increase in the maximum building heights within the Seaport Square Area. The project building heights presented in the NPC are based on Boston Zoning Code rather than an elevation of the tallest building structure compared to elevation above mean sea level (AMSL – NAVD88). Accordingly, additional information on the proposed building heights using the *Logan Airspace Map* baseline is needed to determine if the Project is consistent with the Airspace Map.

Massport recommends that the Proponent coordinate closely with FAA and Massport during the remainder of the design process to ensure that individual building heights remain consistent with the *Logan Airspace Map* and also early in the construction phase, which is particularly important to

minimize the extent and duration of impacts of the crane(s) on the airspace. The Proponent will be required to submit multiple Form 7460s to the FAA, one for each permanent building and a separate filing for construction cranes.

Noise. As planning, design and construction advance, please be reminded that Seaport Square is proximate both to the working Port of Boston and aircraft overflights from Boston-Logan International Airport. We encourage you to consider adopting construction sound insulation measures that reflect the active commercial and industrial uses of both of these important regional transportation facilities.

Thank you again for your consideration of our comments. We look forward to continued collaboration as the Seaport Square Project proceeds. Please feel free to contact me at (617) 568-3524 or at sdalzell@massport.com if you wish to discuss any of our comments.

Sincerely,

Massachusetts Port Authority



Stewart Dalzell, Deputy Director
Environmental Planning and Permitting

Cc: J. Doolin, A. Hargens, L. Wieland, H. Morrison, L. Gilmore, F. Leo, M. Gove/Massport
J. Curley/ Seaport Square Development Company, LLC
D. Koh/City of Boston
B. Golden/BPDA
L. Rome/Epsilon Associates

Enclosure: Logan Airspace Map



Are you on board?

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

March 27, 2017

*Via email to: Alexander.Strysky@state.ma.us
Gary.Uter@boston.gov*

Secretary Matthew A. Beaton
Executive Office of Energy and Environmental Affairs
Attention: Alex Strysky, MEPA
100 Cambridge Street, Ste 900 (9th Floor)
Boston, MA 02114

Brian Golden
Boston Planning and Development Agency
Attention: Gary Uter, BPDA
One City Hall Square
Boston, MA 02201

Re: Seaport Square Notice of Project Change

Dear Secretary Beaton and Director Golden,

On behalf of Boston Harbor Now, thank you for the opportunity to comment on the Notice of Project Change (NPC) for the Seaport Square project. Boston Harbor Now has commented extensively on the original project, the Planned Development Area Plan, the Draft Environmental Impact Report, and the Final Environmental Impact Report. Our comments relate to three main topics:

- Impact on Boston's working port
- Open Space and Harborwalk Connections

- Climate preparedness

As we have done previously for Block A, B, H, and M, Boston Harbor Now plans to participate during the Chapter 91 licensing process for parcels within its jurisdictional limits. We support and agree with others' concerns about potential loss of destination open space and cultural space in the Harbor Square development (Buildings L3-L6). Since these buildings lie outside Chapter 91 jurisdiction, however, we defer to others in their detailed descriptions of potential improvements. Block G is the last remaining undeveloped block and sits on landlocked tidelands as defined by Chapter 91. We look forward to contributing more detailed comments for the Block G proposal.

Project Description

Seaport Square is the largest project proposed near the Boston Harbor waterfront. As presented in the NPC, the project covers twenty-three acres and spans twenty city blocks. The NPC covers thirteen of the total acres and includes nine individual buildings.

Open Space and Harborwalk Connection

Nearly seven acres or 30% of the project site is proposed for pedestrian-only access. Harbor Way and Harbor Square replaced the 2010 proposed vehicular bridge connection to Seaport Hill Green. We think the idea of providing pedestrian connectivity from Summer Street down to the waterfront, eventually combining with the Harborwalk to complete a recreational loop is terrific. Please note that completing the Harbor Loop requires collaboration between the proponent and the Fallon Company. We understand that such conversations are ongoing and we hope to see this agreement soon.

Seaport Common is one of seven public spaces proposed for the Project area. It is situated next to District Hall and across the street from Fan Pier Green. As presented in the NPC, throughout the summer and fall popular programming activities and events at the Common include fitness classes, a speaker series, performances by the Boston Symphony Orchestra and the Seaport Holiday Tree lighting. The location of the Common offers a view of the Harbor that has become increasingly rare in the Seaport District.

We have a dilemma. District Hall as a public innovation center has been a resounding success. We hope that collaborative spaces like it will continue to pop up throughout Boston. This parcel was intended to be permanent open space, which is a resource that the Seaport sorely lacks. The parcel is an ideal opportunity to expand the Seaport Common green. We encourage the final plan to preserve both District Hall and the open space acreage originally promised for this site. This would increase views of the Harbor and Fan Pier Marina as well as create the opportunity for a more active recreational park.

Transportation

We strongly support Mayor Walsh's commitment to a carbon-neutral Boston by 2050. This is an ambitious goal that requires significant collaborations between the public sector and private development. Seaport Square will add significant new residents and workers to an already overburdened transportation situation in the neighborhood. We appreciate the thoughtfulness of the project proponents' transportation plan, as laid out in Section 3 and Appendix A:

- Enhancements to the pedestrian environment adjacent to its buildings
- Provision of long-term secure bicycle parking for residents
- Providing 2,235 secure bicycle parking/storage spaces within the project site
- Increasing the number of Hubway stations within the project site (Note there is a discrepancy in the number of stations. Figure 3-7 shows six existing stations while Figure 3-21 shows eight existing stations)
- Construction of buffered bike lanes
- Construction of a new Silver Line entrance to the Courthouse Station
- Additional electric vehicle charging stations to accommodate 5% of all parking
- Encourage ridesharing programs within the Project Site
- Eliminating 1,000 of the parking spaces proposed under the 2010 Project

In addition to these welcome initiatives, the project should promote connections between land transit and water transportation through signage and placement of Hubway Stations and bicycle parking. With its proximity to the Fan Pier Marina and Seaport World Trade Center, Seaport Square residents and workers will be able to take existing water taxis and a coming-soon ferry to North Station.

Truck Access

Trucks are the lifelines of Boston's working port that creates over 7,000 blue-collar jobs and contributes \$4.6 billion to the regional economy. There are more than 6,000 daily trips in and out of South Boston generated by a diverse mix of maritime and industrial businesses. It is essential that, before DEP signs off on this project, project proponents work with the Massport maritime department to ensure that the transportation design does not limit truck access to Conley Terminal, Marine Park, and other working port businesses.

There are three critical components to the Seaport's truck access network. As presented during the March 13, 2017 IAG meeting, part of the mitigation contributions from the Seaport Square project will fund the *design* of one or more components of a bypass route to connect the Marine Industrial Park to Summer Street. Massport and interested working port businesses should be included in the design of these components, with funding for its construction identified and secured.

Second, interagency efforts are underway to extend and improve Cypher Street and E Street as industrial complete-streets, which also serve as important truck routes. This link provides the most direct I-93 Southbound connection and, again, is part of the larger access network.

The final critical component of the Seaport's truck access network is the Seaport Boulevard connection that currently provides the most direct and primary truck access to and from I-93 North. Page 1-8 of the project narrative acknowledges that Seaport Boulevard is a critical corridor for vehicular travel both by passenger and commercial vehicles. The same section also speaks about transforming this corridor into a 21st-century boulevard that promotes pedestrian and bicycle traffic over motor vehicles. We see these as two potentially conflicting values.

For example, Figure 1-6 of the NPC proposes improvements that include public art installations along the Seaport Boulevard median. This rendering, in particular, suggests a narrowing of the street and expansion of the median to accommodate public art installations. Although Conley Terminal is often seen as the major contributor to truck traffic, other commercial businesses in the Marine Park, Fish Pier and elsewhere depend on efficient truck access to and from major roads and highways. Such road access is also essential to serve millions of annual visitors to Cruiseport Boston and the Massachusetts Convention Center as well as tens of thousands of Seaport commuters and residents. We sincerely hope that Seaport Boulevard can be converted to an industrial complete street without making current traffic congestion worse.

Climate Change Preparedness

We note that the project proponents have a good track record of thoughtful climate resilient design, and that their discussion of climate preparedness is thoughtful and appropriately conservative. We appreciate their use of Climate Ready Boston projections even in the absence of updated regulations. We support their use of four feet of sea level rise in their flood preparedness calculations for the end of their building life cycle.

As described in the NPC, the proponents will:

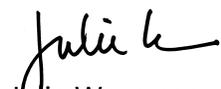
- Include graywater systems, water retention, and permeable materials,
- Move essential mechanical equipment and residential uses above predicted flood levels,
- Employ movable or permanent flood barriers to prevent water from entering parking garages, ground floors, and low lying portions of the site,
- Where possible, raise lobbies and public spaces above predicted flood levels,
- Where possible increase pervious materials,
- Design higher ceiling heights on ground floors,
- Install watertight conduits,

- Enhance building resilience through back-up outlet circuits, high performance buildings, and cool rooms,
- Locate backup generators above the potential flood elevation, and
- Incorporate salt tolerant plant materials in flood prone open spaces.

The strategies proponents anticipate using are thoughtful and at the leading edge of what projects are doing in Boston. Given the significant risk of flooding in the Seaport, we would encourage proponents to consider an initial or at least adaptive design that significantly elevates the landscaping and entryway levels above the current grade as Clippership Wharf and General Electric are planning to do, rather than relying on temporary flood barriers.

Finally, we note that existing buildings within the NPC project site that were permitted prior to the release of Climate Ready Boston are less prepared for coastal flooding than new buildings. As Seaport Square will therefore likely be more flood resilient than its older neighbors, we encourage project proponents to add to their climate preparedness design an elevated community space that could be used as a temporary public storm shelter in case of extreme flooding.

Sincerely,



Julie Wormser

VP Policy and Planning



Jill Valdes Horwood

Director of Waterfront Policy



RAY STATA
Chairman of the Board

March 24, 2017

Mr. Gary Uter
Project Manager
Boston Planning and Development Agency
One City Hall Square
Boston MA 02201

Dear Mr. Uter,

It is hard for me to imagine how Boston will retain its standing among America's top cities without an opera company. The Boston Lyric Opera can fill this role but it needs a facility. The proposed Seaport Square performing arts center is the way to get there and it is not clear there are alternatives.

It's not just about opera. Professionals want to live and work in a place that is rich in cultural amenities. The BSO and MFA are not enough to make Boston among the best cities to start up and expand businesses. A performing arts center for opera and other performing arts will fill a gap in Boston's cultural infrastructure.

A handwritten signature in black ink that reads "Ray Stata".

Ray Stata

Meghan Jacoby, flute/piccolo

180 Main Street Andover, MA 01810

March 27, 2017

To Whom it May Concern,

I am a professional musician in the Boston area and am writing today to show my support for a performing arts space in the Seaport Square development. As a flutist, I have performed for the past 13 years with many orchestras and chamber ensembles throughout Boston, including the Boston Lyric Opera. In one of our country's most creative and artistic cities, it is shocking that an opera house does not exist.

The creation of a beautiful performance space would make the Seaport development an exciting destination and one that would draw a huge audience per performance, creating more revenue/business for all the other shops and restaurants that are in the works for the area.

I hope to see the developers honor their original vision for this part of town.

Thank you.



Meghan Jacoby

Principal Flute, Symphony by the Sea

Flute/Piccolo, Cape Ann Symphony

Artistic Director, Music on the Hill

Flute Faculty, Phillips Academy Andover, Concord Academy, and Powers Music School

Maria J. Krokidas
[REDACTED]

March 27, 2017

Boston Planning and Development Agency
Attention: Gary Uter, Project Manager
One City Hall Square
Boston, MA 02201

Dear Mr. Uter:

I wish to comment on WS Development's ("WS") recent submission of Notice of Project Change in connection with its development of Seaport Square.

I am on the Board of the Boston Lyric Opera ("BLO"). I am also the Founder of the law firm Krokidas & Bluestein LLP which has had its' offices at 600 Atlantic Avenue for the last 15 years. Over this time, I have witnessed the development of the Seaport, first seeing from miles of parked cars; now miles of high rise steel and glass. I see nothing green or inviting despite billions of dollars of investment.

I see that WS wishes to abandon its permitted obligation to a 200,000 square foot parcel for a performing art center across from the convention center to add still more office retail and apartment space.

I wish to add my support for the performing art center. The BLO has demonstrated present need for a home and the capacity to raise funds and community support to build a center to meet its needs and those of other both large and small performing arts groups. The BLO is the community's premier opera company, has a history of organizing and promoting smaller opera groups, choral groups, actors, singers and musicians, working with all the city's higher education institutions. In addition, the BLO has sponsored educational activities and performances in the City's schools to introduce opera and theater to all children in all neighborhoods. Opera is for all ages and all groups.

The city needs an opera house that can be modern and affordable if Boston is to be a first class city attracting world travelers. Across from the Convention Center is an ideal location. The city does not need more apartments and offices in the seaport.

Boston Planning and Development Agency
Attention: Gary Uter, Project Manager
March 27, 2017
Page 2

I urge the Boston Planning and Development Agency ("BPDA") to require WS to honor its' commitment to dedicate this space to a performing art center. It is a condition of its permitting. WS proposes instead to create scattered small sites for small arts venues. It proposes to choose which of these groups will be allowed access. WS is a shopping mall developer, not a performing arts expert. This proposal will result in no real benefit to the arts community. Small groups do not have the ability to fundraise or develop. The BLO performing art center will make space available to smaller groups and has the ability to make the center happen.

This is a moment for Boston to add art and cultural activities to the Seaport as well as world class architecture.

Sincerely,



Maria J. Krokidas

MJK/jb

cc: Esther Nelson, Executive Assistant to the General Director, Boston Lyric Opera

FA\0001\430848.1

AMELIA WELT KATZEN

40 Nonantum Street
Newton, MA 02458



March 25, 2017

Boston Planning and Development Agency
One City Hall Square
Boston, MA 02201
Attn: Gary Uter, Project Manager

Re: Seaport Square Development

Dear Mr. Uter:

I am writing to express my support for the original mandate that Seaport Square include a performing arts and cultural center dedicated to non-profit use.

I am a subscriber and long-time supporter of the Boston Lyric Opera, which is one of Boston's cultural treasures. It is most distressing that a city like Boston, which is world-class in nearly every way, does not have a permanent home for its premier opera company.

In addition to the lack of a large enough performance space appropriate for BLO, the city also lacks high-quality performance space for other, smaller music, theatre and educational organizations. Development of the Seaport District provides a perfect opportunity to create a center that is flexible enough to accommodate many such organizations and contribute to the vibrancy of an exciting new neighborhood. The center, if thoughtfully designed, could itself become a destination for enjoying the Seaport, generating all kinds of collateral economic growth in the way of restaurants, shops, garages, galleries, coffee shops and bars.

Again, I urge you to maintain the requirement that a large performing arts and cultural center, dedicated to non-profit use, be included in the development of Seaport Square.

Thank you for this opportunity to provide you with my thoughts. Although I do not live in Boston, I have worked there for decades and continue to attend many cultural events in the city.

Sincerely,

A handwritten signature in black ink, appearing to read 'Amelia Katzen', with a long horizontal flourish extending to the right.

Amelia Katzen

3/27/2017

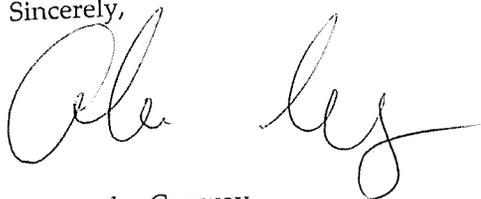
Alexandra Conway
Freelance Flutist and Educator
33 Harry Agganis Way 9781
Boston, MA 02215

Mr. Gary Uter
Boston Planning and Development Agency
One City Hall Square
Boston, MA 02201

Dear Mr. Uter

I am writing on behalf of myself and other young freelance musicians and music students to advocate for the allocation of space in the seaport development for a new Boston Opera House. The Boston Lyric Opera performs in substandard spaces and this has prevented their growth as an Opera Company of national and international reputation. Boston is the only major city in the United States without a dedicated opera space and it prevents the growth and development of a strong culture of opera in a city where culture is usually a strong focus. The Opera provides many employment opportunities from artistic to janitorial and secretarial. A performing venue of this size would also bring patrons to many local businesses and could attract other performing artists to this area of town. I hope you will stand by the original mandate and provide for the planning and construction of this vital cultural institution in Boston.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Alex Conway', written in black ink.

Alexandra Conway
Freelance Flutist and Educator
www.alexconway.net

Dear Mr. Gary Uter,

It is essential that the Boston Planning and Development Agency remain committed to building a full-sized arts/performance space in the Seaport District. The original plan should not be set aside; the arts are such an important part of society and benefit us in countless ways. In times like these, when music and arts are the first to be cut from the budget, we must find opportunities to ensure that does not continue to happen. This is a great example of one such project that should not be reconsidered. Performing arts centers are integral in the education of youth by offering a creative space in which to learn. This center will provide numerous jobs and educational opportunities. It will also offer a space for other types of activities. A thriving performing arts center will not only produce many jobs – both in its construction and in its use – as well as encourage sales in neighboring businesses, but will also aid significantly in creating a positive, engaging community.

A handwritten signature in cursive script that reads "Katrina Kwantes". The signature is written in black ink and is positioned above the printed name.

Katrina Kwantes

St. Vincent Neighborhood Association
South Boston, Massachusetts 02127

March 31, 2017

Dear Director Golden,

The St. Vincent Lower End Neighborhood Association (SVLENA) would like to comment on the Notice of Project Change (NPC) for the Seaport Square project proposed by WS Development. The St. Vincent Neighborhood Association is representative of the varied and diverse neighborhood of the South Boston Waterfront today. Our current residents and neighbors as well as the newer residents that currently reside in South Boston can continue to be part of these workplaces with the efforts of programs such as HTC. The service industry is now a larger than ever component in our neighborhood. These new hotels, restaurants and other venues that are being built in the St. Vincent Neighborhood can surely benefit from the well-trained and educated workforce the HTC provides. We are, as the St. Vincent Neighborhood Association that encompasses the Seaport area, asking that WS Development enter into an Agreement similar to that at the aLoft and Element hotels in South Boston. That Agreement allowed for the BEST Hospitality Training Center (HTC) to work with the Developer and the South Boston community in targeting recruitment and training for the future on-site hotel jobs.

We ask that WS select a hotel operator and engage with the South Boston community on this matter for the benefit of all South Boston residents.

Sincerely,

Eleanor F. Kasper,
President
on behalf of the St. Vincent's Neighborhood Association

CC:

Sara Myerson, Director of Planning
Jonathan Greeley, Director of Development Review
Trinh Nguyen, Director of OWD and OFE
Gary Uter, Project Manager
Senator Dorcena Forry
Representative Nick Collins
City Councilor At-Large Michael Flaherty
Boston City Councilor Bill Linehan

Dear Mr. Uter,

I fully support the construction of a performing arts center in Seaport Square. I live and work in the Boston area and I am an artist, and I greatly value the availability of art and art spaces in the city. The arts are important both socially and economically, and need space + opportunity to flourish.

Sincerely,
Kate Feldman

Mr. Uter-

Performance venues make it possible for performing arts organizations to do the work that makes Boston the cultural hot spot it is - but we are running out of spaces and losing favor among the talented young people who look elsewhere after graduating the city's esteemed colleges. Please be a part of the solution; support a performing arts venue in the Seaport District. You'll be glad you did.

MJ Holm

Julie's Family Learning Program

March 13, 2017

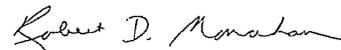
Dear Director Golden:

The Julie's Family Learning Program (Julie's) has had a long and beneficial partnership with the BEST Hospitality Training Center. We work to stabilize and empower women to transition into job training programs and employment. The Founder of Julie's, Sr. Louise Kearns, SND, is an active member of the Board of BEST.

Our clients have benefited in the past from partnerships established by BEST with the operators of new hotels such as Aloft and Element Hotels in South Boston. We are acutely aware of impending developments in and bordering South Boston. We strongly support the efforts of BEST to secure partnership agreements with the principals involved in the Seaport Square/WS Development Project with a clear plan on how this project will benefit women and men who are ready for training employment and a chance for economic security to support their families.

We ask your support to advance a partnership with the developers and selection of a hotel operator, who will work with BEST, prior to the approval of this Notice of Project Change by WS Development.

Sincerely,



Robert D. Monahan
Executive Director



By hand delivery and email

March 23, 2017

Boston Planning & Development Agency
One City Hall Square, 9th Floor
Boston, Massachusetts 02201
Attn: Jonathan Greeley

Re: Seaport Square
Notice of Project Change dated February 7, 2017 (the "NPC")

Ladies and Gentlemen:

The undersigned Fan Pier Development LLC and Fan Pier Owners Corporation together own all of the public realm in the Fan Pier development, located directly across Northern Avenue from the Seaport Square project (the "Project"). We are writing to express our concern regarding the proposed substantial diminution of open space in the NPC Project (as defined in the NPC) by the reduction of Seaport Common (formerly known as Seaport Square Green) on Block F of the Project from approximately 1.25 acres to approximately 36,000 square feet (0.8 acres), and the introduction on Block F of an eight-story retail and office building.

We also note that the NPC's depictions of Harbor Way – a pedestrian path starting with steps at Summer Street, continuing through the L Blocks, across Seaport Boulevard and hypothetically over Fan Pier's Harbor Shore Drive to the harbor - are inaccurate. Harbor Shore Drive is constructed and in operation as street, a private way open to public travel, providing the only vehicular access to the Institute of Contemporary Art and the parking garage serving Fan Pier Parcels H and I (100 Northern Avenue). It will not be altered to become a pedestrian way. Therefore, Harbor Way will end at Seaport Common.

The 2010 Project, as defined in the NPC, envisioned the following on Block F:

At approximately 1.25 acres, Seaport Square Green is a multi-functional urban open space, similar in size to Boston's famous Copley Square. It stands at the intersection of the major urban axes of the area and acts as a focal point to adjacent developments. Parallel to Seaport Boulevard on one side, it connects to the Fan Pier Park on its other side, creating a continuous public space that reaches the waterfront and connects to the Harborwalk. (DPIR Page 5-54)

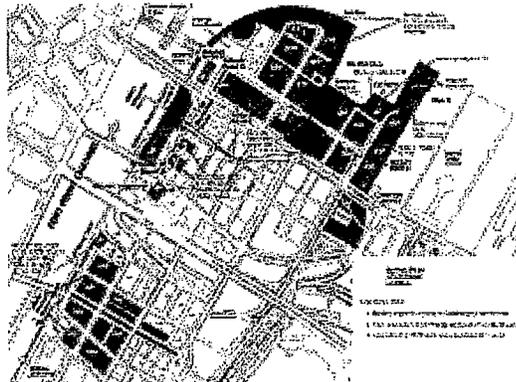
As originally presented, Block F was to be 1.25 acres of open space with only two small kiosks, one an MBTA headhouse and the other a small public/cultural park pavilion space, having a total buildout of 9,200 square feet. The size of Seaport Square Green, and its adjacency to the Fan

Pier Public Green, was an integral part of the planning for the Seaport District. The Secretary's Decision dated December 6, 2000 ("Decision") on the South Boston Municipal Harbor Plan ("SBMHP") cites this relationship. The following are representative examples:

- This Decision contains further conditions on the Fan Pier, Pier 4, and McCourt properties¹, including significant further reductions in building heights and square footages, the maintenance or enlargement of Chapter 91 setback distances, ***and over an acre of additional public open space, as mandatory offsets.*** (Decision, Page 11)
- In providing offsetting public benefits for open space and height substitute measures on the McCourt properties, ***priority shall be given to enlarging the open space between the Public Green on the Fan Pier Cove and a potential new MBTA headhouse for the Silver Line.*** (Decision, Page 12)
- For new buildings within the MHP area that do not provide the amount of open space required under Chapter 91, a system of aggregated offsets will be used to provide viable, usable open space along and adjacent to Fort Point Channel, the McCourt properties . . . (Decision, Page 12)
- A major factor in ***my decision to require a linked pair of expanded open spaces on the Fan Pier and McCourt project sites as offsets for substitute height provisions*** (described in more detail in Section VIII below) was the importance of ensuring compatibility with public transit and water transportation planning
- Remaining open space requirements for McCourt/Broderick Parcels "A", "B", "C", "D", and "F" shall be aggregated off-site on the McCourt Fan Pier Gateway Project property (as it is referred to in the MEPA ENF filing) at the ratio of 1.25:1. (In other words, when open space is aggregated out of jurisdiction, the resulting area shall be 25% greater than that required under the Waterways Regulations.) . . . All open space aggregated outside the harbor planning area shall be located adjacent to lands subject to Chapter 91 jurisdiction ***and establish a visual connection to the waterfront. I would encourage strongly that the open space provided outside the harbor planning area be located adjacent to the Fan Pier Public Green*** (Decision, Page 51)

¹ Now known as Seaport Square.

To emphasize this point, the following image is found on the webpage for the SBMHP on the CZM website:



These SBMHP provisions were relied upon in the Chapter 91 permitting of the Project.

In contrast, the NPC, without any discussion of this background or any acknowledgement of the open space reduction on Block F, simply announces that Block F is complete.

Block F is not complete. What exists on Block F today is the following:

- A *temporary*, 12,000 square foot, one-story Innovation Center, permitted and required, as an “Early Action Public Benefit,” by the Development Plan for Planned Development Area 78 (“PDA #78”) to be erected and used for an “Interim Period” of ten years. At the expiration of the Interim Period, Block F is to be dedicated to Open Space Uses.
- A *portion* of the open space, including the Massachusetts Fallen Heroes veteran’s memorial.

We note that the Third Amendment to PDA #78 contains internally inconsistent provisions regarding the future of the Innovation Center. As it relates to Block F, the Third Amendment states that the Proponent seeks approval to construct Seaport Square Green earlier than expected, and to include the Massachusetts Fallen Heroes veteran’s memorial. Section 3(i), regarding Block F, states that the MBTA headhouse need not be constructed “until after the Interim Period has expired and the Innovation Center has been removed.” Another section, amending Exhibit E, states that the Innovation Center and Innovation Uses are permitted during and after the Interim Period.²

Regardless of these PDA #78 amendments, the issue of the size of Seaport Common is directly presented in the NPC, which seeks approval for 1,700,000 more commercial space, and touts its

² We note that Section 3(iv) of the Third Amendment amended Exhibit D of PDA #78 to increase the maximum buildout and height of buildings on Block F (exclusive of the Innovation Center), but that those changes were subsequently eliminated by the Fifth Amendment to PDA #78.

Boston Planning & Development Agency
Attn: Jonathan Greeley
March 23, 2017
Page 4 of 5

open space as an offsetting benefit. It cannot be appropriate to provide less open space when asking for such a material increase in density.

We as developers of Fan Pier have little sympathy for the request to leave the Innovation Center in place, and to construct in addition an eight-story building on Block F, resulting in 121,000 square feet of development where only 9,200 is currently allowed. We were permitted a maximum density, and have lived with that limitation. We too built a temporary retail/restaurant structure – the Louis building, to enliven the Fan Pier site on an interim basis pending permanent development on its location. The permission we obtained for that temporary structure was also for ten years. We removed it to carry out the permitted final plan. The Innovation Center, like our Louis building, is not constructed of the quality materials expected for a permanent structure in such a prominent location. While the use of that building may have proved valuable, the use can find a home on the ground floor of a permanent building on another Block, perhaps on Block D. The use and the building are separate matters.

There can be no justification for the eight-story building proposed for the easterly side of Block F. It would substantially change the character of the open space, and no rationale can support this usurpation of open space.

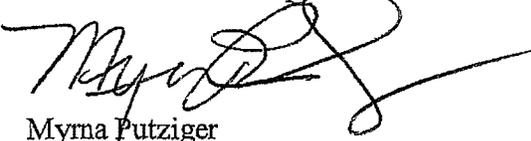
On a positive note, other than our comment regarding the termination of Harbor Way at Seaport Common, we are supportive of the proposed adjustments to create Harbor Way. We agree that the “Summer Street Steps” are an appropriate urban design solution for the grade transition from Summer Street to Congress Street.

We also suggest that the program changes requested in this NPC, particularly the increase in commercial space, require that even more focus be placed on the need for transportation enhancements of all kinds, including water transportation, shared shuttle buses, and construction of a replacement for the old Northern Avenue Bridge.

In summation, Block F should remain approximately 1.25 acres of open space, with only the MBTA headhouse and a single story park pavilion placed on Block F in a manner to allow Harbor Way to terminate gracefully in Seaport Common, which should align in width with Fan Pier’s Public Green as contemplated by the planning for these projects.

Very truly yours,

Fan Pier Development LLC
Fan Pier Owners Corporation



Myma Putziger

Boston Planning & Development Agency
Attn: Jonathan Greeley
March 23, 2017
Page 5 of 5

cc: Richard McGuinness
Joseph F. Fallon
Linda C. Houston
Terence Callahan
Rob Seaman
Gerry Ianetta
David Nevins
Alex Randall, Esquire
Brian Awe, Esquire
All by email

March 25, 2017

Mr. Gary Uter, Project Manager
Boston Planning and Development Agency
One City Hall Square
Boston MA 02201

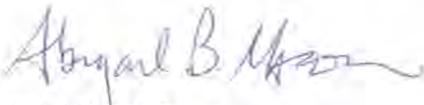
Dear Mr. Uter:

I am writing to encourage the City to require that Seaport Square include a performing arts and cultural center, as mandated. The original vision of the development was for a performing arts center of a size significant enough for local cultural organizations (opera, theater, music, dance, etc.) to take up permanent, long-term residence.

The performing arts industry, especially local non-profit producers like Boston Lyric Opera and others are vibrant job creators. The BLO alone provides more than 350 employment opportunities each season including full-time, part-time, and contract jobs. Individual artists, craftspeople, technicians, engineers, construction workers, administrators, and workers in countless supporting industries throughout Boston would benefit from a center like this. A performing arts and cultural center would also be an important education center for thousands of students.

The arts are essential to a vibrant city and would greatly enhance the Seaport district. The City has made this commitment to the arts and to the citizens of Boston and needs to live up to its promise.

Thank you for your attention to this important issue.



Abigail B. Mason
72 Chestnut Street
Boston, MA 02108



Gary Uter <gary.uter@boston.gov>

Seaport Square

3 messages

Alex Blake [REDACTED]
To: "gary.uter@boston.gov" <gary.uter@boston.gov>

Mon, Mar 20, 2017 at 1:23 PM

March 20, 2017

Mr. Gary Uter
Project Manager
Boston Planning & Development Agency
One City Hall Plaza, 9th floor
Boston, MA 02201

Dear Gary:

I am writing on behalf of the Barking Crab Restaurant, one of the remaining longtime institutions of the South Boston Waterfront where residents and visitors can experience an authentic piece of Boston's maritime history. Long isolated on the edge of a sea of parked cars, we are now integrated into this growing contemporary Seaport neighborhood.

We have watched with interest as the portion of Seaport Square closest to us has materialized, and we are taking close note of what is now planned for the other half of this one-of-a-kind urban property.

WS Development has shared some of its early ideas about public spaces and connections and creating an identifiable sense of place, and we enthusiastically welcome these plans and the development that will accompany them. It appears that a lot of effort has gone into developing a prominent, memorable public space that will link the new blocks and buildings with the water and promote public access to the Harbor.

We understand that Boston is in need of a lot more housing, and even with the number of residences that are now opening we welcome plans for additional living spaces (and additional innovation office spaces) to the area.

We look forward to seeing more of the developer's vision for the Seaport and the start of new buildings as the remaining blocks fill in.

Sincerely,

Alexandra B. Morris

Director of Operations

The Barking Crab

[REDACTED]

[REDACTED]

www.barkingcrab.com

Gary Uter <gary.uter@boston.gov>

Mon, Mar 20, 2017 at 2:24 PM

To: "Tsipis, Yanni" [REDACTED]

[Quoted text hidden]

—



**boston planning &
development agency**

Gary R Uter

Project Manager

617.918.4457 (o)

Boston Planning & Development Agency (BPDA)

One City Hall Square | Boston, MA 02201

bostonplans.org

Gary Uter <gary.uter@boston.gov>

Mon, Mar 20, 2017 at 2:24 PM

To: Alex Blake <[REDACTED]>

Hi Alex,

Thank you for the email. I've forwarded it along to our internal staff and it will be included in the project file.

Regards,

Gary

[Quoted text hidden]

—



**boston planning &
development agency**

Gary R Uter

Project Manager

617.918.4457 (o)

CAMERON SAWZIN, CELLIST

Mr. Gary Uter, Project Manager
Boston Planning and Development Agency Boston City
Hall
Boston, MA 02201



Re. Seaport Square Notice of Project Change (NPC, 2/7/17)

Dear Mr. Uter:

Enclosed are my comments as a Seaport AIG member re:

The Seaport Square notice of Project Change (NPC) of February 7, 2017.

As a professional musician who is been involved with New England and Boston nonprofits for 30 years, I know there is a critical need and *market* for a large performance venue in the Boston Area. There are many larger performing arts organizations such as the Boston Ballet, Boston Lyric Opera, as well as commercial interests such as Broadway in Boston that would present more events if there was an 80,000 square foot venue available. Operation of an arts center would cost approximately 700,000 1,000,000 per year and at least two thirds of the cost of running it could be taken care of by these organizations alone. A key component of the Arts Center would be to combine two 40,000 square foot lots. The space should be on the ground floor to lower operating costs. The Center could be designed to be broken up into smaller venues which could both be used concurrently by smaller arts and community groups. It would be useful to gather a list of larger performing arts organizations and have conversations with them to get an idea of interest and budget for the Arts Center.

Another aspect of the space would be an art gallery, and rehearsal and teaching spaces for the educational component of the Arts Center.

I teach a few days a week at the Munroe Center for the Arts in Lexington. At Munroe, there are several other organizations ArtSpan, the Dance in, Lexington Music School and the Lexington Players Theater group. All of these organizations pay rent to the Munroe, including the studio private teachers who have to teach and perform at a high level to be invited to join the Lexington Music School faculty.

It would be to the benefit of WS Development to consider this proposal because very desirable foot traffic could be brought to the restaurants and other Seaport venues, including the new residential projects. Having a major arts venue in the Seaport would be a huge selling point for the residents looking to buy these units and make them more desirable. These new residents would also support the Arts Center, send their children there for music education and attend arts events. Office and residential units could be on the upper floors of the Arts Center "Arts Row" or whatever catchy branding the residences would have. The Arts Center could be a logical part of the new vibrant and creative identity of the Seaport and continue all important community building so important to a new neighborhood.

There would have to be an endowment as a partner to help cover the cost of the project and I believe this would not be hard to create. We all know arts generate economic investment and jobs. Restaurant and retail workers, musicians, artists, technicians, engineers, construction workers and workers in countless supporting industries through Boston would benefit from a new center like this.

My other comments involve the loss of the Seaport Hill park, as the new proposal is too small for many of the activities families moving to the area would want available. The surrounding buildings are now much larger and Harbor Way is buried with large buildings all around it. We may not have the

room for the next Manhattan “High Line”, but I think we can do better. There are many new residences, coming to the Seaport, One Seaport Square, M Block, WaterMark, etc.) When these young residents have families, they will leave the Seaport if schools, parks and libraries are not there for their kids. I see this pattern in Fort Point already.

I am also concerned about the loss of any affordable housing in the district. We want a good cross section of residents in the Seaport, and many current long time Fort Point residents can no longer afford to live here. It’s great to help fund a Senior Center and other projects, but this has been a pattern for many years with affordable housing shunted off to other districts.

We have a huge opportunity here and a talented developer who is willing to listen to a very active and passionate community. As Jack Hart was fond of saying, “We only have one chance to get this right”

Sincerely,

Cameron Sawzin

March 25, 2017

Brian Golden, Director
Boston Planning and Development Agency
One City Hall Plaza, 9th floor, Boston, MA 02127

Dear Director Golden:

This letter refers to the major improvements of Seaport Square, as described at the meeting on Wednesday, March 13, 2017

I am an appointed member of the Study group for the proposed Seaport Square development and along with my full support for the project I wish to call your attention to two comments I have.

One refers to a great suggestion, by fellow member Donna Brown, noting that she suggested a design-connection that would physically and culturally link the Seaport Square with the unique character of residential South Boston. She expressed it well at the meeting and I would like to explore with my thoughts on her observations.

I was born and raised in Southie lived here for the first 28 years of my life ... and have had the pleasure of moving back as a full time resident in the early 1990s. Donna is a longtime South Boston resident and needless to say we both have a love for the area. And we recognize and have pride in the special uniqueness of South Boston's character.

I am a professional artist ... and since its inception 14 years ago I have been the executive director of the South Boston Arts Association.

It would be interesting if a building (perhaps the general administration building) could carry through the design lines of ... say ... a three or four decker. Most in Southie have a certain look ... a combination of a solid workaday past and the care of a prideful present day homeowner.

The second thought I have concerns the very laudable plans for service jobs for South Boston residents.

And I rely on my experience as a former tenant from December 1, 2001 through 2005). at 300 Seaport Avenue ...directly across the avenue from the Seaport Hotel.

Just a few months after we opened the gallery ... the T shut down the bus program from South Boston and introduced the Silver Line. This 'new' service does not reach into South Boston residential community. It runs along Summer Street to First Street. As a result we lost all contact with our South Boston patrons.

The Seaport Square proposal that includes jobs for South Boston residents should make every effort to have a frequent and reliable transportation program to compliment the 'jobs' intention for the Seaport Square.

Thank you for the opportunity to serve.

Respectfully,

Dan McCole
516 East Second Street, South Boston, MA 02127





365 West Broadway
South Boston, MA 02127
617.268.9610
617.268.4813

March 27, 2017

Gary Uter

BPDA

City Hall, 9th Floor

Boston, MA 02110

Dear Mr. Uter:

Please accept this comment letter regarding the Seaport Square Project. The changes proposed by the developer offer significant public realm design improvements. While the original plan provided a large public open space, the change in grade made the space less accessible to the public than the new plan. The connection to Summer Street will provide a great opportunity for Seaport Square to become part of the existing South Boston neighborhood and will create a new link to the Waterfront.

As a member of the IAG, a neighborhood resident, and the Executive Director of South Boston Neighborhood Development Corporation, I have the following comments:

Affordable Housing: I strongly support the increase in residential units. With that increase in the total number of units, the developer should increase the percentage of affordable units to more than just 15%. All affordable units should stay in Seaport Square.

There are many neighborhood amenities still needed at Seaport Square and the South Boston Waterfront; including:

Transportation: make shuttles and ferries open to the public and cheaper

A Grocery Store is needed as soon as possible.

Civic/Community Space: The proposal includes many worthy ideas, but the development team needs to determine how to make them a reality. Residents, as well as members of the arts community, should continue to be involved in the planning of the uses of each building.

Make the Harbor Square space feel public, maybe adding a fountain or sculpture.

Community center with an arts focus and/or fitness programming: It should be a true community center for this new neighborhood, with very low-cost and free programs. Other Boston Community Centers provide youth and adult programs that include swimming lessons, exercise and sports, computer training, cooking, etc. At Seaport Square, the focus could be arts, with theater/performance space that is inexpensive.

The civic space should include a Library or additional public safety locations, such as Police/Fire stations.

General comments:

Cohesive design, more brick

More signage directing people to and within the South Boston Waterfront

More homeownership

Improve the management of the inconveniences of construction.

Mitigation funds transportation, public accommodation.

Plan for public uses during the winter months, so the space doesn't become deserted.

Thank you for this opportunity to comment on the Seaport Square project.

Sincerely,


Donna Brown

Executive Director



March 27, 2017

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

Via postal mail and email (brian.golden@boston.gov)

Dear Mr. Golden,

We are grateful for the opportunity to comment on the *Notice of Project Change* filed by WS Development for the Seaport Square Development, and to express our support to maintain the City's earlier commitment towards a 200,000-250,000 gross square feet performance facility.

While Boston is fortunate to have a number of theaters, none is ultimately suitable for opera, and, most important, none is dedicated to non-profit area producers, such as the Boston Lyric Opera. The Boston Foundation Study "How Boston and Other American Cities Support and Sustain the Arts", published in January 2016, highlights Boston's arts organizations struggle with appropriate and affordable facilities, particularly amidst prevailing high commercial costs. The Study also emphasizes a missing stratum of mid-size performance companies in Boston as compared to other American cities. Boston Lyric Opera is among those mid-size performing arts organizations, and one of the larger employers of area singers, musicians, and production professionals. Boston is proud to host one of the country's largest and most important symphony orchestras and museums, and a myriad of smaller cultural and performing organizations. The BSO and MFA would never have reached their full artistic potential without a home in which to grow. But a City's healthy cultural ecosystem supports a broad spectrum of organizations, from the larger to the smaller. Boston lacks a performance space where mid-size non-for-profit producers can reach their full artistic potential and a welcoming home for our larger community to engage in a wider spectrum of cultural activities.

Artistically vibrant and financially healthy arts organizations, such as opera companies, depend on a physically adequate, functional, and affordable home in which to perform, which also enables them to welcome the community. Resident companies are more than producers of shows. We support local artists, and provide extensive community and educational programs year round. We are proud to work with our community, our cultural partners, libraries, museums, teachers, and students.

In her recent book "Site and Sound" author Victoria Newhouse explores how successful performance spaces for the future are no longer expensive temples for the arts or outdated traditional theaters that smack of exclusivity, but rather flexible and transparent spaces, that reflect the City's openness to its diversified audience of the future. This is echoed in a recent national study "Building Better Arts Facilities – Lessons from a U.S. National Study" by Joanna Woronkowitz, which also focuses on the importance of a performance facility's dedication to a non-profit operating structure, equally

highlighted in another recent study “Set in Stone – Building America’s New Generation of Arts Facilities,” by the Cultural Policy Center at the University of Chicago.

Boston has an opportunity to become a leading visionary for a performance facility of the future but it will take leadership from the City. Any developer will have to consider their economic advantage first but the benefit cultural facilities are not measured by profit alone.

200,000 gross square feet is an appropriate size for a performance space that can accommodate professional opera . A facility of that size can be designed to be inclusive of smaller organizations and neighborhood needs.

Sincerely,

Esther Nelson
Stanford Calderwood General & Artistic Director

893 East 2nd Street
Unit #9
South Boston, MA 02127

March 27, 2017

Gary Uter
Project Manager
Boston Planning & Development Agency
One City Hall Plaza, 9th floor
Boston, MA 02201

Dear Mr. Uter,

My wife and I recently purchased a home in South Boston because of the great quality of life in this neighborhood. As a community member, I have a deep interest in the impact that the Seaport Square redevelopment will have on the South Boston community. I attended the developer's Open House as well as both BPDA Community Meetings and appreciate the opportunity to comment. My wife and I were very excited to learn about the plans that WS has for the remaining Seaport development parcels and are pleased that a company with such experience with retail placemaking is now bringing that expertise to an area that needs a great deal of improvement in this regard.

We fully support all of the pedestrian amenities and public realm improvements that the project will provide and very much appreciate WS' focus on creating places for people and bicycles rather than instinctively building more roads and bridges as was planned some years ago. The "walk to the sea" concept is very well thought-out, and we believe this will be a major improvement for pedestrians who live and work in the area. We agree that the landscape palette of this promenade is appropriate for its setting and don't think that another green lawn area is what the area needs – there are many park areas already existing or planned in the immediate area and the hardscape palette proposed by WS will help to create a more active and vibrant pedestrian environment, which is what the area needs more than anything.

I do look forward to continuing to learn more about the specific design of buildings as the project moves forward, as it will be important to translate the concepts we have seen in the community meetings into the design of the individual buildings as well. I urge the BPDA to push for an accelerated delivery of the public realm improvements so that we and our neighbors can begin to enjoy the product of WS' work as soon as possible.

Thank you for counting our voices in support of this great project!

Sincerely,


James and Jean McGee
City Point Residents



Gary Uter <gary.uter@boston.gov>

Seaport Square public meeting

4 messages

Jane Papa [REDACTED]
Reply-To: Jane Papa [REDACTED]
To: Gary.Uter@boston.gov, [REDACTED]

Fri, Feb 17, 2017 at 10:27 AM

Dear Mr. Uter,

Thank you for last evening's well moderated meeting and the chance to learn first-hand about the proposed changes to the project.

I attended as a member of the arts community with a specific interest in the fate of the proposed performing arts center. I am an Overseer with Boston Lyric Opera, although my thoughts and reactions expressed herein are strictly my own, and I would like to share them with you.

The presentation was an extremely well organized and effective effort designed to convince the assembly of why WS Development should be allowed to make changes in the proposal that will greatly enhance the commercial value of its property. But the fact that just about everyone would find the visuals of the new plan far more attractive than the old plan should not obscure the fact that the proposed walkway does not give the area "a soul," nor does it create a "neighborhood." Those opportunities were lost a long time ago.

A real neighborhood would have a school, a library, places of worship, a community center of some sort. The first two were once expected but never materialized. The Catholic church is only being accommodated because the church owned more desirable land wanted by developers, so a swap was made. There isn't even a proper grocery store in the area, although people have been living there for quite awhile now. Your presenters made it sound as if the opening of CVS was some sort of accomplishment. A walkway will not change nor address in any way the absence of the essence of a neighborhood, nor does it convince me that such is a primary concern of the corporation.

An even greater issue is the question of what is good for the entire city of Boston rather than just for the residents and developers of Seaport Square. Despite what Mr. Tsipis believes there is a strong need in the city for venues of all scales that will accommodate the vibrant performing arts community that we are fortunate to have in our midst.

Boston is known internationally as the home of a first-class art museum and a first-class symphony orchestra. It is no coincidence that both the Museum of Fine Arts and the Boston Symphony perform their magic in outstanding facilities. Boston once had an opera house of similar stature (1909-1957) but it met a wretched end in a move that to this day smacks of politics to many in the

community. All of those institutions were built through private philanthropy at a time when many people of wealth believed their legacy should be one of providing cultural continuity into the infinite future. We must acknowledge that times have changed greatly, and any new construction of such importance would have to be supported in some other way, one that certainly involves city government.

Further thoughts - the pattern of change in the world around us is often compared to a pendulum swinging back and forth between extremes, seeking to find a middle ground. As a retired lifetime educator of 37 years' experience, I see how that description fits the fate of the arts curriculum in our public schools. We have spent an entire generation moving away from a position that used to be a standard, namely providing a quality arts education to all of our students, and this supposedly because the value of arts in education can't easily be quantified and measured. Only recently have we begun to recognize the failure of teach-to-the-test basic skills-focused programs to educate students to their full potential for living a fulfilling life and for contributing to society in a meaningful way. The pendulum has begun to swing back toward an integrated curriculum, one in which the arts play a vital role.

In a parallel situation, this community has spent more than a generation allowing performing arts facilities to be shut down and razed (add two recent near-misses to the mix), to be replaced primarily by places of commerce, supposedly because there were more such performances spaces than we needed. Now we find the growing thirst for arts experiences is often left unmet, not for lack of talent, interest, or will, but for lack of suitable locales and venues. Now is the time for *that* pendulum to begin swinging back the other way, back toward housing our performing arts in venues where they can flourish and grow and play the vital role in our lives that they are meant to.

If not in Seaport Square, then WHERE?

Sincerely,

Jane Pisciotoli Papa

Gary Uter <gary.uter@boston.gov>
To: "Tsipis, Yanni" <[REDACTED]>

Fri, Feb 17, 2017 at 1:53 PM

[Quoted text hidden]

-



**boston planning &
development agency**

Gary R Uter

Project Manager

617.918.4457 (o)



Fort Point Arts Community
300 Summer Street, Lower Level
Boston, MA 02210

March 28, 2017

Mayor Martin J. Walsh
Boston City Hall
1 City Hall Square
Boston, MA 02109
mayor@boston.gov

Dear Mayor Walsh,

The Fort Point Arts Community Inc. of South Boston (FPAC) appreciates the opportunity to submit comments regarding the proposed project as outlined in the Seaport Square Notice of Project Change dated February 7, 2017, and submitted by Seaport Square Development Company LLC, an affiliate of WS Development Associates LLC.

As a core stakeholder in the Fort Point neighborhood for over 37 years, FPAC has seen much change as the real estate cycle has ebbed and flowed in the Seaport. We are fortunate as an organization to have weathered this change and remain the largest neighborhood-based membership organization in Fort Point. FPAC not only represents artists from the local community, but also grown to be a conduit for artists from across the city to access opportunities in the growing Fort Point/ Seaport neighborhood.

A long-standing organization with a broad vision for the future of arts and culture in our neighborhood, FPAC understands that the development of Seaport Square represents a new chapter in the Seaport and Fort Point history that is full of potential. To this end, we believe it is critical that the vision of a significant destination arts and cultural use (200,000sf identified in the original 2010 project plan) not only be maintained, but also be planned in a holistic and fiscally and programmatically sustainable way.

The substantive changes proposed to the project should be matched with an equally weighted and proportionate increase in mitigation efforts. The proposed 1.4 million square foot increase in density, paired with a reduction of 1,000 parking spaces, represents an immense change to the original project plan. This 15% reduction in the number of parking spaces is technically a 71% reduction in the parking ratio (from 1 space/ 1000sf to 1 space/ 1400sf) for the project, and will have significant impact on the overall quality of life for the Seaport, Fort Point, and the whole of South Boston and Downtown, if not paired with commensurate improvements to transportation infrastructure in the area. We concur with other neighborhood groups advocating that this issue be addressed in a tangible way through improved public transit and not private shuttle or transport systems.



Some of the proposed project changes, such as the repositioning of the previously planned park space from the Summer Street level to the level of the Seaport public realm will help to integrate the project with the surrounding neighborhood, are welcomed from the standpoint of good urban design and placemaking strategies. We hope that the size and nature of the newly configured park be further developed to provide an equitable sized space to that originally envisioned, and to ensure a quality of design and programming supportive of a vibrant, world-class neighborhood.

Our specific comments regarding the project, and in particular the arts, cultural and public spaces are as follows:

1. Arts & Cultural Space

Boston, and Fort Point in particular, have a unique artistic and cultural character. The Seaport Square project is an opportunity to celebrate this remarkable history, and through meaningful investment, build an even more vibrant future for arts & culture in an area that currently is lacking in public, civic investment. Seaport Square is a project, if properly developed and designed, can be a unique bridge between the cultural activity in the historic Fort Point district, and the newer, cosmopolitan Seaport area. The cultural components are vital to the identity and the success of such an ambitious project.

Multi-faceted vs. Single-user Solution

The 2010 Seaport Square plan offers a broad notion for a 200,000sf arts facility. A single tenant of this size would be akin to a commercial arts institution such as Cirque du Soleil, Disney or similar. FPAC is not convinced that a single institution of this scale would best serve the neighborhood or the city, as it would be removed from the ethos of its art community, and would come with a pricing structure that would put access beyond the a vast number of residents, further emphasizing a feeling of exclusivity in the Seaport.

As an multi-faceted arts organization, FPAC membership spans a wide array of media and disciplines; music, dance, theatre, poetry, writing, pottery, painting, filmmaking, sculpture, photography, and many more. FPAC's 2013 strategic plan for an multi-use arts center in the neighborhood outlined a sustainable plan for one such facility, and received broad support from the community, city agencies and elected officials. As such, we seek to develop into all of our spaces, functionality and flexibility which can support this broad and diverse range of cultural uses. For these reasons, as a community, we would generally support a culture facility that is a multi-destination, multi-disciplinary venue which can support an array of programming, over a single large venue with limited flexibility.

Financial Accessibility beyond Seaport Residents



Central to the concept of Seaport Square as a beacon of cultural activity is the accessibility of the programming to the public; FPAC supports uses which are financially accessible to audiences and art-goers of all socioeconomic backgrounds. Careful and thoughtful market analysis of intended programming uses should be measured against accessibility which the Mayor's Office of Arts and Culture has established as a critical metric in the Boston Creates Cultural Plan.

FPAC Partnerships with Community Arts Organizations

For nearly forty years, FPAC has been developing unique cultural programming for Boston. The cultural identity of Seaport Square should build on and amplify, in partnership with FPAC and others, the unique cultural character of Boston, rather than importing cultural activity as an attraction which is disconnected from local arts activity. FPAC has relationships with several member and partner arts organizations (Mobius, Illuminus, Fort Point Theater Channel, GloveBox, AgX Film Collective and the Photographic Resource Center) that would benefit from access to affordable space and enliven the Seaport neighborhood. We have developed a collective vision of Fort Point and the Seaport as a cultural district, and intend to support the development and growth of this culture to keep pace with the rapid development of the Seaport and Fort Point so that the unique character of this neighborhood is amplified.

Sustainability of Programming

With the pressure on foundations and business leaders to support arts, culture, education and social services, FPAC steadfastly believes that the arts center component of the Seaport Square project must be largely self-sustaining, and that a new, bold strategic financial model must be crafted to address this. Multiple organizations within the neighborhood and across Boston, have increasingly been turning to new Seaport businesses for donations and sponsorships -- a funding model subject to the whims of donor fatigue and economic cycles, and fraught with competition for resources. Over the past two years, FPAC has been actively moving the organization toward a more fiscally sustainable model, with diverse revenue sources, and we firmly believe that such a strategy is needed for long-term success of the Seaport Square arts and cultural programs and resources.

In Midway Artist Studios, FPAC has a financially proven and culturally active sustainable model that has components, in partnership with FPAC, which could be applied to such a development. Additionally, other models such as a percent for art or common area contributions should be explored as possible methods for sustaining programming. FPAC, has met with our development partners and our design partners, and have a range of ideas on how a sustainable solution could be crafted for the WS arts space. We have had initial conversations with WS development and look forward to continuing to work toward a possible holistic and sustainable solution to the arts component of the Seaport Square project.



2. Affordable Housing

Seaport Square seeks to be a thriving destination for arts and culture, shopping and retail for both local city dwellers and visitors from afar. Seaport Square is all at once an ambassador to visitors coming to the convention center, and an opportunity to create a neighborhood of its own.

Affordability for a Balanced Community

FPAC supports the development of inclusionary on-site affordable housing, in order to promote a diverse and well-balanced community. Many Seaport projects have been allowed to off-site affordable housing, promoting an economically imbalanced neighborhood, and we feel that the increased residential component at Seaport Square represent an opportunity to correct that imbalance.

Artist Housing & FPAC's Initiative

Critical to any thriving cultural institution seeking to be representative of the unique character of both Boston and the local neighborhood, is to further grow the artist community that has historically called this neighborhood its home. Access to affordable housing is a critical problem facing Boston at the moment, and the effects have been hard-felt in the Fort Point / Seaport area where affordable artist live-work space in twenty warehouses gave way to developments branded as luxury and priced to match. In 2015, FPAC announced an artist housing initiative with a goal of creating 250 permanent units of artist housing over the next 10 years, starting by actively pursuing a near term goal of 80-100 units in the next 3 years. Increasing affordable housing in the Seaport is critical, and artist live-work space is a key way to achieve this while strengthening Fort Point as a vibrant cultural district, symbiotic with convention, restaurant and entertainment destination uses on the waterfront.

Affordable artist housing would complement the creation of a cultural facility, providing a user base and volunteer base, and would add a component of organic vitality to the vision of Seaport Square as a dynamic cultural destination. FPAC has a long history of developing artist housing & affordable housing in the Fort Point district, and can offer unique expertise in the development of further artist housing as part of a cultural vision for Seaport Square.

There is no doubt that the growth of commercial space is placing added pressure on the existing residential stock, and especially on our affordable artists live-work housing, as employees seek out more affordable options within a walking distance of work. FPAC looks forward to continued discussion with the City to move the development of affordable artist live-work space forward.



3. Public Space

The center of Seaport Square and adjoining pedestrian walkways provide a unique opportunity to support public art and provide for increased opportunity for a range of media. As a forum for both everyday activities and large scale events, Seaport Square's main outdoor space should be a prominent public park with a civic presence; the NPC use of the word "Courtyard" – a term for a constrained and wholly private space - diminishes its role as a part of the civic life of the city.

FPAC is supportive of the project's efforts to break the originally planned superblock up and to re-establishing a grade level public open space in place of the semi-private elevated park of the 2010 plan. This change removes awkward overpasses and ensures pedestrian circulation will activate the space on a regular basis. The proposed broad public steps connecting Summer Street with Congress Street offer opportunity for a range of passive and active uses that will complement the main park area.

While supportive of the general approach, it is questionable as to whether the size and nature of the newly configured park will support the desired range of activities in a meaningful way. We advocate that the public open space to provide an equitable sized space to that originally envisioned, and scaled to meet the increased density, and to ensure a quality of design and programming in support of a vibrant, world-class neighborhood. In order to ensure that the project's public spaces support envisioned programming, the design process should include input from arts organizations with experience in programming outdoor multimedia, public art and performance.

Public Space Activation

FPAC has long been activating both the Fort Point Channel and the Harborwalk with public art. In our most recent Open Studios event, there are three pieces installed along the Harborwalk, and two pieces installed in the Fort Point Channel as part of our Floating Art Program. Featured on CNN.com, the Boston Globe and Huffington Post, FPAC's Fall 2016 floating art piece, *SOS (Safety Orange Swimmers)* made news worldwide as it highlighted the global migration crisis.

We strongly hope that the WS Development will continue to work with FPAC to identify locations not only in the landscape areas, but also on building surfaces, where infrastructure could be provided to support a variety of ongoing public art installations (both temporary and permanent), performance, outdoor theatre, street performance, music that will contribute to the vision of Seaport Square as a cultural destination.

FPAC through our work with recent partnerships have broadened our public art programming, with events such as Electric Pilgrims, in partnership with the Urban Arts Program at Emerson College. We would be happy to work with the project team regarding location and specifications, a developing a long term plan for sustainable cultural activity for Seaport Square.



4. Civic Uses

As part of the Seaport Square Development, the required civic uses are another opportunity for both community engagement, and programming that further reinforces the historic character of the Seaport / Fort Point area. A library and/or Seaport / Fort Point history center would be a complementary use, and would augment the development of meaningful permanent cultural facilities both through programming, and possible infrastructure. A design library that focuses on industrial technology, art and design, would dovetail in a deeply meaningful way, providing an educational benefit that would connect with the creation of the cultural programming already referenced.

This project represents an opportunity to fulfill the promise of the Seaport in a very significant canvas in the heart of the Seaport / Fort Point area. We wish to thank WS for engaging a dialogue with FPAC regarding the arts related component of the project and we look forward to continued discussions with the proponent, the City and Boston Planning and Development Agency in developing a sustainable destination for arts and culture. We look forward to working with the City and the neighborhood in maintaining Fort Point as a vibrant, creative community in which to live and work. Please feel free to contact us if you have any questions regarding our comments.

Cordially,

A handwritten signature in black ink, appearing to read "J Mecca".

Jennifer Mecca
President, Fort Point Arts Community

A handwritten signature in black ink, appearing to read "Raber Umphenour".

Raber Umphenour
Vice-President, Fort Point Arts Community

Cc:

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Board of Directors, Fort Point Arts Community Inc., *fpacboard@fortpointarts.org*

To Whom It May Concern:

I am writing to express my support for WS Development's updated plan for the remaining development parcels in Seaport Square. I am a South Boston resident and I visit the Seaport often. I have enjoyed seeing the Seaport change over the last few years, especially through the addition of great new restaurants and activities.

I believe that the biggest challenge facing the Seaport today is car traffic. The roads can be congested at peak times, causing pollution and negatively impacting the neighborhood environment. I was pleased to learn that WS is proposing to reduce the number of parking spaces in the neighborhood as I think that this will discourage people from driving. Of course it is imperative to provide people with alternative means of transportation, such as biking and transit. I understand that WS plans to improve bike lanes in the neighborhood, which I strongly support. I would also like to see WS advocate for improved transit access in the neighborhood through amenities such as the shuttle service, ferry service, ride sharing, etc. Lastly, I think that changing Harbor Way from a vehicular road to a pedestrian path will be very beneficial in further discouraging driving as it will make the neighborhood more accessible by foot.

I hope that the BPDA will take these comments into consideration and will support WS's moves to reduce car traffic in the Seaport. I look forward to seeing these plans develop and witnessing the positive impacts on the neighborhood.

Regards,


Laura Keaney

South Boston Resident

A Brief History of the South Boston Waterfront and a Proposed Alternative Massing

I. Early History

The South Boston Waterfront is a Peninsular that has been primarily formed by filling of the land north of the original First Street. It is bounded by the Fort Point Channel on the west, the Boston Harbor on the north, and the Reserve Channel on the east. Originally it was developed as a warehousing and service area for the Downtown, and for expansion of the railways which carried freight to and from the city. From the 1700's to 1954, a series of land-fills out to the Pier and Bulkhead Line created the Peninsula's current shape. In the early 1900's, Summer Street was constructed as a large, elevated structure in order to allow the passage of multiple rail lines that connected the waterfront to the country south and west. The street is supported by the granite foundations of the warehouse buildings from the Fort Point Channel east to the Truss Bridge, which spanned the rails; it then returned to grade and gently sloped down into the right of way of the eastern portion of what was old Congress Street. Congress Street itself bridged Fort Point Channel and ran, at grade, across the land known as Commonwealth Flats, until it bridged the foot of the Reserve Channel, turned towards the south past the "Edison" Power Plant and continued on into the community as L Street. The central portion of Congress Street, beyond B Street was discontinued in 1900, to allow for the construction of elevated Summer Street and remained a type of "no man's land" until the development of the streets related to the South Boston Interchange as part of the Central Artery/Tunnel Project (CAT).

Prior to construction of the extension of I-90 (Mass Turnpike) and the Silverline, the area was very open and contained few buildings. These included the historic Wharf District and scattered structures such as the Rendering facility adjacent to the Viaduct structure, the A&P warehouse near B Street and the pier buildings: Commonwealth Pier (now the WTC); Fish Pier, with its frontal Icehouse; Anthony's Pier 4; Jimmy's waterfront restaurant; and the sprawling Fan Pier Railroad Facility complex. It was characterized by panoramic views of the city and the harbor, as well as the airport and the outer islands to the east. It uniquely housed 2 surface levels, one at the level of the seawalls along the north, east and west edges, the other at the higher grade of Summer Street.

The Peninsula was connected to the Downtown by bridges at Summer Street, Congress Street and Northern Avenue. At its eastern end, a single bridge over the foot of the Reserve Channel led to undeveloped and industrial areas before reaching the eastern residential area. Streets in the southern residential areas, which constituted the principal community, were not extended north to the industrial waterfront. D Street ended at Summer Street without crossing it. The northern portion, although aligned, was known as Ramp Street Extension. The Roadways that existed prior to the CAT are shown in *Fig. a*.

II Construction of the CAT and Silverline

The Third Harbor Tunnel was conceived in the early 1960's but not funded until it was integrated with the reconstruction of I-93. The combined project was termed the Central Artery and Tunnel Project (CAT). It constructed an underground highway, in a tunnel, beneath the existing, over-utilized elevated road that ringed the city, and it rebuilt the complex intersection between I-93 and I-90 to allow for the extension of I-90, under Fort Point Channel, across South Boston and Boston Harbor, to Logan Airport. It also created a new intersection along the way, in the largely empty land of the Peninsula, known as the South Boston Interchange. This feature was intended to create access to and from the area for the purpose of its development into active uses and economic opportunities.

As part of the CAT's Mitigation program, a public transportation system was built in the form of a dedicated bus tunnel, called the Silverline. It runs in a tunnel from South Station which crosses under Fort Point Channel to Seaport Boulevard. It then shifts south and curves to runs parallel to Congress Street to the station at The World Trade Center. From there a busway structure grades up to D Street, where vehicles cross at a signalized intersection. It then proceeds to Logan Airport via surface roadways that lead to the Ted Williams Tunnel, and to Local service routes. Three Stations were built: "Courthouse" (at Seaport Boulevard); "World Trade Center"; and the open-air "Silverline Way" located between D Street and the Massport Haul Road.

Another component of the CAT Project was the construction of a roadway to provide a Truck Route to the Port with minimal interaction or impact with the city's streets, now called the "Massport Haul Road". It begins well to the south at I-93 and runs in the historic 'rail-cut' that bypasses the residential community, west of and parallel to B Street. In the vicinity of Summer Street, the roadway is joined by various feeds from the tunnels, curves to the east under Summer Street and proceeds beyond Pump Station Road, curving to the north and terminating at Seaport Boulevard. This route is paralleled, for most of the way, by the one remaining railroad track (Track 61), maintaining the potential for rail access to the deep water Pier at the Reserve Channel

The ramps built to access the tunnels required the creation of a number of surface streets that connected to existing streets, so as to achieve an overall pattern that met the traffic requirements generated by the envisioned development and general traffic, including trucks that serve the industrial uses of the harbor as well as servicing the District. Congress Street was extended from the western portion in the Fort Point area (where it had been terminated to allow for the construction of Summer Street), to D Street, and then continued through to reach Northern Avenue (Seaport Boulevard) near its eastern end. D Street was constructed to cross Summer Street, bridge the Haul Road and the Railroad, and connect to Seaport Boulevard. East and West Service Roads, and B Street were also constructed to get traffic to and from the Ramps into the I-90 Tunnel. Summer Street itself was demolished in order to construct the large underground tunnel boxes and then reconstructed to one block beyond D Street, rejoining the existing street after Pump Station Road.

Planning background and Urban Design discussions established a clear "grain" for the District, running north-south towards the water and maintaining these views as organizing principles for building development. The east-west building pattern understood to be an outgrowth of the 3 Primary streets: Seaport Boulevard, Congress Street; Summer Street. The concept of the "Public Realm" was articulated and served to help guide open space, water-edge access and streetscape design.

The results of this planning and construction have created the vital, growing "Seaport District" as an expansion of the Downtown. This waterfront location, now provided with substantial transportation access, has become extremely valuable, containing a mix of Office, Commercial and Residential uses in buildings that are distinctly urban and contemporary. Although it has altered views of the water and the space of the peninsula into a more contained form, it has generally preserved them through the configuration of the Streets. The complete transportation network of the District is depicted in *Fig. p-2* and a rendition of the Seaport, fully built-out, is depicted in *Fig. p-3*.

III Current Status and Issues

The core area of the District (*Fig. p-4*), the portion that has been formed directly as a result of CAT and Silverline construction, is now largely built-out, or is in final planning and design prior to construction. The pieces to be built next, which are of enormous importance to shaping the public realm, are the Hotel and Garage to be developed on Massport property fronting Summer Street, and the last parcels (L; N; P) of the Seaport Square Project.

There are unresolved issues that will be affected by the actual design of those two projects.

Transportation:

TVD (Grade separation of Silverline at D Street) – coordinated with MPA Garage Construction: Under a program administered by “A Better City”, an experiment will soon be run that will equip Silverline vehicles with the ability to pre-empt the signal lights of the D Street intersection so as to maintain their optimal headway. If this results in traffic congestion that is disruptive to flow, Grade separation of the Silverline will be required. This is likely to be a longer term development, but can be greatly facilitated by the construction of the tunnel “box” under D Street, coordinated with the construction of the MPA Garage. This will avoid the need to relocate the street later after it has had both edges built and is functioning at a higher flow rate.

New Harbor Street Design and Operation - Reconsidered as an integrated part of the network:

The street needs to carry a part of the peak hour traffic that is coming and going to the Interstate. Without this added capacity, the Intersections along the major streets (Congress Street, D Street, B Street, Seaport Boulevard and potentially portions of Summer Street) will have a high probability of failure. This will include Silverline operations.

The Seaport Square Project's FEIR (EEA Number 14255) approval letter required that the Proponent undertake a detailed traffic study to identify impacts on the Silverline ridership capacity. Since that approval (August 13, 2010), additional projects have been proposed, including the expansion of the BCEC. The Secretary recommended that the study be conducted prior to occupancy of Phase 3 – the final phase. Occupancy can only occur after the conclusion of planning and design, the process that establish the specifics of the project. That time is now.

Viewsheds and View Corridors:

1. Congress Street, view to Southeast: the BCEC Marquee and Summer Street, from the western portion of the street.
2. Congress Street, view to Northwest: the Downtown, from the central portion of the street.

These issues are discussed at greater length in the following Section.

IV. A Suggested Alternative Massing for Seaport Square Project, Parcels L, P and N

An alternative massing is proposed herein for the unbuilt and as yet undesigned portion of the Seaport Square Project – **Parcels L, P and N**. It is proposed to address certain aspects of the current Master Plan which, in this writer's opinion, are detrimental to the Public Realm. These concerns fall into two categories: Transportation and Viewsheds. A depiction of the Proposed Alternative is presented in *Fig. p-5*. It shows the placement of Building structures for these Parcels with respect to the surrounding streets, all of which, with the exception of New Harbor Street, are already built. The heights of these masses are conceptually portrayed in Figure y. A key limitation of height is made for the area north of Congress Street, for Parcels L-1 and L-4, while the assumption has been made that the Parcels to the south (P & N), are reshaped footprints, but still of the maxim height allowed.

First, the **Transportation** issues, which consist of two pieces of the overall network; they are physically unrelated, but each effects the overall performance of traffic. One is the grade-separation of the intersection of the Silverline and D Street; the second is the redesign of New Harbor Street so that it is integrated into the overall traffic network as opposed to the current design which envisions it as a local access street serving the adjacent Parcels.

The effort to evaluate the grade separation, and the effect this would have on Silverline operations is currently underway with the implementation of the first phase of a program outlined in the "Sustainable Transportation Plan for the South Boston Waterfront" created by the Agencies. This plan consists of establishing priority control of the traffic signals of the Intersection by the Silverline vehicles. They would always see green lights as they approached from the Busway, while creating red lights for the surface traffic. The initial application of the preemption was intentionally kept limited and yet did result in improved "Headway" time for the Silverline. After a sufficient test period and evaluations, decisions about the necessity to Grade Separate will be made by the Commonwealth. The writer believes that the negative impact on traffic flow will be significant, based on the trend seen in the study, and that this should lead to funding of the Grade Separation as an Infrastructure Project.

Consideration of the second issue, that of an integrated Harbor Street, is more complex; it could be modeled for the purpose of measuring the benefit and value, and establishing that it is achievable at low cost. Again, in this writer's opinion, the studies upon which the Secretary of the Environment gave approval to the proposed plan were not done so as to reflect the Benefits of a more integrated street – it measured its performance as laid out in the Master Plan, with limited vehicles turning from and to Summer Street, since it was viewed as a street that was internal to the project. It is useful to point out that, currently, there are no streets between the Fort Point Channel Bridge and D Street (a distance of about 2 miles) that allow traffic to connect between Summer Street and Congress Street. Melcher Street, which cars can navigate, but large trucks and buses cannot, does not provide any significant capacity for the move and is in fact discouraged so as not to clog the local streets. This situation underscores the potential value of building New Harbor Street as one capable of providing real capacity. This would create a better overall distribution of the traffic coming from, or destined to enter, the Ramps of the I-90 Tunnel. Improved distribution will eventually be reflected in improved LOS (Level of Service) at the problematic intersections of the entire Interchange, those which were identified in the FEIR. The Secretary's approval also called for a re-evaluation of the Silverline operations and traffic conditions at the time of the last phase of development.

The **Viewshed** issues also are represented in 2 separate considerations; the Easterly and the Westerly directions.

The Easterly Viewshed is the result of the historical sequence of construction of these two major streets. The unique relationship can be seen by comparing the 2 maps shown in *Fig. h-1 and h-2*. Both are borrowed from the book "Gaining Ground" by Nancy Seashells (which also has an excellent history story of the early filling and development of Commonwealth Flats). The first map depicts the Plan of the South Boston Waterfront as of 1894, and shows Congress Street as running continuously from the Channel, across the "Flats" all the way to the Reserve Channel, where it turns southerly and is renamed "L Street". The second map, dated 1906, shows Summer Street constructed from the Channel and graded up to a large bridge over the rail lines which run north to the waterfront from the southern rail track network. After this crossing, the roadway continues Easterly in the former right of way of Congress Street, but in an elevated position, until graded back to natural ground well to the east of D Street. Then the street continues in the old Right of Way up to the bend near the Reserve Channel. Congress Street itself is shown closed and abandoned, just east of A Street, to allow for the passing of the rail lines.

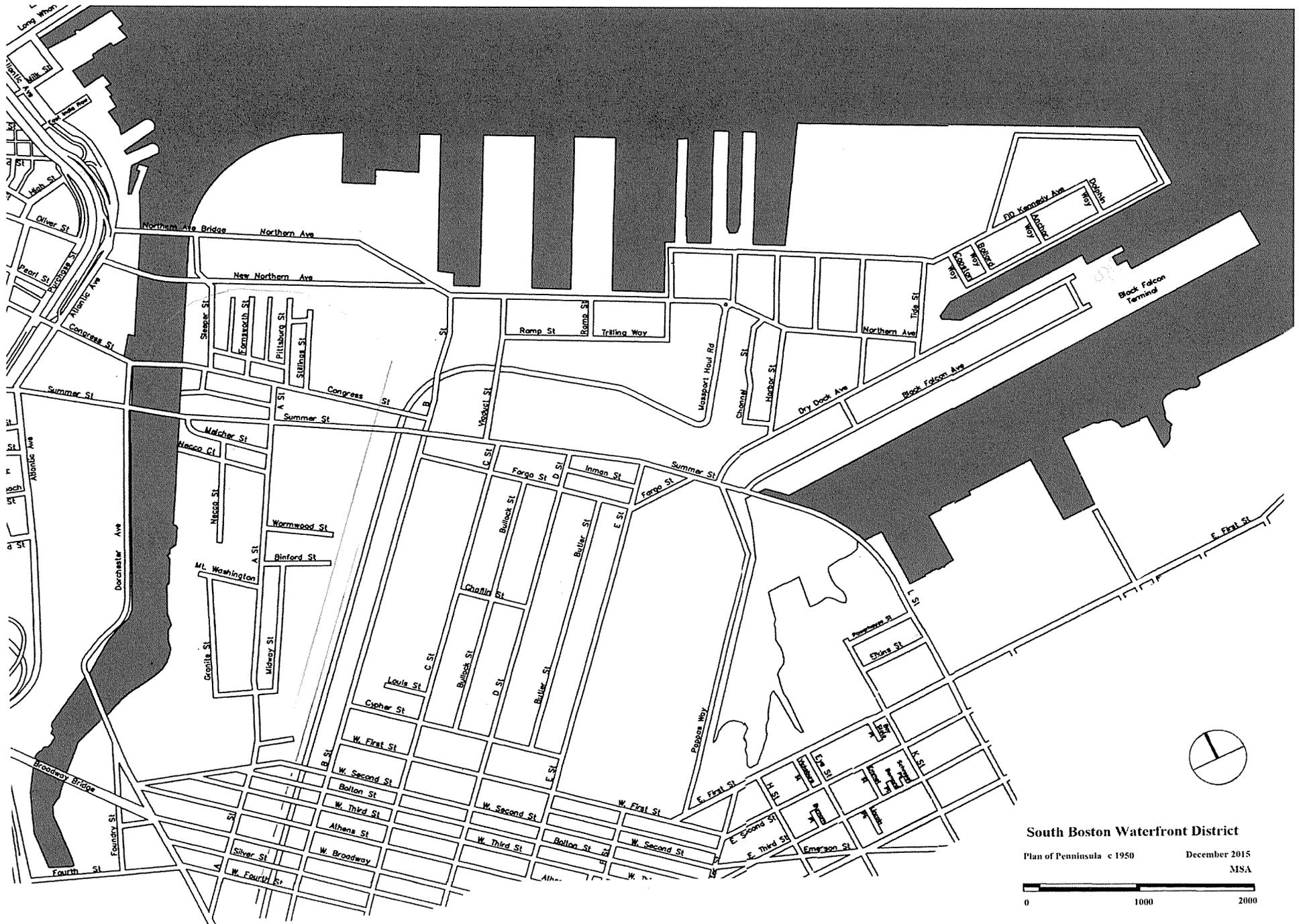
As a result of this history, the viewshed on Congress Street, looking Easterly, continues through to Summer Street, although partially blocked by Ventilation Building Number 5, constructed by the CAT Project. The currently proposed massing of the Seaport Square Project fully blocks this view. Both the history and the dynamism of the intersecting space will be lost and the Public Realm will be poorer. The Proposed Alternative Massing allows the retention of the spatial connection and sets the stage for a unique urban location. It may result in some reduction of square footage of the buildings, but gains significance as a place. The resulting view shed is depicted in *Fig. v-1*, the viewshed resulting from the current Master Plan Massing is depicted in *Fig. v-2*. See *Fig. ep-1* and *ep-2* for existing views Easterly on Congress Street.

The Westerly Viewshed is also affected by the massing currently depicted in the development of the Project Master Plan. If Parcels L-1 and L-4 are built to the maximum allowed height, the entire view of the downtown Towers will be gone. *Fig. v-3* depicts the resulting viewshed in yellow and the viewshed resulting from the current master Plan Massing is shown in *Fig. v-4*. The Street-space is formed by a sequence of buildings which effectively create a wall blocking the view to the downtown, and depriving the Public Realm of the value of the orientation that this vista provides. The Proposed Alternative Massing limits the heights on these two Parcels to be less than the heights of the historic buildings which currently line Summer Street to the west. This limitation allows views of the distant skyline to be retained. See *Fig. v-5, v-6 and v-7* for perspective representations of this issue. See *Fig. ep-3* for the existing view, westerly, on Congress Street.

The writer requests that the BSA Subcommittee on Urban Design engage these issues at the earliest time, given the rapid pace of development in the Seaport. They are issues which are usually discovered after they are created, after it is possible to alter them. The previous letter from the BSA Sub-Committee to the BRA was not taken into account, and this writer thinks that the BRA and the Mayor's Office should be made aware of the potential losses and encouraged to reassess the current design.

The writer, Martin Sokoloff, is a retired Architect and Urban Designer. He was a Consultant to Massport and worked on the coordination and layout of the South Boston Interchange of the CAT and on the Silverline and other matters related to the development of the District. He also consulted to the BCEC project on street layout and context and to the BRA on layout and Public Realm issues. As an avowed "Hobbyist" he maintains an on-going interest in the evolution of the Seaport.

Fig. P-1: Roadways c. 1954



South Boston Waterfront District

Plan of Peninsula c 1950

December 2015

MSA



Fig. P-2: Completed Transportation Network



South Boston Waterfront District

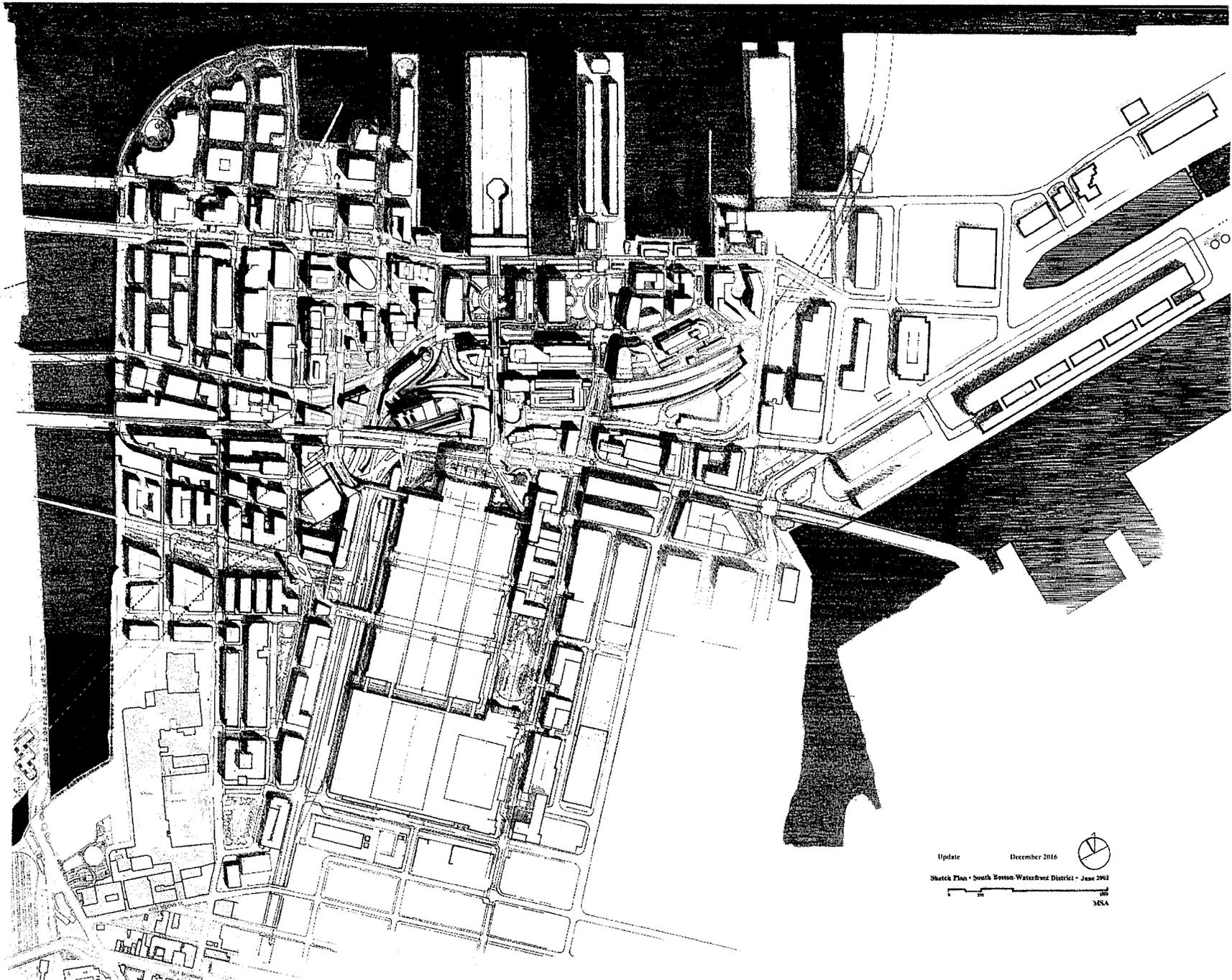
Transportation

December 2015

MISA



Fig. P-3: Illustrative Full Buildout with Alternative Massing



Update December 2016
Sketch Plan • South Boston Watershed District • June 2002
S&S

Fig. P-4: Detail of Core Area with Proposed Alternative Massing

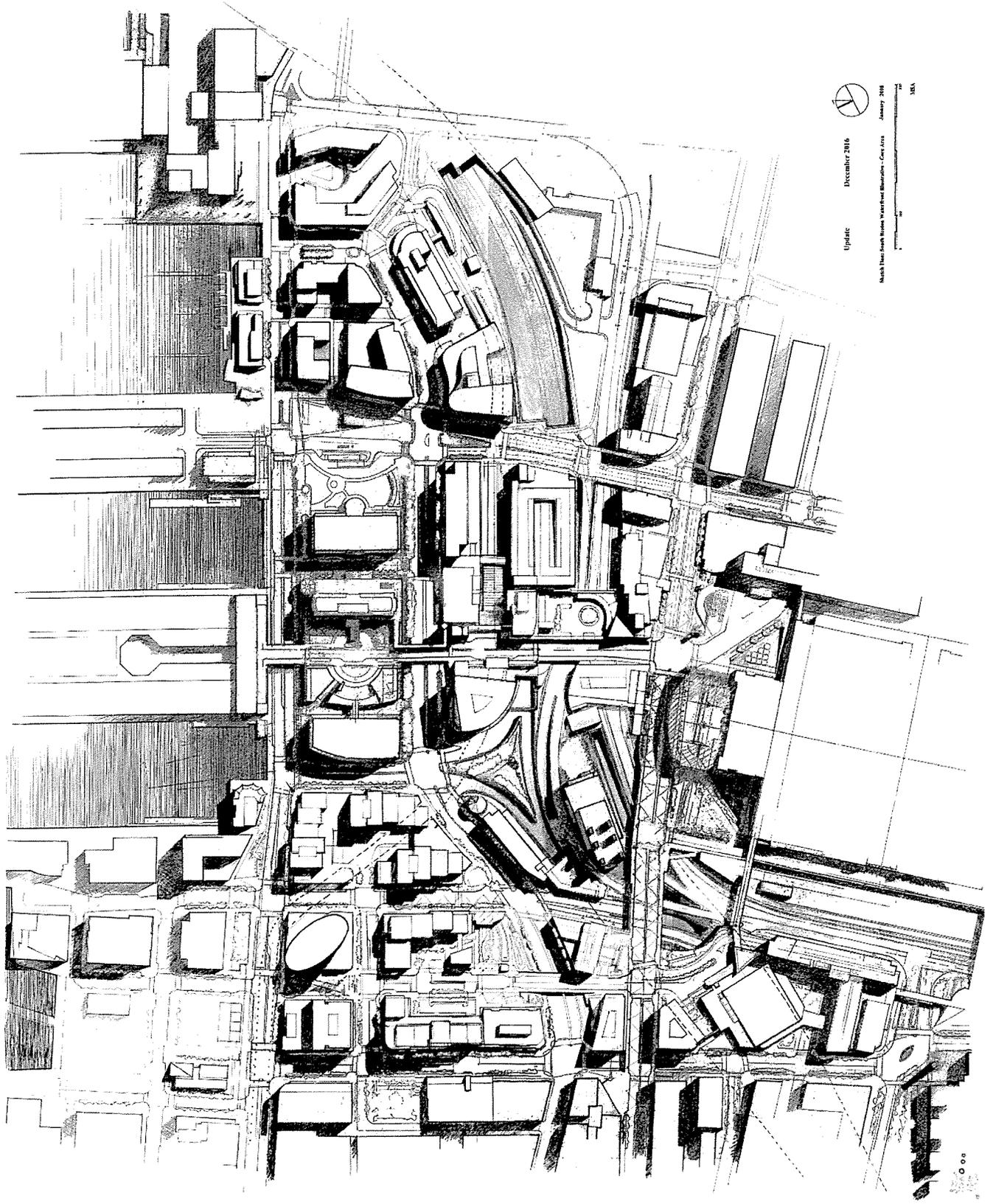
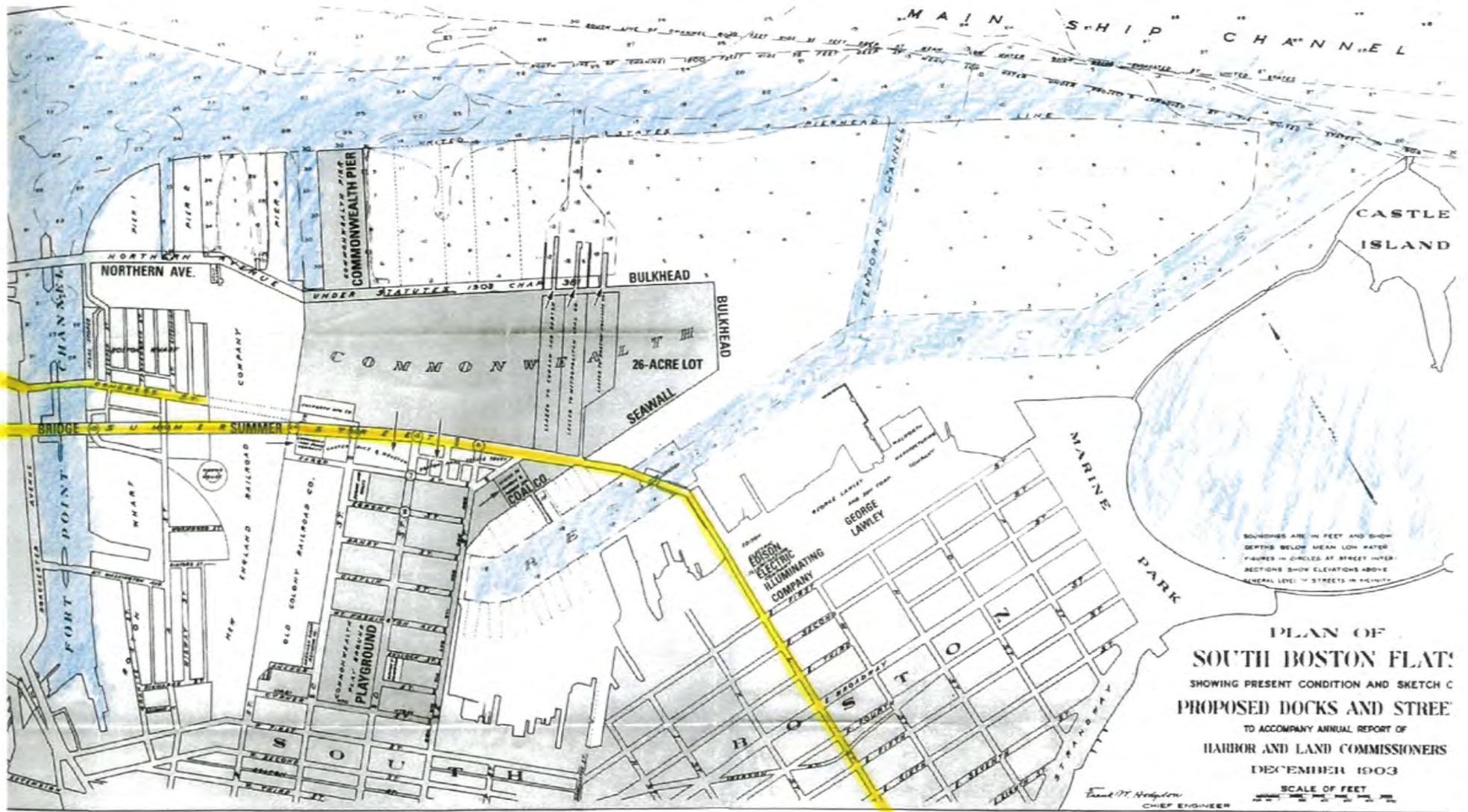


Fig. P-5: Proposed Alternative massing for Seaport Square Parcels: L, P and N



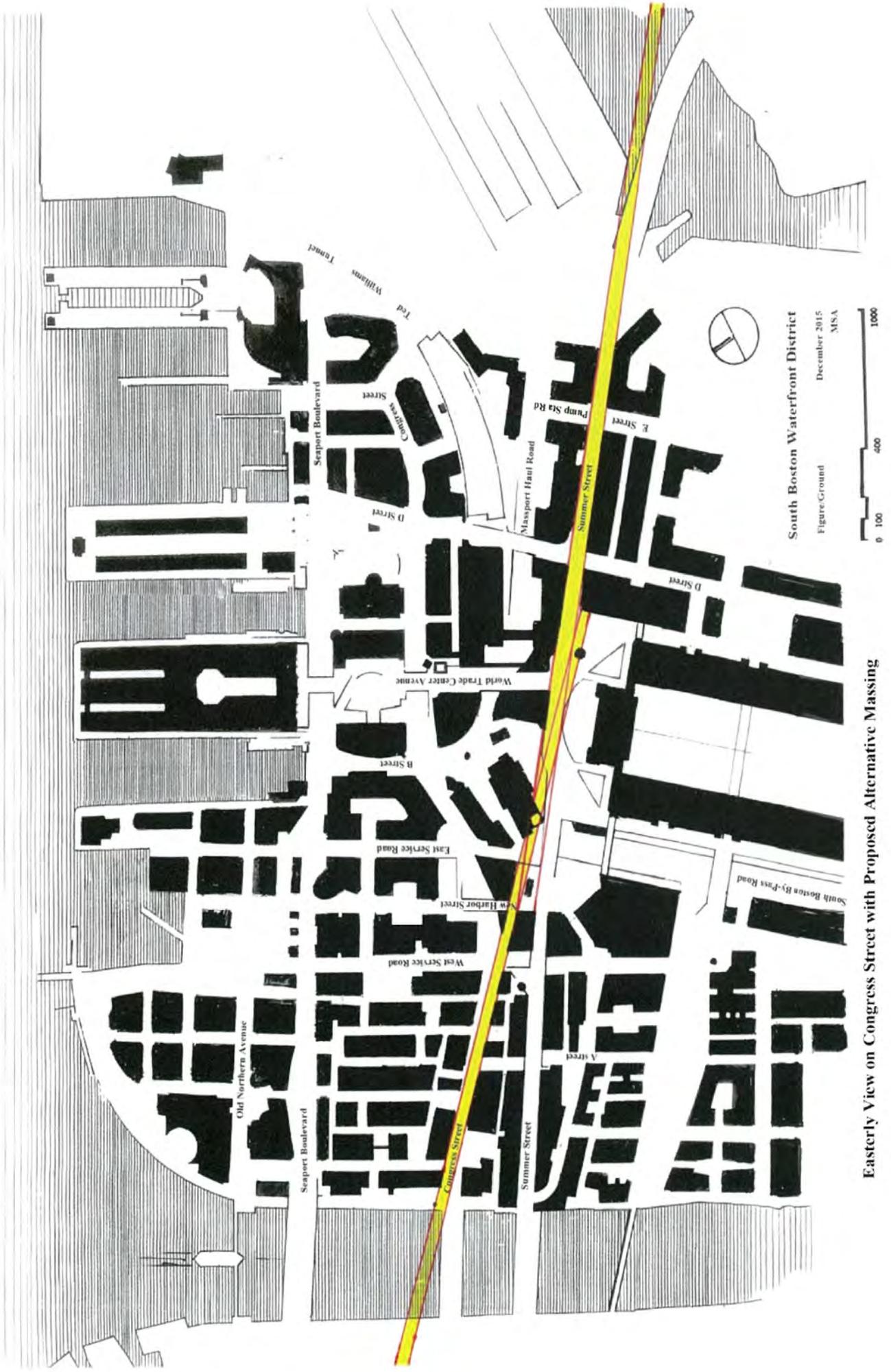
Fig. h-2: Historical Map: 1903 Plan of the South Boston Flats

(from Gaining Ground)



1903 Plan of South Boston Flats

Fig. v-1: Easterly Viewshed on Congress Street with Proposed Alternative Massing



Easterly View on Congress Street with Proposed Alternative Massing

Fig. v-2: Easterly View on Congress street with current Master plan



Easterly View on Congress Street with Massing per current Master Plan

Fig. ep-1: Existing Easterly View on Congress Street

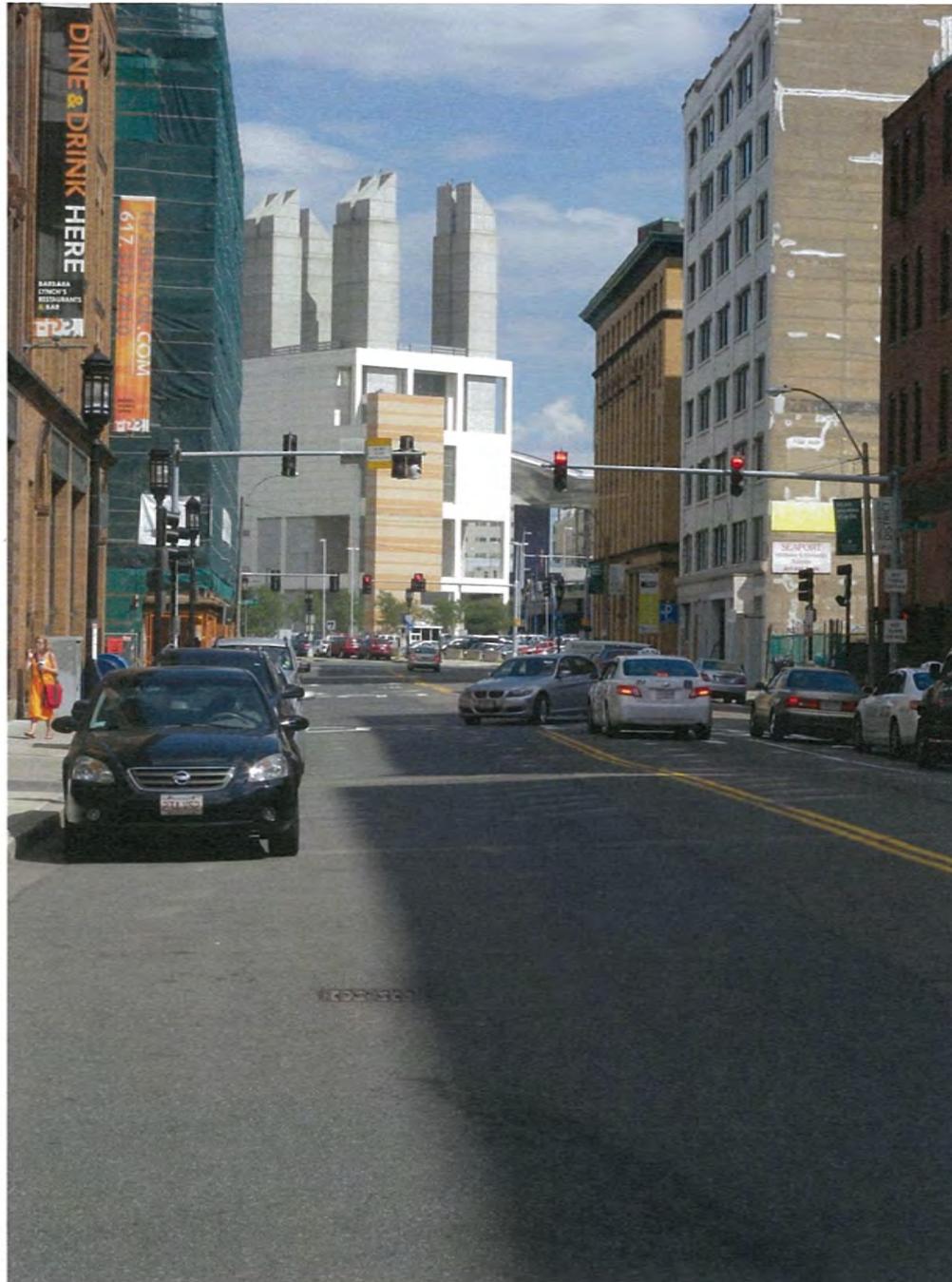
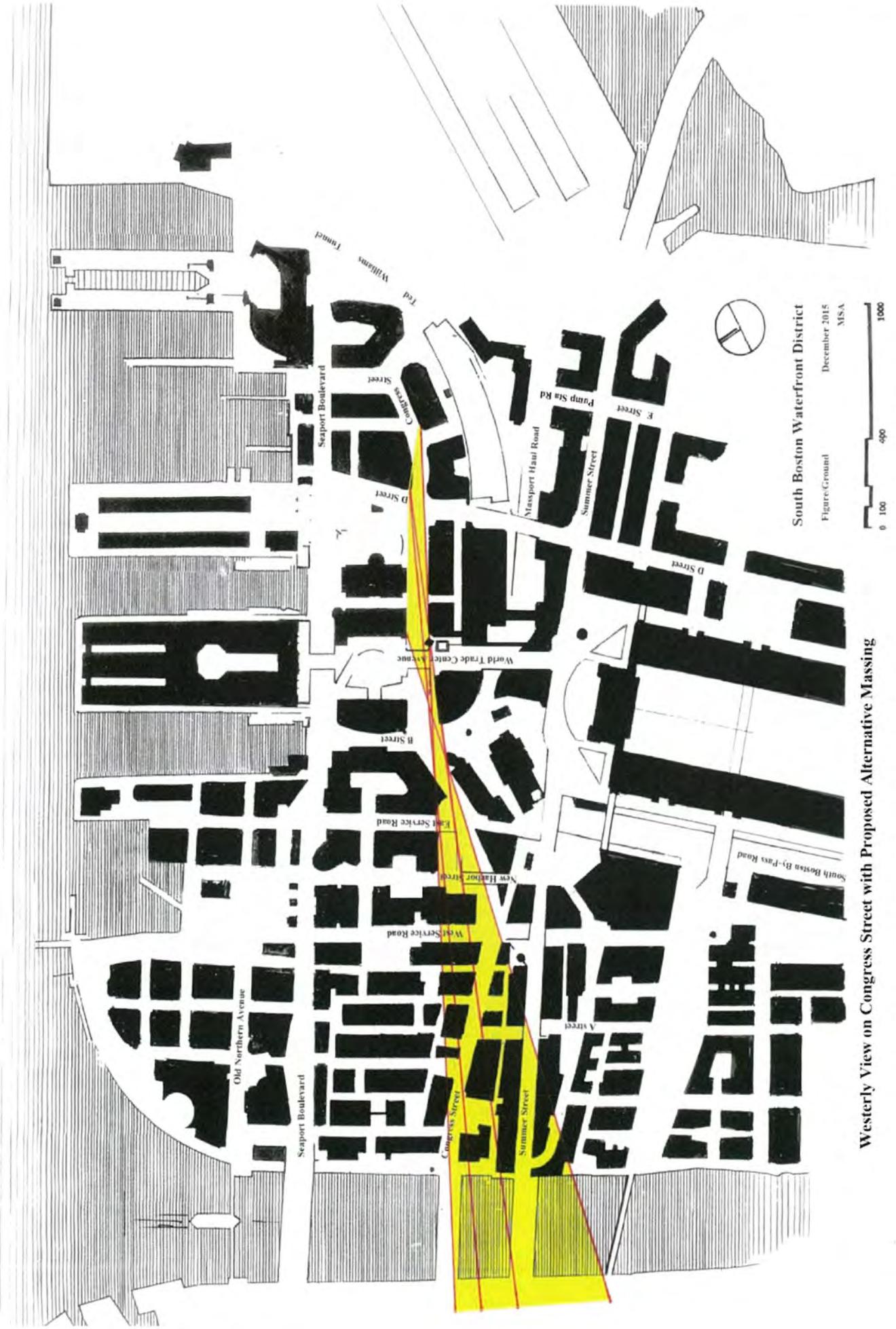


Fig. ep-2: Existing Easterly View on Congress Street - Detail



Fig. v-3: Westerly Viewshed on Congress Street with Proposed Alternative Massing



Westerly View on Congress Street with Proposed Alternative Massing

Fig. v-4: Westerly Viewshed on Congress Street with current Master Plan



Westerly View on Congress Street with Massing per the current Master Plan

Fig. v-5: Perspective View on Congress Street towards the Downtown with Seaport Square Parcel M (drawn by KPF)



View of Congress Street looking West - taken from the Viaduct
image drawn by KPF November 2015

Fig. v-6: Perspective View on Congress Street with Development on the South Side and the Proposed Alternative Massing



View of Congress Street looking West - taken from the Viaduct
drawn over image by KPF November 2015

w/mpa Parcel A-2; Parcel Q
and Parcels P and N of the Seaport Square Project

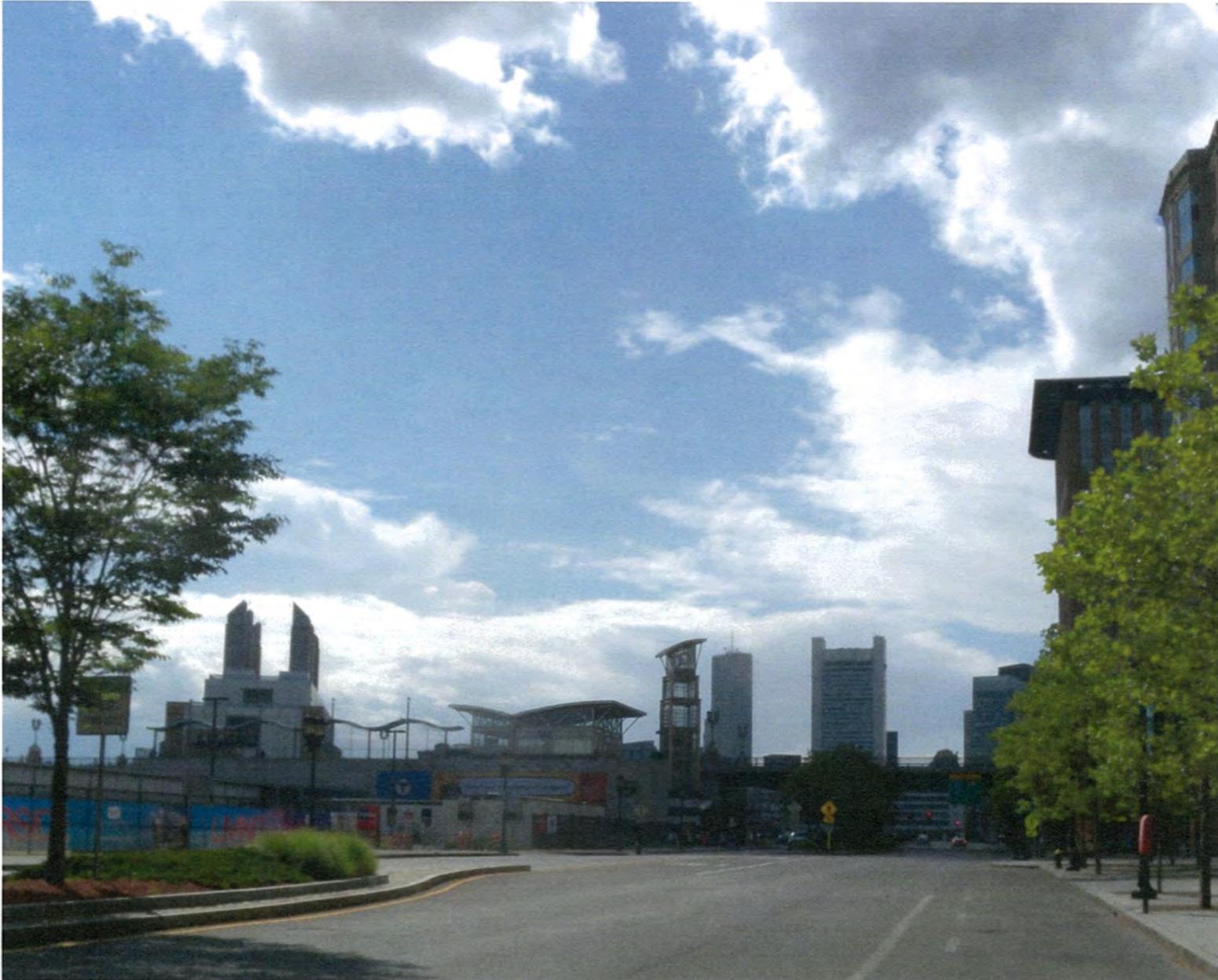
Fig. v-7: Perspective View on Congress Street with development on the South Side and the current Master Plan Massing



View of Congress Street looking West - taken from the Viaduct
drawn over image by KPF November 2015

w/mpa Parcel A-2; Parcel Q
and Parcels L-1, L-4, P and N of the Seaport Square Project

Fig. ep-3: Westerly View on Congress Street toward the Downtown – taken further East



Reconsideration of New Harbor Street as an integrated part of the Transportation Network

In the Seaport District Transportation Network, as it that exists today, there are no streets between the Fort Point Channel Bridge and D Street (a distance of about 2 miles) that allow traffic to connect between Summer Street and Congress Street. Melcher Street, which cars can navigate, but large trucks and buses cannot, does enable this connection; however, it does not provide significant capacity for the move, which is, in fact, discouraged so as not to clog the local streets. Since all of the I-90 exit and entry Ramps are connected to Congress Street, D Street is the only way to get to them when coming from Summer Street. The result of this configuration is increasing congestion on these major streets during peak traffic times and the projected failures of the intersections along these corridors as Development increases.

The Seaport Square Project has proposed a new street, from Summer, mid-way between East and West Service Roads, known as New Harbor Street. It runs north from Summer to a new East-West street, forming a "T" that connects to the two Service Roads. The total length of this configuration allows for a gradient that achieves the elevation difference between elevated Summer Street and the lower grade of the Service Roads and Congress Street. However, as proposed, this street is considered to be internal to the project, serving as a local feeder to the adjacent buildings. This is reflected in the Traffic Study submitted as part of the FEIR, where only minimal vehicles turned onto New Harbor Street from Summer Street during both the AM and PM peaks. No through movements were considered, and, as a result, this piece of the Infrastructure does not positively affect traffic congestion in the District.

Increasing congestion underscores the potential value of building New Harbor Street as one which is capable of providing real capacity, one that would create improved overall distribution of traffic coming from, or destined to enter, the Ramps of the I-90 Tunnel. Indeed, it would serve as an alternative to the dependence on the D Street Corridor that currently exists. Improved distribution will eventually be reflected in improved LOS (Level of Service) at the problematic intersections of the Network, those identified in the FEIR. The Secretary's approval letter for the FEIR called for a re-evaluation of the traffic conditions and Silverline operations at the time of the last phase of development, the one in which New Harbor Street would be constructed.

Grade Separation is dependent upon the development schedule of Massport's Parcel H, located at the Silverline Way Station, and. this Parcel is not yet being considered for development. Given this, the value of the alternative routing provided by New Harbor Street is clear, since the Network will have to function with the grade crossing of the Silverline at D street, utilizing a signalized Intersection, for the foreseeable future.

Another benefit of an integrated New Harbor Street would be its availability to carry traffic during the period when the Grade Separation of the Silverline and D Street is constructed. This aspect of the Network is, in the opinion of this writer, crucial to achieving a substantial increase in capacity for the only Public Transportation system in the District, other than traditional surface busses. One can imagine a future where computer controlled operation of the Transitway will support an increased volume of busses as well as a reduction of headways. Continuation of the grade crossing will make this Intersection the “rate limiter” on the Silverline’s capacity. But, a strategy to facilitate that construction would be to build the underground “box” for the future tunnel crossing under D Street during the construction of Massport’s Garage and Transportation Center, which is currently under design. There is the possibility to take advantage of the flexibility that simultaneous construction could provide, to temporarily relocate D Street in sections, in coordination with construction of the foundations and utilities for the Transportation Center. Conversely, not doing this will make the future construction of the tunnel increasingly difficult and expensive.

Please see the accompanying figures:

1. Master Plan of the Seaport Square Project (as prepared by others for the Article 80 submission)
2. Fig. 2.1.6 for the Traffic Study portion of the FEIR
3. Fig. 2.1.7 for the Traffic Study portion of the FEIR
4. Diagram of the overall Transportation Network for the Seaport District
5. Theoretical Full Build-out of the District

Figure No. 1

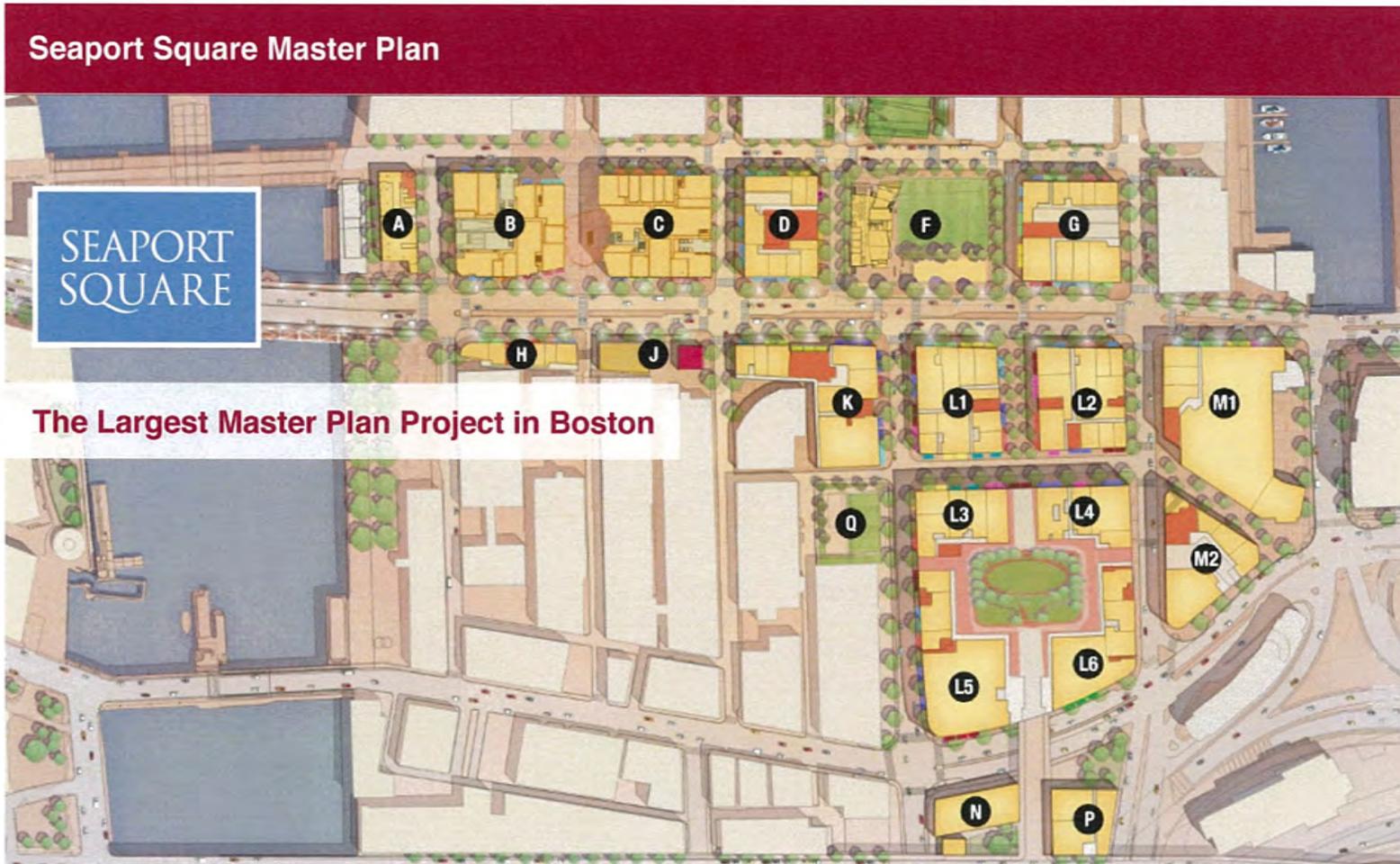


Figure No. 2

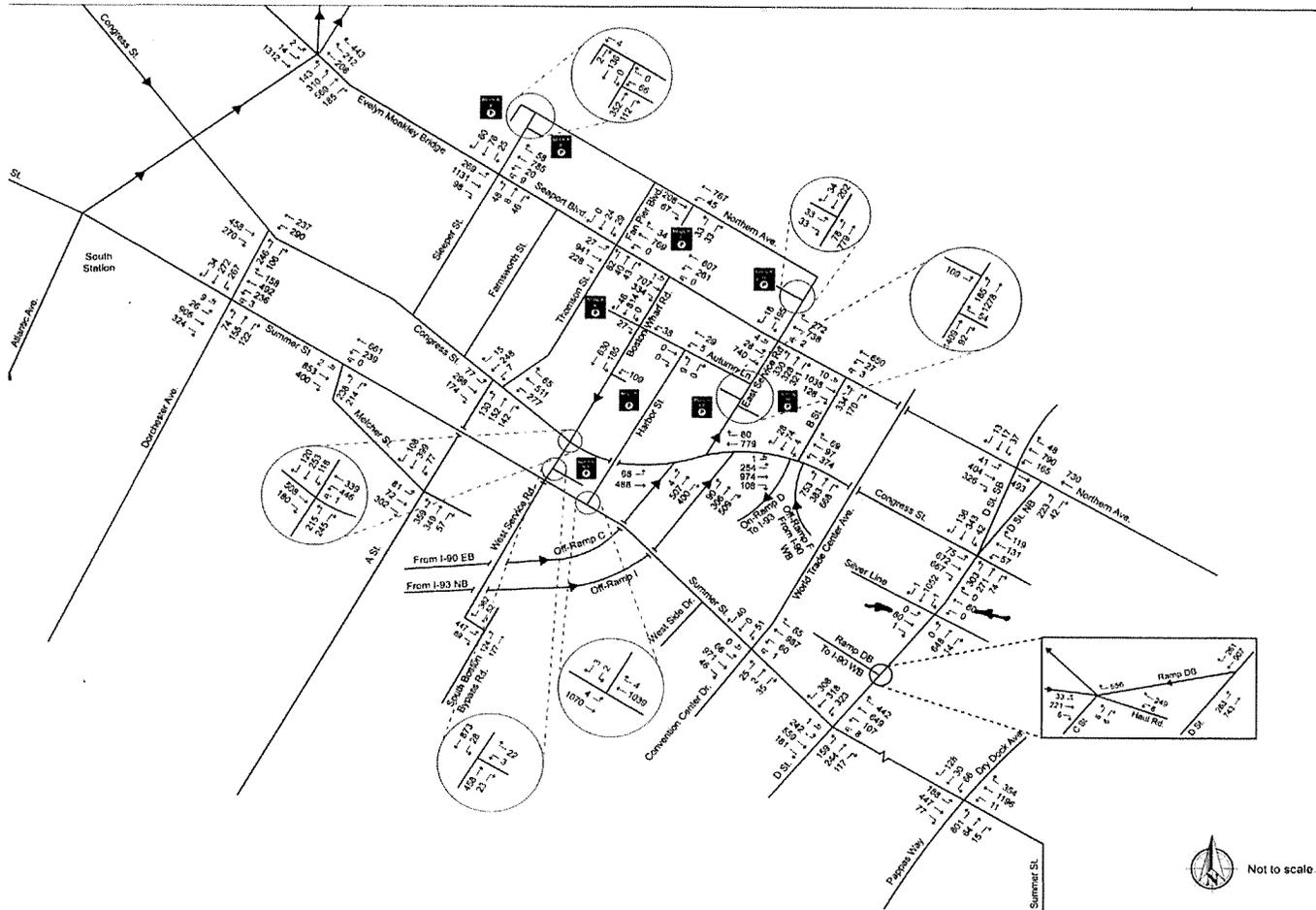


Figure 2.1-6
Revised
Long-term Build
Frame Volumes,
a.m. Peak Hour

FEIR



Boston Study

DEVELOPMENT

prepared by:
HowardStein-Hudson



Figure No. 3

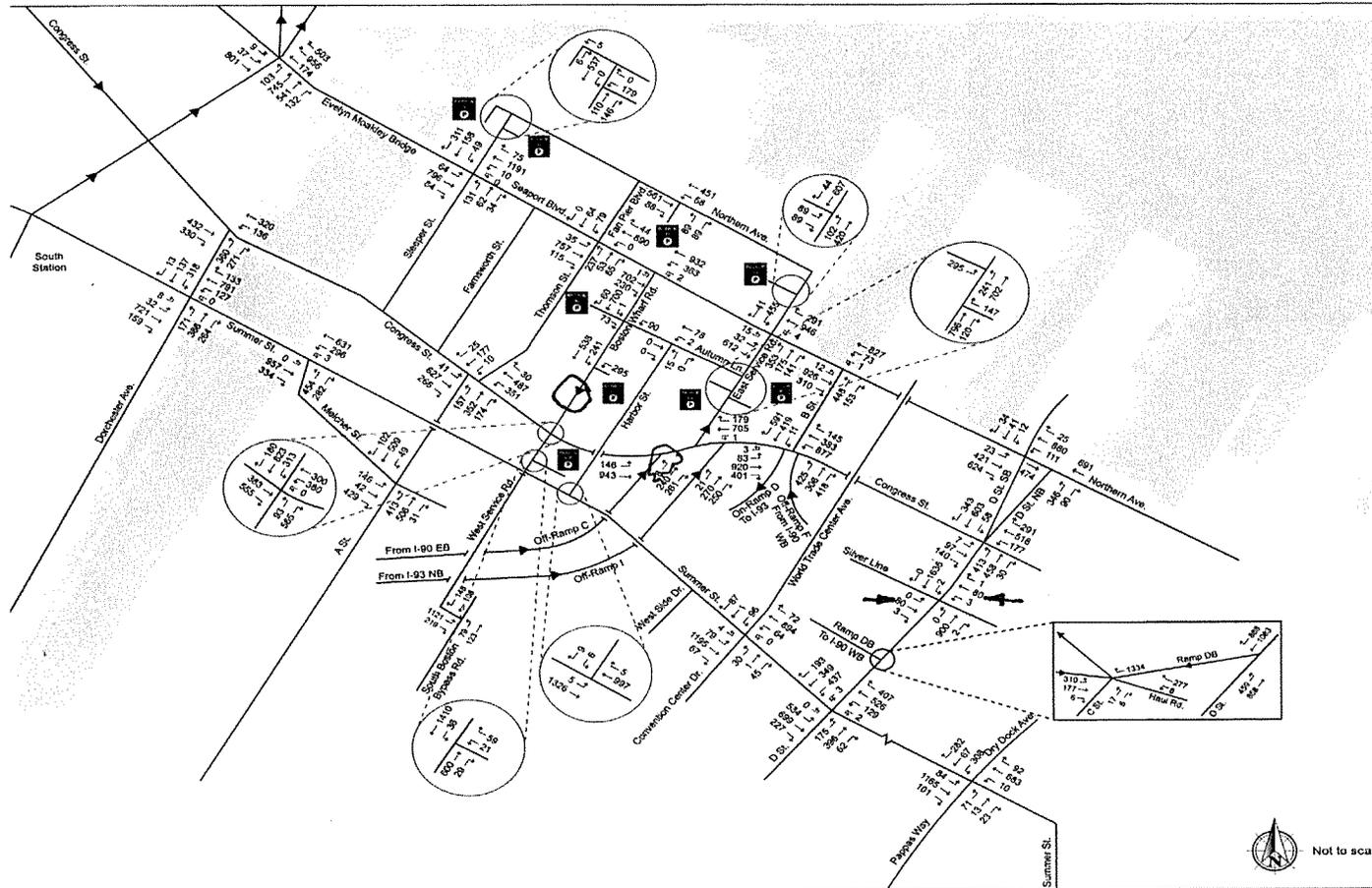


Figure 2.1-7
Revised
Long-term Build
Traffic Volumes,
p.m. Peak Hour

FIER



Map courtesy

Development

prepared by:
Howard/Stein-Hudson
Associates, Inc.

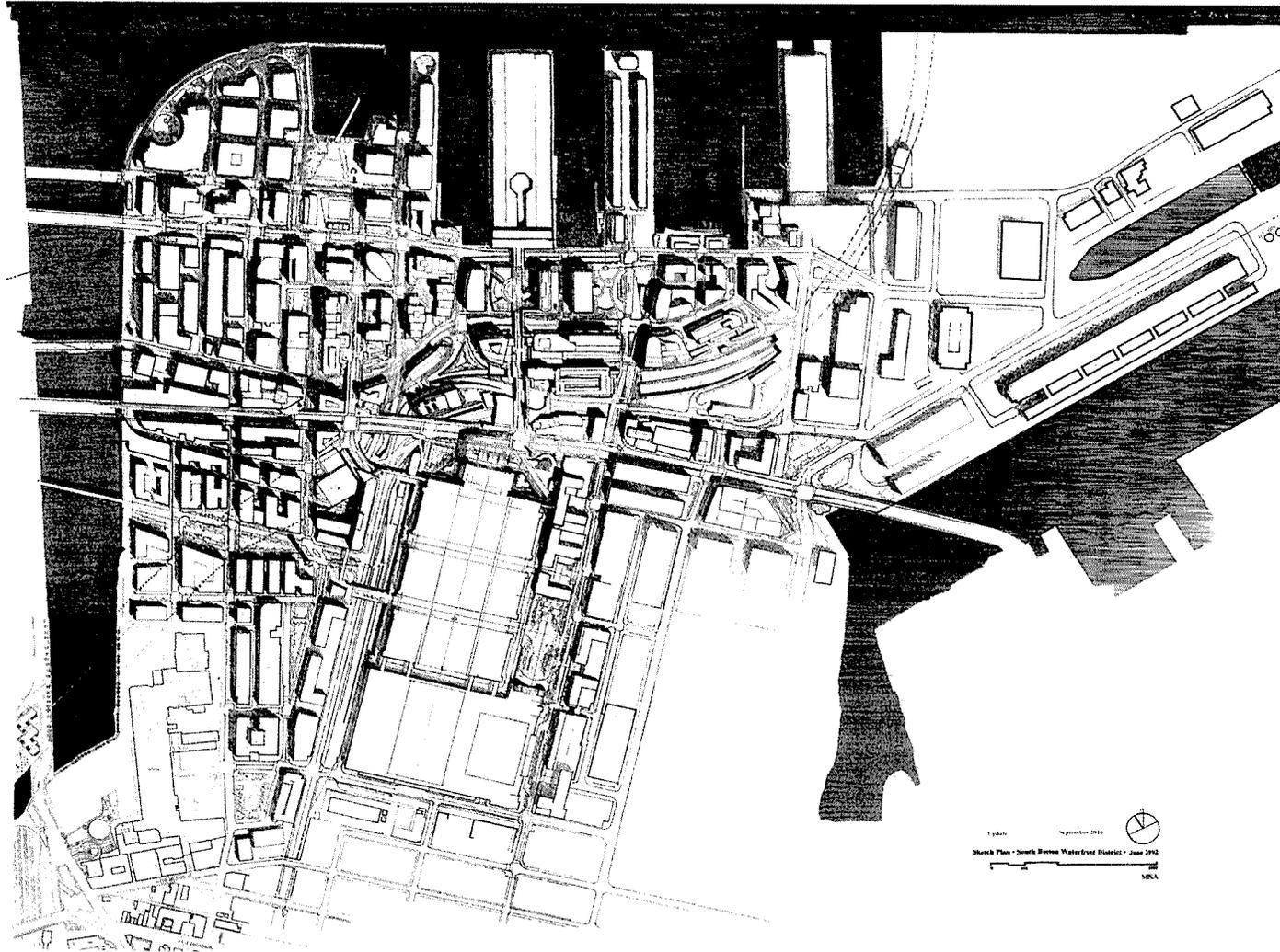


Not to scale.

Figure No. 4



Figure No. 5





Gary Uter <gary.uter@boston.gov>

WS

3 messages

Melissa Ostrow [REDACTED]
To: Gary.uter@boston.gov

Mon, Mar 27, 2017 at 3:20 PM

March 27, 2017

Gary Uter
Project Manager
Boston Planning & Development Agency
One City Hall Plaza, 9th floor
Boston, MA 02201

Dear Gary,

I recently attended a community meeting hosted by WS Development regarding their plans for the Seaport Square project. I am writing to you to express my support for this development.

I am a visual artist and I live in South Boston, so I have already seen the positive impact that WS has made on the Seaport. They are clearly committed to strengthening the role of arts in the neighborhood, as evidenced by the programming and installations implemented to date. The Before I Die wall, the ICA-affiliated art installations on Seaport Common and the performing arts program including BSO and Boston Ballet events have all contributed to the cultural backbone of the Seaport. I appreciate that WS is committed to continuing to sponsor these types of installations and activations, along with their commitment to develop accessible and diverse cultural space as the neighborhood is built up.

I hope that the BPDA will assist WS is expeditiously securing the approvals needed for this project so that the community may continue to benefit from the project's positive impact.

Regards,

Melissa Ostrow
South Boston Resident

March 17, 2017

Mr. Gary Uter, Project Manager
Boston Planning & Development Agency
One City Hall Plaza, 9th floor
Boston, MA 02201

Dear Mr. Uter,

I am writing to express my support for WS Development's plans for Boston's Seaport. As a South Boston resident and landscape architect, I am able to offer a perspective on this project from the point of view of both a neighbor and a design professional. Based on what I have seen of WS's plans thus far, I believe that the updated Seaport plans exceed expectations on both fronts.

As a neighbor, I am happy to see all of the planned public realm improvements. The move to bring the connection between Summer Street and the rest of the Seaport down to grade at Congress Street will have a very positive impact on the experience of entering the Seaport from South Boston. The connection straight through to the water will transform the way South Boston residents access the waterfront, and the newly opened view corridor will make the Seaport much more navigable for tourists and visitors.

As a landscape architect, I am excited about James Corner Field Operations' plans for the new public spaces and streets in the Seaport. The use of hardscape elements along with plantings and trees instead of grass is an appropriate choice that will allow the public spaces to be used year-round and without fear of wear and tear. The unique design features, such as the glacial erratics and central boardwalk, will also help to create a distinctive sense of place that is inherently tied to the New England landscape.

I look forward to seeing the Seaport continue to develop under WS's stewardship. Thank you for your time and consideration on this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael D'Angelo". The signature is fluid and cursive, with a large initial "M" and "D".

Michael D'Angelo
84 H Street #2
Boston, MA 02127



Hemenway & Barnes LLP

Michael J. Puzo
Direct Dial (617) 557-9721
mpuzo@hembar.com

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t 617 227 7940
f 617 227 0781
www.hembar.com

March 27, 2017

BY MAIL AND EMAIL
brian.golden@boston.gov

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

Trustees

Counselors at Law

Michael J. Puzo
Thomas L. Guidi
Edward Notis McConarty
Diane C. Tillotson
Stephen W. Kidder
Arthur B. Page
Joan Garrity Flynn
Nancy B. Gardiner
Kurt F. Somerville
Teresa A. Belmonte
Brian C. Broderick
Charles Fayerweather
Nancy E. Dempze
*Joseph L. Bierwirth, Jr.
*Dennis R. Delaney
*Mark B. Elefante
*John J. Siciliano
*†Charles R. Platt
Ryan P. McManus

Re: Seaport Square / Proposed Modification of Arts Component

Dear Mr. Golden,

Thanks to you and your BPDA colleagues for the opportunity to comment on the proposed Notice of Project Change filed by WS Development for Seaport Square.

As Chairman of the Board of Directors of Boston Lyric Opera and a person who has maintained his office in Boston for forty years, I write today to urge the BPDA to (1) confirm that a performing arts facility should remain an essential civic element of Seaport Square, as has been envisioned from the start of this project, and (2) propose an open and transparent process for determining how to make that facility a reality and one right sized in its component parts to the needs of today's diverse artistic community.

The arts play a leading role in what makes us authentically human. The arts bring vitality to our neighborhoods. To borrow from the Boston Creates Cultural Plan, "Arts and culture are the building blocks of community." As WS seeks to do, the arts create places where people want to be with each other and share common experiences, each in his or her own way. The arts enrich our lives and expose us to new ideas, new ways of thinking and challenge us to go outside ourselves. Great cities and great developers create spaces where artists, musicians, singers and dancers, actors, poets and playwrights gather, where they work and perform, where they invite us to engage with them. They know that, in doing so, they will not only effect a civic good, they will spur growth, generate excitement and create places that draw patrons.

Harry F. Lee
*Sarah M. Waelchli
M. Patrick Moore, Jr.

Kevin M. Ellis
Donna A. Mizrahi
Nathan N. McConarty
†Paul M. Cathcart, Jr.
•Steven L. Mangold

David H. Morse
Lawrence T. Perera
George T. Shaw
Timothy F. Fiogean
Michael B. Elefante
Susan Hughes Banning
Frederic J. Marx
Deborah J. Hall
R. Robert Woodburn, Jr.
Raymond H. Young
Of Counsel

*Also Admitted in NH
†Also Admitted in NY
•Also Admitted in MN & RI

Mr. Brian P. Golden
March 27, 2017
Page 2

At Boston Lyric Opera, our company and our board have a shared mission to bring this beautiful art form to local audiences. As a mid-sized, local producer, BLO is an employer of musicians, singers, stage designers, directors, stagehands, the folks who build sets and make costumes, and of a host of management and administrative staff. We produce traditional works, develop original productions, and commission new works. Our productions are rightly acclaimed locally, nationally and internationally.

Beyond productions, our board is keenly aware of BLO's role and responsibility as a citizen of Boston. To that end, I am as proud of BLO's community work, as I am of what we put on stage. BLO brings opera and dreams of achievement to the children in our city's schools. In Boston's neighborhoods, we see young kids of varying ages and developmental levels working to write and produce their own work. We make low cost tickets available to students, and have been a launching pad again and again for those many musicians and singers who are trained at Boston's leading conservatories and music programs. We are committed to nurturing aspiring singers, musicians and directors. Those of us who serve on the BLO board do so out of love for the arts and love for Boston.

Today, more than ever, the prospect of a multi-use facility at the Seaport, designed with the needs of Boston's diverse non-profit artistic community in mind, is compelling. Seaport Square can fill a void in the cultural facilities landscape that is today's Boston and bring a vitality to the Seaport that will enrich this new and dynamic neighborhood. A right-sized home for opera in Boston need not be some sort of extravagant temple of the arts; to the contrary, a modern, modular performance space that is cost-efficient, has the basic elements needed for opera and dance and can be readily adapted to be a more intimate performance space, is both "real and realistic". Placing the arts at the core of Seaport Square will put it on the map.

Having taken in the open house sponsored by WS Development and three public sessions at the Seaport, I cannot escape concluding that Seaport Square must offer more than office buildings, restaurants, residential, retail and a smattering of open air public spaces. The arts must be a cornerstone of what is to come and of what will endure.

Imagine the vibrancy of a neighborhood where you see artists at work, where you take in a concert or an opera and then have dinner, where you watch a local dance ensemble, where actors and artists can rehearse and relax, where



Mr. Brian P. Golden
March 27, 2017
Page 3

you become immersed in a culture not your own. That is what will fulfill the goal so aptly expressed in Boston Creates, to draw "... upon the creativity of all Bostonians to fashion a better civic future." That better civic future will be immeasurably enhanced by having a mixed use arts facility sited at Seaport Square. It will make Seaport Square a destination for those who live or work there and for those who will be drawn there by the creativity, the innovation and the inspiration that the arts are uniquely able to bring to our lives.

With thanks for the opportunity to take part in this process,

Very truly yours,

A handwritten signature in black ink, appearing to read "Michael J. Ruzo". The signature is fluid and cursive, with a long horizontal stroke at the end.

Michael J. Ruzo,
Chairman, Boston Lyric Opera

cc: Gary Uter (gary.uter@boston.gov)

**MASSACHUSETTS
CONVENTION CENTER
AUTHORITY**

March 27, 2017

Mr. Brian Golden, Director
Boston Planning & Development Agency
One City Hall Square, 9th Floor
Boston, MA 02210

RE: Notice of Project Change: Seaport Square

Dear Mr. Golden,

The Massachusetts Convention Center Authority (MCCA) hereby submits comments to support the Notice of Project Change (NPC) presented by WS Development Associates LLC related to its Seaport Square project (NPC Project). We are confident that this project will provide substantial benefits to all of the stakeholders in the South Boston Waterfront as well as create a unique and desirable destination for the hundreds of thousands of annual visitors we welcome to the Boston Convention and Exhibition Center (BCEC) from around the world.

A prominent trend throughout our industry is a strong preference for attendees to have entertainment and cultural experiences around and integrated into the convention venue. We continue to derive substantial benefits from the robust growth around the BCEC that has resulted in our venue becoming the 'center of gravity' in South Boston. Additional development proximate to the BCEC is a major benefit to our customers who aim to build a temporary community for the duration of their event. The amenities highlighted in the revised Seaport Square project will be an immediate competitive advantage for the MCCA as we compete in a global marketplace to sell and showcase Boston as a top event and travel destination.

The NPC Project would create a highly desirable north-south pedestrian boulevard between Summer Street and the waterfront. Its construction would provide an inviting and convenient connection from the BCEC's front door on Summer Street down to the Harbor Walk. The Authority strongly supports continuing enhancements to local pedestrian wayfinding, which has been a long-term priority for the organization, along with our desire to ensure multiple points of access for the public, and our convention guests, to enjoy the waterfront.

The MCCA is also in agreement with the project's aim to reduce vehicle traffic and congestion in the South Boston Waterfront. The elimination of selected roadways, in addition to a fifteen percent reduction of parking spaces when compared to the original program, provides positive incentives toward the expanded use of public transportation, while reducing the strain on an already overburdened local transportation infrastructure.

**MASSACHUSETTS
CONVENTION CENTER
AUTHORITY**

The MCCA is also encouraged that WS Development has included plans for an additional, and a substantial full service hotel on Parcel N. The location could not be better between South Station and the BCEC and its construction is key to balancing the hotel market in South Boston. A large hotel would also have the added benefit of reducing transportation costs for our event planners and alleviating traffic congestion from buses travelling to the Back Bay when we are hosting large conventions.

We look forward to continuing our ongoing dialogue with WS Development and reiterate our support for the transformational proposal to further activate an already dynamic South Boston Waterfront.

Sincerely,



David Gibbons
Executive Director



March 27, 2017

Director Brian Golden
Boston Planning & Development Agency
One City Hall Square, 9th Floor
Boston, MA 02210

RE: Seaport Square Notice of Project Change

Dear Mr. Golden,

Seaport TMA is pleased to submit comments and voice our support for the Notice of Project Change (NPC) submitted by WS Development Associates LLC for the Seaport Square project (NPC Project). This project represents a critical step in the continued transformation of the South Boston Waterfront from a once underutilized array of surface parking lots to a vibrant and dynamic neighborhood. Seaport TMA believes the NPC contains several proposed changes to the project that represent an improvement over the project as approved in 2010, and will serve to further enhance the neighborhood and waterfront.

Seaport TMA is a Transportation Management Association which represents over fifty employers, developers, and cultural institutions in the South Boston Waterfront and Fort Point neighborhood. Our mission is to improve mobility, advance economic development, and promote the public realm in the waterfront. We do this by offering Transportation Demand Management (TDM) programs that give commuters mobility choices and by advocating for the transportation options we need to keep pace with the waterfront's growth.

The Seaport Square NPC contains several proposed changes that will enhance the public realm and improve mobility within the South Boston Waterfront. The NPC also eliminates several vehicular roads, and dramatically lowers the number of parking spaces that will be constructed. This speaks to the project proponent's understanding that for the South Boston Waterfront to thrive, commuters must have mobility options and the infrastructure to support those choices.

Reduction in the Overall Number of Parking Spaces to be Constructed

The NPC Project proposes the construction of 5,500 parking spaces as part of the 7.7 million square feet of proposed development, a 15% reduction in parking versus the 2010 Project. Approximately 2,100 parking spaces have already been constructed or are under construction,

leaving approximately 3,400 parking spaces to be constructed as part of the NPC Project. This proposed reduction in parking will serve to reduce the number of vehicle trips generated by the project and speaks to the planning underway to create additional multi modal transportation options in the South Boston Waterfront. This proposal also demonstrates a recognition of the diminishing demand for parking in Boston as new mobility options have become a ubiquitous component of city life.

Harbor Way

The NPC Project proposes a new north south pedestrian boulevard between Summer Street and the Harbor's edge. Harbor Way would replace Seaport Hill Park in the 2010 Project at the L Block between Congress Street and Seaport Boulevard. The 2010 Project includes a vehicular road from Summer Street that would pass over Congress Street and feed into a small ring road network within L Block. The NPC Project calls for the removal of the vehicular road from Summer Street and replaces it with a grand staircase (the "Summer Street Steps") that will solve the problematic grade change from Summer Street to Congress Street. According to the proponent, the NPC Project will eliminate 1.1 acres of paved vehicular roadway and replace it with public open space. Seaport TMA emphatically supports the decision to remove the elevated vehicular road over Congress Street and replace it with the Summer Street Steps and a pedestrian thoroughfare.

Seaport TMA was pleased to see that the proposed staircase at Summer Street includes a cycle ramp so cyclists can walk bicycles up and down the ramp, as well as a dedicated elevator that will be publicly accessible. Seaport TMA encourages the proponent to keep this elevator open to the public 24 hours a day, 7 days a week in order to keep Harbor Way accessible at all times. Similarly, we recommend that the bicycle ramp is accessible year round and kept free of snow and ice in the winter. At the intersection of Congress Street and Harbor Way, we recommend examining strategies for enhancing pedestrian safety. This 70 foot mid block crossing will undoubtedly generate a significant amount of pedestrian activity and could create the potential for conflict between vehicles and pedestrians crossing across five vehicle travel lanes.

Harbor Way will create a new direct pedestrian thoroughfare through the Seaport District from Summer Street to the Harbor Walk. This will serve to enhance public access to the waterfront, which we believe should be a goal of any new development in the district. We commend the project proponent for committing to year round activation of the public spaces along Harbor Way and at Harbor Square, and encourage them to work closely with the local arts community to incorporate local artists and performers when programming the space.

Increase in Housing Units

Up to 3,200 residential units are proposed in the NPC Project, an increase of 700 units compared to the project as approved in 2010. The construction of new housing units is critical to keep pace with Boston's projected population growth. The City of Boston's Imagine 2030 plan includes a goal of creating 53,000 new housing units that are accessible to jobs and transit. The additional units

proposed for Seaport Square would help the City achieve its housing goals, while also contributing to the emergence of the Seaport as a residential neighborhood.

TDM & Mobility Considerations

The NPC Project includes a variety of commitments to Transportation Demand Management (TDM) strategies aimed at reducing the number of drive alone vehicle trips generated by the project, and are consistent with the TDM goals laid out in the City of Boston's Go Boston 2030 plan. The project proponent has committed to working with the MCCA and employers in the South Boston Waterfront to participate in the consolidated shuttle system that provides thousands of rides per day to South Boston Waterfront commuters. The project proponent has also committed to installing additional Hubway stations throughout the project site. Additionally, the project proponent has committed to joining the Seaport TMA and will promote the TMA's services to tenants.

The proponent has committed to providing one free annual MBTA subway pass per residential unit during the first year of operation, a program that we will encourage other residential developers to consider as a way of incentivizing tenants to use public transportation.

Improvements to Seaport Boulevard

The project proponent has committed to making improvements to Seaport Boulevard between Sleeper Street and Pier 4 Boulevard as part of the NPC Project. Street trees, street furniture, buffered bicycle lanes, and a landscaped median with art installations are some of the improvements that are proposed in the NPC. Additionally, a new and more prominent Silver Line head house is slated for construction on Seaport Boulevard at Seaport Common. These improvements are consistent with the City of Boston's Complete Street Guidelines, and will offer an accessible streetscape design that will support pedestrians, bicyclists, transit users, and motorists.

Construction Management

With approximately five million square feet of development either planned or underway between now and 2022, we encourage the Seaport Square project proponent to develop a construction materials logistics strategy that takes into consideration the impact that construction material deliveries may have on mobility in the District. We also encourage the proponent to coordinate with other developers in the area to ensure that construction material deliveries and any associated lane closures or other traffic disruptions are minimized and communicated to surrounding property owners whenever possible.

We thank you for the opportunity to comment on this project.

Sincerely,



Patrick Sullivan
Executive Director
Seaport TMA

CC:

Yanni Tsipis, WS Development

Matthew Beaton, Executive Office of Energy and Environmental Affairs

Jonathan Greeley, Boston Planning & Development Agency

PETER S. A. AGOOS



25 March 2017

Mr. Gary Uter
Project Manager
Boston Planning and Development Agency
Boston City Hall
Boston, MA 02201

Re. Seaport Square Notice of Project Change (NPC, 2/7/17)

Dear Mr. Uter:

I'm not going to politely beat around the bush:

STOP FUCKING AROUND WITH THE PLANNING COMMITMENTS MADE BY THE CITY OF BOSTON FOR THE SEAPORT DISTRICT OVER YEARS OF THOUGHTFUL PLANNING.

This proposed project change ejects all of the remaining elements of civic and public space that would make the Seaport District anything other than a bland second-class urban landscape. Boston, which should be a leading light in urban development, has instead decided that an okay outcome is to maximize tax revenue at the expense of all character and quality and world-class public infrastructure.

Public civic and cultural space is not an extra — it is essential. Parks are not extras — they are essential.

Hold the developers and the city to the commitments of the years of thoughtful planning that require a bare minimum of these necessary resources in the development of the few remaining Seaport parcels.

Respectfully!

Peter Agoos

Fort Point/Seaport pioneer, developer, and 37-year owner, business operator, and resident

Cc: Boston Globe

March 22, 2017

Gary Uter
Project Manager
Boston Planning & Development Agency
One City Hall Plaza, 9th floor
Boston, MA 02201

Dear Mr. Uter,

As a South Boston resident, I have always considered the Seaport to be a part of my neighborhood. I enjoy jogging along Fort Point Channel and the Harbor Walk. I have also recently enjoyed all of the programming that has been taking place in the Seaport, especially the tree lighting and the fitness series. I hope that this programming will continue as the development proceeds.

An area of particular concern for me is the accessibility of the neighborhood from South Boston. Today, it is difficult to get from Summer Street down into the Seaport. The existing stairs are not wheelchair or stroller accessible, and are difficult to find and traverse even for able-bodied people. I was excited to see that WS is planning a major improvement to Seaport access through the addition of a grand staircase from Summer Street down to Congress Street. I think that this move will be transformative for the neighborhood and will deeply strengthen the relationship between South Boston and the Seaport by providing a beautiful, thoughtful and accessible link between the two. I see the grand stair as a significant improvement to the previously proposed vehicular ramp and elevated green space because it prioritizes pedestrians over cars and creates a memorable gateway between South Boston and the Seaport.

I have already seen that WS Development will be a good steward of the Seaport as a neighborhood, and I support their plans for further development. I urge the BPDA to work with WS to enable these exciting projects.

Thank you for your consideration.

Sincerely,

Rob Schuler

South Boston Resident



Propeller Club Port of Boston, Inc.

To: Gary R. Uter
Boston Planning & Development Agency

From: Propeller Club Port Of Boston, Inc.

Re: Seaport Square

Dear Mr. Gary Uter,

I am writing to you on behalf of the Propeller Club Port of Boston.

The Propeller Club is a grassroots, non-profit organization, whose membership reside throughout the United States and the world.

We are dedicated to the enhancement and well-being of all interests of the maritime community.

Our goal is to educate legislators and the public as to the importance and necessity of all waterborne commerce.

We would like to notify you of the following regarding Seaport Square:

- Trucks are the lifeline for Boston's working port that employs 7,000 people in good blue collar jobs and that contributes \$4.6B to the economy.
- There are more than 6,000 truck trips per day in and out of South Boston generated by a diverse mix of maritime and industrial businesses.
- Northern Ave / Seaport Boulevard provide primary truck access to/from I93 North/South to support this important part of our economy
- The South Boston Bypass Road and Massport Haul Road, create the spine of primary truck routes in South Boston.
- Interagency efforts are underway to extend and improve Cypher Street and E Street as industrial complete streets, which will serve as important truck routes.
- We all rely on what's inside the trucks. These trucks bring products to store shelves, seafood to restaurants, packages to our homes, and more.

If you should have any questions, please contact me anytime.

Sincerely,

Ryan Cox
President, Propeller Club Port Of Boston

March 14, 2017

Gary Uter
Boston Planning & Development Agency
One City Hall Plaza
Boston, MA 02201

Dear Mr. Uter:

I am writing on behalf of MEPT Seaport 13 Stillings LLC, the owner of the property located at 22 Boston Wharf Road in South Boston.

We are writing in full support of the Notice of Project Change submitted by WS Development regarding the Seaport Square project.

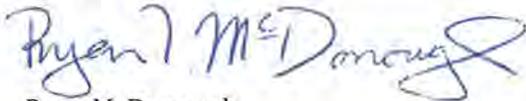
As a major property owner in the Seaport district, we believe that the changes proposed by WS Development will dramatically enhance the quality of the public realm and the pedestrian environment on many of the important streets in the area. We especially appreciate the improvements to Boston Wharf Road that are proposed by WS, both with respect to improved bicycle and pedestrian accommodations, as well as the creation of a retail streetscape environment and a mix of uses directly across from our property at 22 Boston Wharf Road.

We take no exception to the proposed use mix, building massing, and other aspects of the proposed project changes and believe that additional residential and innovation office uses will further enhance the vibrancy and vitality of the entire Seaport district.

Lastly, we fully support the reduction in the total number of parking spaces proposed as part of the Seaport Square project from 6,400 to 5,500, which we believe is a responsible and progressive adjustment that reflects increasingly sustainable commuting patterns to and from the Seaport.

Please do not hesitate to call should you have any questions about our support, and we look forward to seeing this very exciting project move forward as soon as possible for the benefit of the entire Seaport district.

Yours,



Ryan McDonough
Vice President, Transactions

Cc: State Representative Nick Collins
City Councilor Bill Linehan
John Allison, Mayor's Office of Neighborhood Services

Mr. Gary Uter, Project Manager
Boston Planning and Development Agency
Boston City Hall
Boston, MA 02201

RE: Seaport Square Notice of Project Change

March 27, 2017

Dear Mr. Uter,

As a resident of Fort Point, the neighborhood adjacent to the Seaport, the development of the remaining 13 acres of Seaport Square is extremely important in providing much needed civic and cultural space, basic amenities i.e. supermarket and creating a connection between an existing historic neighborhood and a new modern one.

Similar to Fort Point, the Seaport is envisioned to be a mixed use neighborhood of commercial, retail, cultural/civic and residential uses. At this point in the evolution of the Seaport, Seaport Square is the last opportunity to create an identity for the Seaport and to create a residential neighborhood as opposed to residential buildings sprinkled amongst offices and restaurants/retail.

Urban Design Framework

The urban design framework includes a number of important objectives the first being "the creation of a series of porous, smaller scaled blocks and retail storefronts similar to the those in the Fort Point neighborhood." The proposed 1.4 million increase in square footage; however, is largely concentrated in the blocks closest to the Fort Point neighborhood. (L3 – L6 and N & P). The abrupt increase in massing lacks transition from the historic Boston Wharf buildings to a high rise experience that will dwarf or barricade the historic landmark district and cast the pedestrian promenade and Harbor Square into a shadowed valley.

Open Space

Seaport Hill Park is now proposed to be a predominately hardscaped central flex space (Harbor Square) with pedestrian promenade. With 3,200 residential units, the new open space plan doesn't appear to provide any additional protected areas conducive for children and dogs to play. A closer examination of the proposed change of use to the blocks surrounding Harbor Square from residential to only one fourth residential shifts a much desired community asset and benefit (Seaport Hill Park) to a more tourist retail experience.

Civic Spaces

Fort Point and Seaport are sorely lacking in civic facilities from simple meeting spaces to a library, fire department, voting location and school. How can two neighborhoods of this magnitude be created, supported and prosper without the necessary civic services? These plans need to be defined and space (maximum square footage) allocated accordingly without the ability to substitute civic space with other uses.

Arts & Culture: Cultural Corridor

The BPDA has acknowledged in earlier planning studies that clustering art and cultural uses together creates strong communities and partnerships, and increases the likelihood of success. There has been much discussion on whether the original 200,000+ square foot performance space should be consolidated in one entity or broken up into large, medium and small venues. Even if the answer is still unknown, the square footage should still exist as an overall allocation in the plan. To "tbd" it while increasing the project site by an additional 1.4 million buildable square feet with no cultural and civic mandate is to the detriment of any promise of a residential neighborhood within a mixed use one.

Connections: The Northern Avenue Bridge

The Northern Avenue Bridge is a critical connection between Seaport Square and downtown. The bridge has the potential to be our neighborhoods' answer to the Highline. Revitalizing the bridge as a placemaking destination for pedestrians and cyclists (with emergency vehicles access) will bring a vital connection back to life. Seaport Square stands to benefit greatly by attracting more people over this historically charming, flat bridge at the water's edge.

I urge the BPDA to:

- Restore Seaport Hill Park even at the lower elevation; decrease the massing surrounding to park to reduce shadow/wind and to create a more conducive transition from Fort Point neighborhood to the Seaport; and reinstate more residential use around the park to make it more of a neighborhood park.
- Restore all prior cultural and civic commitments.
- Expand the plan to include the revitalization of the Northern Avenue Bridge.

Thank you for your consideration,

Respectfully Submitted,

Sara McCammond
15 Channel Center St
#418
Boston, MA 02210

March 20, 2017

Gary Uter
Project Manager
Boston Planning & Development Agency
One City Hall Plaza, 9th floor
Boston, MA 02201

Dear Mr. Uter,

I am a new resident of the Seaport District, having recently purchased a home at 22 Liberty Wharf. I am writing to express my support for WS Development's plans for Seaport Square. I have attended some of the community meetings to learn about the proposed changes and I am very excited about what I have seen thus far.

As residents of 22 Liberty, we benefit from a wonderful connection to the water right outside our front door. Unfortunately, as it exists today, the rest of the Seaport is not as connected to the waterfront and the rich array of public spaces available there. I am pleased with WS's plans to strengthen the public connection to the Waterfront through the introduction of Harbor Way as a pedestrian path leading all the way from Summer Street to the water's edge. I think that the move to remove cars from Harbor Way will dramatically improve the quality of the street and the neighborhood as a whole by encouraging people to traverse the district on foot, something that is challenging and at times dangerous today.

While I am a newer resident of the Seaport, I plan to remain in this district for years to come. I am excited to see the plans that WS has presented come to fruition. I hope that the City will assist in expediting this process so that the community may reap the benefits of this development as soon as possible.

Regards,



Stephan Ryan
Resident, 22 Liberty Wharf

3/22/17

Mr. Gary Uter, Project Manager
Boston Planning and Development Agency
Boston City Hall
Boston, MA 02201

Re. Seaport Square Notice of Project Change (NPC, 2/7/17)

Dear Mr. Uter:

Please accept the following comments on the Seaport Square Notice of Project Change (NPC) of February 7, 2017.

The 635-page NPC proposes significant to the Seaport Square Master Plan, a 23-acre master plan that from 2010 to 2016 streamlined numerous large projects through groundbreaking. Two residential projects, One Seaport Square and M Block each rank among the largest commercial projects in Boston history.

The NPC increases an already-dense Seaport Square Master Plan by an additional 1.3 million square feet, squeezing out an array of pocket parks, Seaport Hill Park, a community space on Block D, a Performing Art Center and much more.

While the proponent's 12.5 undeveloped acres are the focus of the NPC as filed, a larger context must be considered: Seaport Square's 23-Acre Master Plan and the Seaport Public Realm Plan.

Rather than provide a lengthy list of concerns and suggested improvements, my comments exclusively focus on two recommendations:

- **Restore jettisoned Seaport Hill Park as an active use green park**
- **Restore jettisoned commitments to interior civic / cultural uses**

The letter is divided into the following sections:

Section 1 (page 3). How to restore Seaport Hill Park in context of NPC

This section relays a history of Seaport Hill Park and the significant role of Seaport Hill Park as a component of the Seaport District's open space network. An analysis of the pedestrian promenade proposed in the NPC is provided in this section.

Section 2. (page 26) Restoring Civic/Cultural Obligations

This section relays a history of commitments to interior, year-round civic and cultural uses at Seaport Square and the role of these uses toward fulfillment of the City of Boston's comprehensively planned vision of the Seaport District.

Section 3. (page 39) Related Considerations

This section provides information regarding Seaport Square's existing greenspace, civic and cultural uses (i.e. Q Park, Fallen Heroes Memorial, chapel, District Hall). These existing uses have import with respect to consideration of the role of Seaport Hill Park and remaining, unfulfilled civic and cultural commitments.

Section 4. (page 44) Financial Feasibility

This section provides an estimate of profits taken to date on resale of vacant parcels with BPDA-approved development rights, rights arriving from BPDA approval of Seaport Square's 23-acre PDA "Master Plan." Seaport Square's master planning process, culminating in the approval of PDA #78, provided massing approvals in a streamlined process to ensure fulfillment of broader public, civic and cultural objectives than single project permitting would have required.

Section 1: How to restore Seaport Hill Park

Section 1a. page 4

Evolution of Seaport Hill Park
(park is jettisoned by NPC filed 2/7/17)

Section 1b. page 11

Concerns re. pedestrian “promenade” in 2/7/17 NPC
(proposed to replace Seaport Hill Park)

Section 1c. page 23

My proposed restoration of Seaport Hill Park

Section 1a.

Evolution of Seaport Hill Park

(park is jettisoned by NPC filed 2/7/2017)

With the proposed addition of 1.3 million square feet of new massing in this NPC, long-planned Seaport Hill Park has been jettisoned in favor of a narrow, linear hardscape “promenade.”

As the timeline below makes clear, the overwhelming drive to pump leasable space (e.g. commercial massing) into Seaport Square’s buildable envelope has had detrimental impact on numerous open space network objectives, most acutely realized in the loss of Seaport Hill Park.

Seaport Hill Park must be restored as an active use, green park, constructed at grade (no longer on a hill), integrated to open onto the proposed hardscape “promenade” on north and south edges of the park.

Below is a timeline of Seaport Square park approvals since 2010:

EVOLUTION OF SEAPORT HILL PARK

**In public planning and approvals for 2 years
Wide stakeholder buy-in (PDA #78, 2008-2010).**

Quietly diminished via PDA amendments (2010-2016).

Quietly eliminated in a 2/2017 Notice of Project Change.



2010
PDA #78
BPDA Approved



2016
After 6
PDA amendments



2017
Filed for
BPDA Approval

Seaport Hill Park, jettisoned in the 2017 NPC, won public support during Seaport Square master planning (2008-2010). The park was designed for active, recreational uses predominately intended to serve a future residential community at Seaport Square (One Seaport Square, M Block, WaterMark, etc.)

Image Below: Seaport Hill Park rendering as filed in the Seaport Square Project Notification Form (June 2, 2008).



GALE
Architecture
Morgan Stanley
DEVELOPMENT
prepared by : ADD Inc/Reed Hilderbrand

SEAPORT SQUARE
IN SOUTH BOSTON

Figure 2.3-24
Public Realm
Seaport Hill
Sections & Perspective

Source: Seaport Square Project Notification Form (6/2/2008)
<https://www.scribd.com/document/339917168/Seaport-Square-Project-Notification-Form-PNF-June-2-2008>

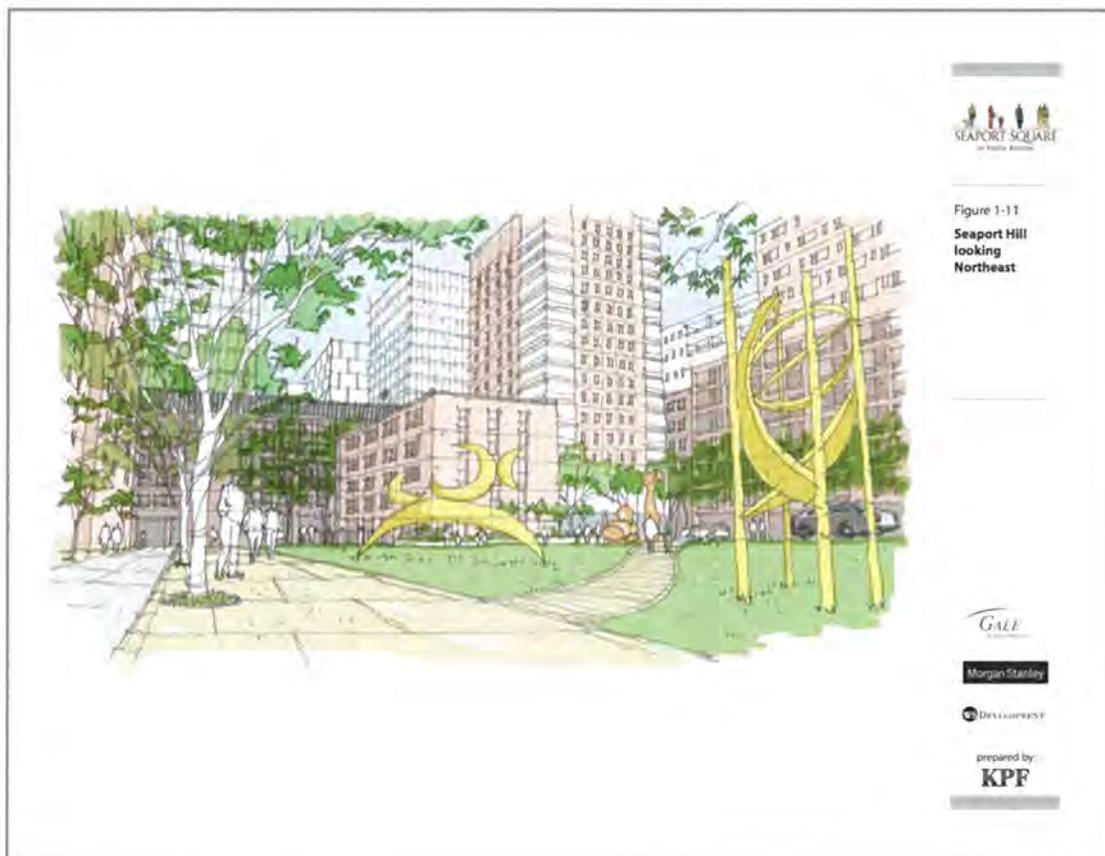
"Seaport Hill is a lush three-quarter acre open space more than twice the size of Union Park or Worcester Square in the South End as seen in Figure 2.3-23. Similarly designed to be residential in character, it contains a grassy area surrounded on both the east and west sides by rows of large trees, under which a children's playground, flower garden, dog park, and park benches will be located in a decorative paving zone that extends to the building entrances. At the far edges of the open space, landscaped areas provide a buffer for the ground floor residential units at the sidewalk."

Source: Seaport Square Project Notification Form (6/2/2008)

Seaport Hill Park won public support through two years of planning and was defined in a number of official Seaport Square filings leading up to the approval of the PDA #78 Master Plan.

Seaport Hill Park was a feature of Seaport Square's PNF, PIR and DEIR filing for state MEPA regulators, and respective responses to public comments.

Image Below: Seaport Hill Park as filed with BPDA and EOE (for MEPA certificate) in the Seaport Square Project Draft Environmental Impact Report / Project Impact Report (DEIR/EIR, 2008).



AUTHOR'S NOTE: I learned the following information in March 2017 from a founding member of Boston Sculptors Gallery:

In 2008, during BPDA's master planning of Seaport Square commencing with the filing of a PNF, representatives of DeCordova Museum and Sculpture Park and Boston Sculptors Gallery met with Seaport Square's Master Developer to propose a collaborative sculpture garden at Seaport Square.

Below Image: Seaport Hill Park as approved by BPDA board in Seaport Square PDA Master Plan (PDA #78, BPDA, Sept 21, 2010). The red arrow has been added here to point to Seaport Hill Park.

Author's Note: The vast majority of green coloration in the image below is private building rooftops and street trees. The two parks labeled "Seaport Square Green" (Seaport Common in NPC, today hosting District Hall and Fallen Heroes Memorial) and "Active Open Space" (today Q Park) are discussed in the Related Considerations section of this letter.

BPA APPEAL: 9/31/10
 ZC APPEAL: 10/13/10
 EFFECTIVE: 10/13/10

DEVELOPMENT PLAN
 For
 PLANNED DEVELOPMENT AREA NO. 78

SEAPORT SQUARE PROJECT
 South Boston

Dated: September 21, 2010



From 2010 through present day, Seaport Hill Park survived six amendments to PDA #78.

Shown below is the BPDA-approved Seaport Square Master Plan as it exists today.

Building massing increases BPDA-approved at Seaport Hill since the original PDA approval (2010) decreased the size of Seaport Hill Park. The red arrow has been added here to indicate the location of Seaport Hill Park in the currently-approved master plan.



From 2010 through 2016, Seaport Hill Park was referenced in countless BPDA public presentations, BCDC design review presentations, Article 80 project filings/approvals and a least one Seaport Square investor presentation (below). Seaport Hill Park has been a continuous amenity depended on to move Seaport Square large projects bereft of greenspace through BPDA approvals.

Large projects completed and/or under construction on Seaport Square since 2010:

- Envoy Hotel
- Via at One Seaport Square (residential)
- Benjamin at One Seaport Square (residential)
- PwC tower at 101 Seaport
- 121 Seaport (office, under construction)
- Watermark Seaport (residential)
- Yotel (hotel)
- BGI Headquarters (office)
- M Block (residential)

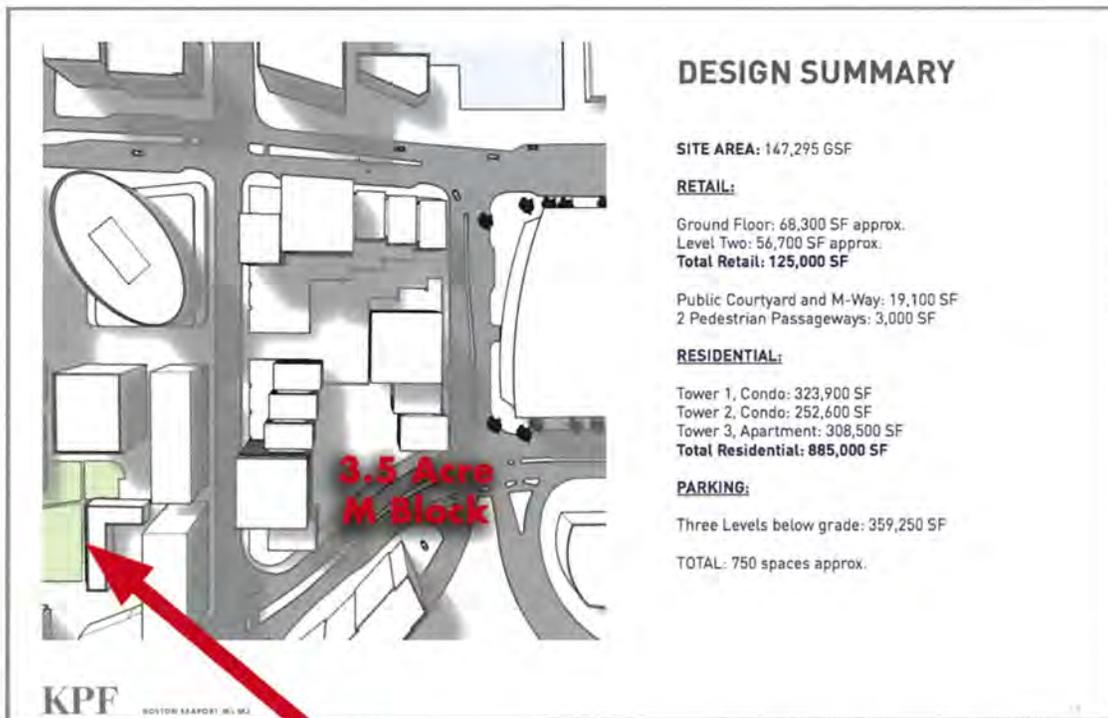
Below Image: 2014 One Seaport Square Investment Strategy Presentation (red arrows added to indicate Seaport Hill Park and civic/cultural uses)



Most recently, Seaport Hill Park was highlighted during BPDA's M Block design approval process (2015) to suggest that future residents of 735 apartments and condos at M Block would benefit from a nearby greenspace.

The M Block project, among largest multi-tower projects in Boston history, was approved by BPDA entirely bereft of greenspace, providing only a small hardscape central courtyard.

Seaport Square's Master Developer and M Block owners had an opportunity to include a small pocket park on a sunlit corner of 3.5 acre M Block parcel, but maximum leasable space has been the priority at every turn.



Source: 2015 M Block presentation to Boston Civic Design Commission, 4/28/2015. (Red arrow added here to indicate Seaport Hill Park and red text added here to indicate location of 3.5 acre M Block).

Section 1b.

Concerns re. pedestrian “promenade” as proposed in 2/7/17 NPC

(replaces Seaport Hill Park)

The NPC proposes a hardscape “promenade” with a central plaza at the former location of (significantly larger) Seaport Hill Park.

Four buildings surrounding the plaza (formerly Seaport Hill Park) have increased in massing with the NPC. The total massing increase proposed across Seaport Square is 1.3 million square feet.

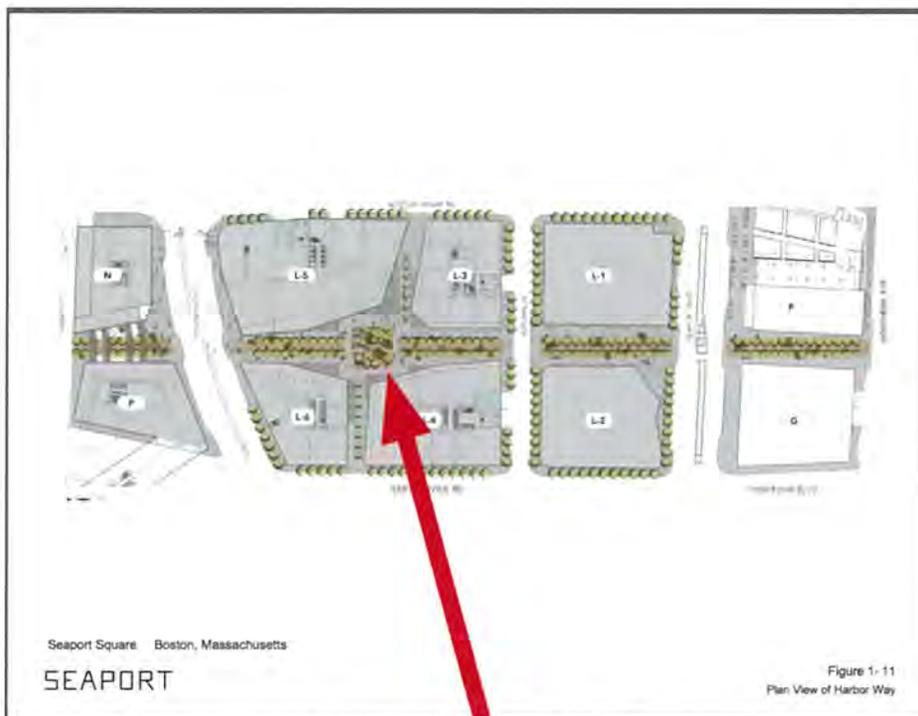


Source: Seaport Square NPC 2/7/2017

The following graphic presents the entire Harbor Way “promenade.” The red arrow has been added to the NPC graphic below to point to the central plaza (at the location of former Seaport Hill Park).

The “promenade” is a series of hardscape paths, broken by streets. The paths are shaped and aligned within the narrow lane created by buildings that have increased in massing with the 2/7/2017 NPC.

Two buildings (below right, 101 and 121 Seaport Blvd) are already completed or under construction.



Source: Seaport Square NPC 2/7/2017 (red arrow added here to indicate central plaza)
As indicated below, the Seaport Square NPC claims that Seaport Hill Park was problematic because A) it was on a hill and B) it was enclosed on a quad.

Text below is the proponent's stated rationalization for replacing Seaport Hill Park with hardscape Harbor Way "promenade."

6.2.2 Public Realm

The 2010 Project's public realm amenities, while meaningful individually, are often discontinuous when viewed through a district-wide lens, and composed in part of internalized and passive green spaces such as Seaport Hill, which would have served mostly as a front lawn for the buildings encircling it due to its second story elevation and encirclement by a vehicular roadway. The NPC Project seeks to establish a more legible, cohesive, and diverse network of public open spaces. In addition to the district-wide pedestrian connection offered by Harbor Way, each of the District's major thoroughfares (Seaport Boulevard, Northern Avenue, Pier 4 Boulevard, and Boston Wharf Road) has been designed to create bold and enticing streetscapes that both unify the District and create moments of surprise for pedestrians who walk along their length. While a hierarchy of

598/Seaport Square Notice of Project Change

6-3

Urban Design
Sasaki Associates, Inc.

pedestrian connectivity is implied by the creation of Harbor Way, the Proponent recognizes that all of the major vehicular thoroughfares crisscrossing the district require improvement in terms of pedestrian amenities and streetscape quality. The NPC Project proposes a series of improvements to these major thoroughfares as further enhancements to the overall public realm in the district.

Source: Seaport Square NPC 2/7/17

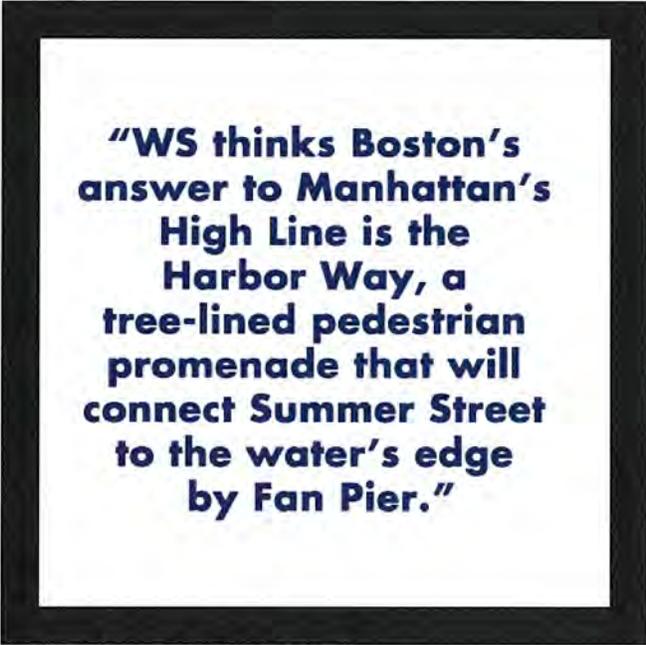
The rationalization for elimination of Seaport Hill Park is not based in fact, it is based in self-serving convenience to the proponent. No attempt was made in the NPC to overcome stated concerns regarding Seaport Hill Park.

For example, Seaport Hill Park did not have to be on a hill.

And Seaport Hill Park did not have to be enclosed within a quadrangle. It could have been opened along north and south edges, easily integrated with the newly proposed "promenade."

It is evident from considering all facts available in the NPC that the proponent eliminated Seaport Hill Park for a single, predominate reason: to support the increased massing of four buildings formerly abutting Seaport Hill Park.

To win public support, Seaport Square proponents have continued to characterize the narrow hardscape “promenade” and central plaza as “Boston’s answer to Manhattan’s High Line.”

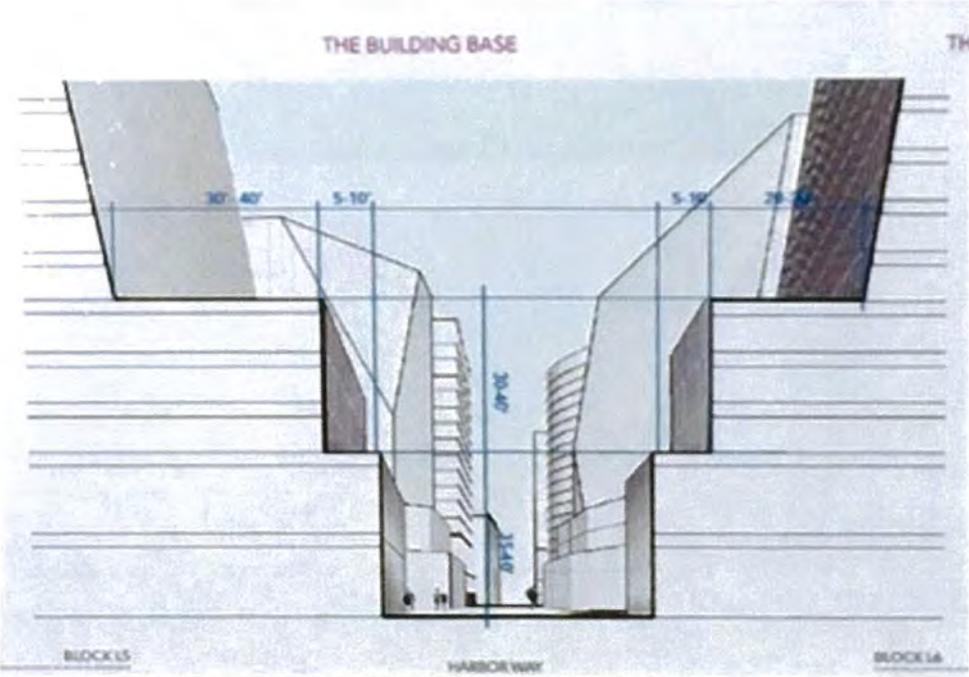


“WS thinks Boston’s answer to Manhattan’s High Line is the Harbor Way, a tree-lined pedestrian promenade that will connect Summer Street to the water’s edge by Fan Pier.”

Source: Boston Globe 2/14/17

<https://www.bostonglobe.com/business/2017/02/14/search-for-seaport-soul-hits-crucial-point/KryYHYBvGyx09pS96yezWN/story.html>

Contrary to the proponent’s characterization, Harbor Way, the so-called “answer to Manhattan’s High Line” is situated in a deep gulch between buildings pumped with newly added massing.

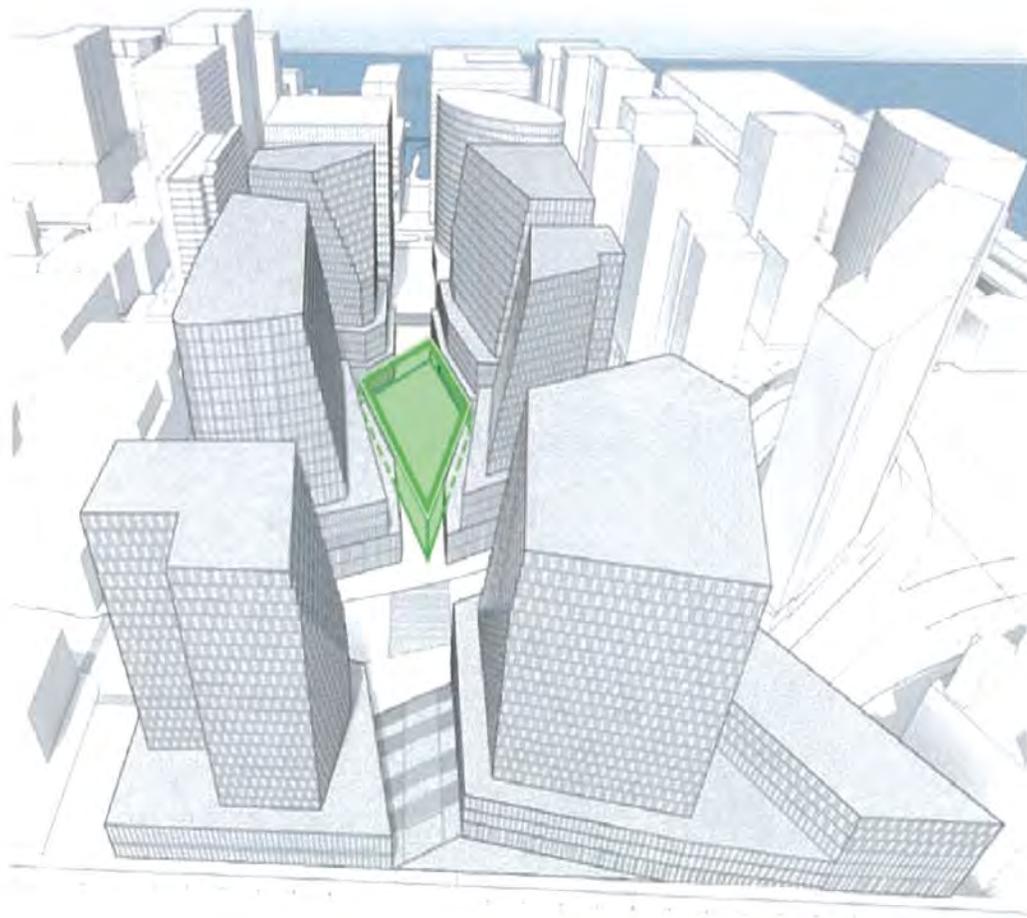


Source: Seaport Square NPC Public Meeting, 2/27/17

Below view at the proposed central plaza and promenade of “Boston’s answer to Manhattan’s High Line” reveals little more than a narrowly confined gulch. The scale and shape of the Harbor Way gulch has been defined by the bloated massing of its abutting buildings.

The central hardscape plaza shown here in green replaces former Seaport Hill Park.

Author’s Note: In addition to jettisoning Seaport Square Park, two buildings (Blocks N and P) at foreground have both been bloated in new massing, eliminated two smaller pocket parks defined in the Seaport Square Master Plan (see page 8).



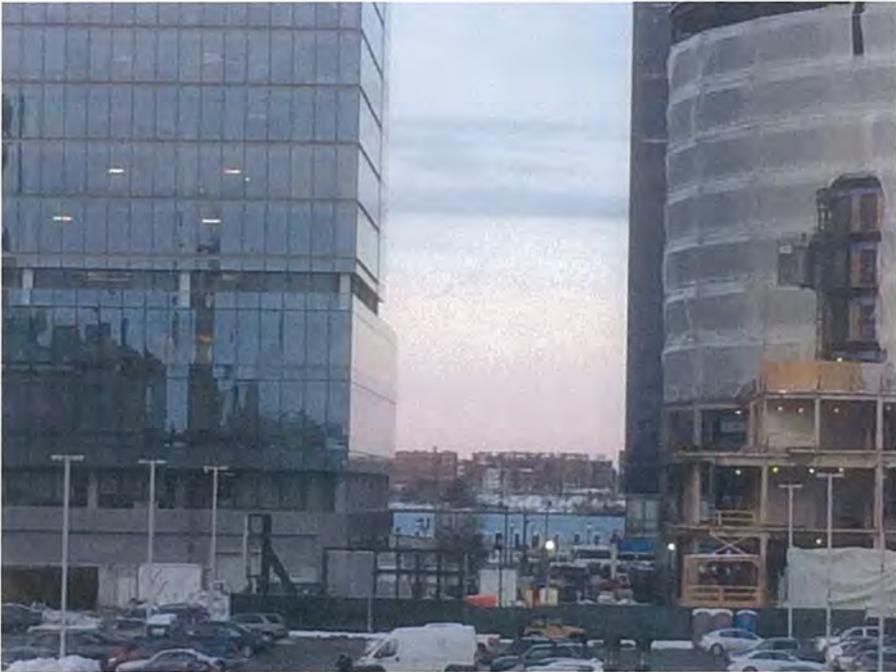
Source: Seaport Square presentation to BCDC 2/28/2017

Outside Harbor Way's central plaza proposed in the NPC, the remaining sections of the so-called "promenade" are narrow, confined corridors between buildings.



Shown below is a near-complete section of the so-called Harbor Way "promenade," as it exists today between 101 Seaport and 121 Seaport Blvd (under construction).

101 Seaport's completed ground floor frontage and hardscape along this existing section of Harbor Way "promenade" are entirely unremarkable, far afield the promenade as it is presented in the NPC and media accounts.



The relatively small size of the central plaza is also limiting in terms of possible uses.



Source: Seaport Square NPC 2/7/17 Fig. 4.1-2

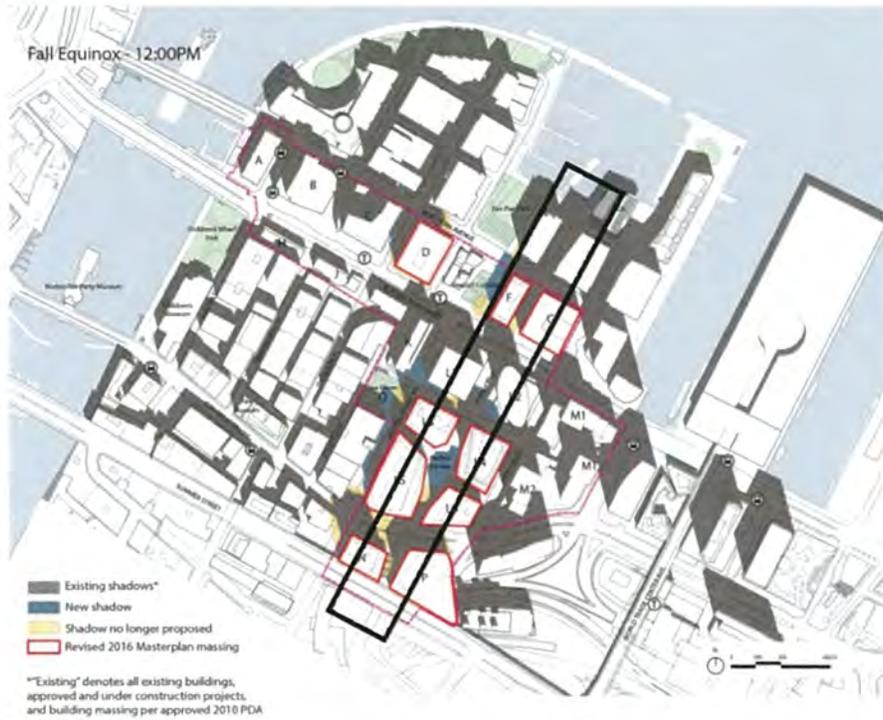
Uses for the central plaza floated in the NPC are pop-up events plopped around a few permanent boulders (boulder types are given significant attention in the NPC). These concepts are dismally inconsequential for a top-tier waterfront, and poorly address anticipated needs of a Seaport population seeking meaningful engagement.



The promenade as detailed in the NPC is especially problematic.

The entire length of the promenade is shrouded in shadows on nearly every shadow study graphic published in the NPC other than summer solstice at 12 PM.

Shown below, fall equinox at 12 PM.



Seaport Square Boston, Massachusetts

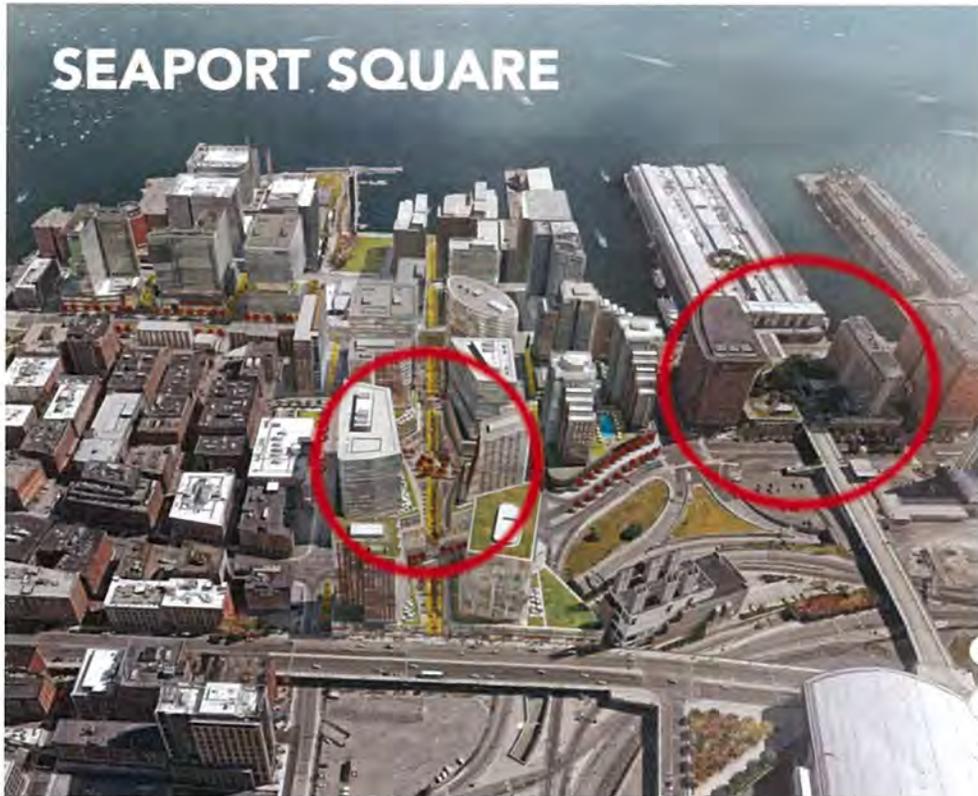
SEAPORT

Figure 4-2.9

Shadow Study: Fall Equinox, 12 p.m.

Without disclaimer, the proponent misrepresents shadows in graphics published in the NPC, media and public presentations.

Red circles added here to the NPC graphic draw attention to two mutually impossible shadows. According to the shadow study in the NPC, generous sunlight shown on the “promenade” as shown here would only be possible at 12 PM on the summer solstice.



Source: Seaport Square Notice of Project Change 2/7/2017

RELATED: In addition to publishing impossible shadows, the NPC presents building rooftops, terraces and building bases colored **green** in numerous renderings (example above) and illustrations. Street crossings along Harbor Way “promenade” are painted **green** in a number of NPC graphics.

While sunlight, **green** rooftops and **green** street crossings in numerous NPC graphics may be defended as idealism, these flourishes are misleading to readers interested in developing a perception of the Harbor Way “promenade” as it would actually be experienced by a pedestrian.

The proponent continues to claim that the promenade is “*unbroken.*”

“We’re prying open the city fabric in the Seaport District and creating an *unbroken, beautifully landscaped public park.*”

— Boston Herald 2/3/2017

http://www.bostonherald.com/business/real_estate/2017/02/new_plans_for_seaport_square_project

Contrary to the proponent’s assertions, the Harbor Way “promenade” is broken by multiple unfriendly street crossings — four street crossings including the final block crossing Northern Ave to Fan Pier. Three of the four crossings are among Boston’s widest streets (Northern Avenue, Seaport Boulevard, Congress Street).

Two of the three street crossings within the bounds of Seaport Square exceed widths of 60 feet, as does Northern Ave connecting the “promenade” to Fan Pier.



The proponent has repeatedly suggested that the promenade welcomes pedestrians to the water's edge.

“WS thinks Boston’s answer to Manhattan’s High Line is the Harbor Way, a tree-lined pedestrian promenade that will connect Summer Street to the water’s edge by Fan Pier.”

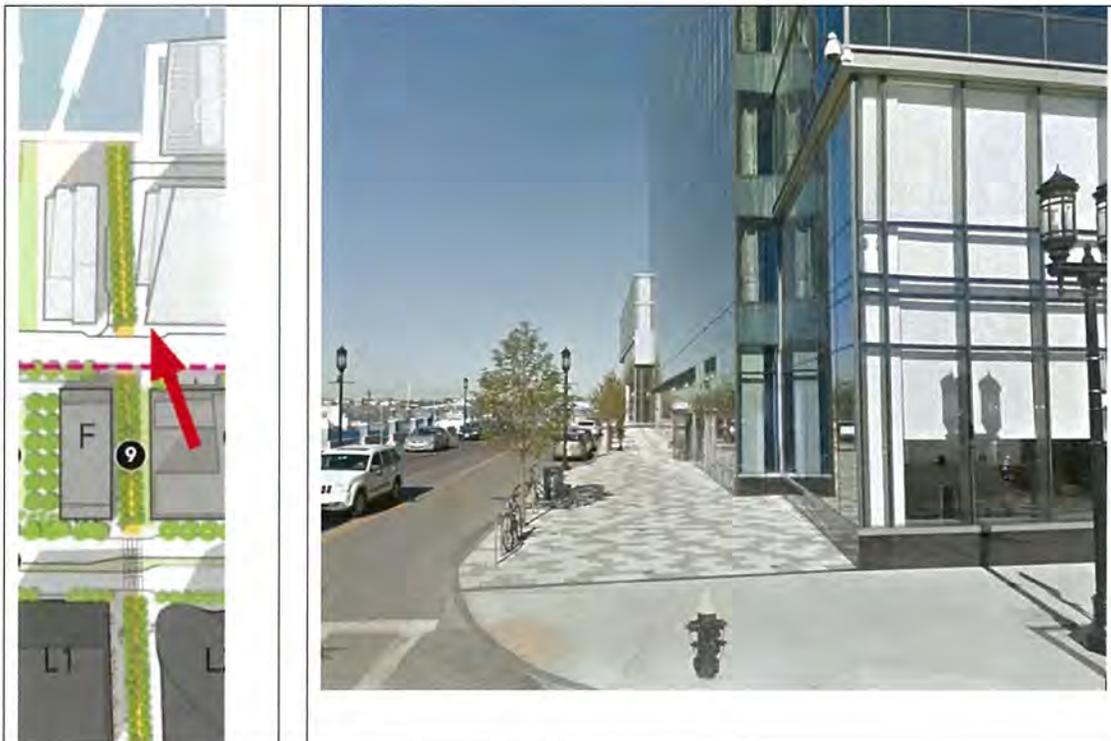
Source: Boston Globe 2/14/17

In fact, the proposed “promenade” has no relationship with water’s edge as it connects to the final block at Fan Pier. The final Fan Pier block already exists as a street with vehicular access to ICA Boston.

Introduced as an 11th hour afterthought, the proposed promenade is misaligned with the final block at Fan Pier. The promenade is half-aligned with an existing tower at 100 Northern Avenue and half aligned with a sidewalk and Fan Pier street.

The red arrow (below, left) indicates the “promenade’s” point of misalignment at Fan Pier. Graphics in the NPC (including the example below) illustrate the final block at Fan Pier as an angled row of trees, misrepresenting the final block at Fan Pier as both aligned with the promenade and falsely implying that block is pedestrian only.

Shown at below right, the actual alignment from Seaport Square’s proposed “promenade,” misaligned with 100 Northern Ave, with no clear relationship to water’s edge.



Section 1c. My proposed restoration of Seaport Hill Park

Seaport Hill Park must be restored to represent the active use recreational greenspace that was long-planned and anticipated through 8 years of public process (2008-present) and six years of PDA amendments and project approvals (2010-present).

It is important to note that Seaport Square planning followed years of Seaport planning, Municipal Harbor Plan drafting and Fort Point planning. These processes considered the Seaport’s greenspace network as well as pedestrian access.

Below is one possible view of a restored Seaport Hill Park, integrated with the remaining portions of the proposed “promenade.” In my proposed restoration below, I accept the massing increases at Seaport Hill secured by Seaport Square’s Master Developer through PDA amendments between 2010 and 2016, resulting in a decrease in park size since approval of Seaport Hill Park in PDA #78 (2010).



Shown below is my crude attempt in Photoshop to represent a restored Seaport Hill Park, and integrate the park with remaining sections of the proposed promenade.

A tennis court is added to this restoration of Seaport Hill Park, to indicate scale.



AUTHOR'S NOTE

Meaningful promenades are planned through a public process, with a sense of larger context as well as arrival locations, destinations.

For example, the D Street corridor was planned and codified into the BPDA Seaport Public Realm Plan, drafted between 1997 and 1999 (100+ public meetings).

Over 1,000 stakeholders working with BPDA and COB-hired planners Coopers Robertson and Partners determined that D Street pedestrian corridor would provide a pedestrian-friendly path from South Boston's traditional residential community to the burgeoning Seaport District.



Source: South Boston Waterfront Public Realm Plan (1999)

By contrast, the promenade of the Seaport Square NPC was concocted six years into Seaport Square groundbreakings, in a private process with no public input.

The “promenade” of the Seaport Square NPC is a confined pedestrian alley, shrouded in shadow. Its misalignment with Fan Pier belies its evolution as a convenience to support massing increases — little more than an afterthought.

Section 2: Restoring Civic/Cultural Obligations

Section 2a. page 27

Evolution of Seaport Square Civic/Cultural Obligations

Section 2b. page 37

My proposed restoration of Civic/Cultural Obligations

Section 2a. Evolution of Seaport Square Civic/Cultural Obligations

Background

For the decade leading up to Seaport Square's public process (1997-2008), BPDA routinely asserted that the agency would be providing multi-acre massing approvals in the form of single "Planned Development Areas" (PDAs) to ensure that the Seaport's so-called "Master Developers" would have the financial incentives necessary to support long-planned public, civic and cultural amenities along with commercial projects.

For the two-year duration of Seaport Square planning (2008-2010), BPDA and the "Master Developer" of Seaport Square codified public, civic and cultural objectives into a number of project filings including the Seaport Square Project Notification Form (PNF, 2008) and Seaport Square Draft Environmental Impact Report (PIR/DEIR, 2008). These project filings were used during subsequent planning charrettes to win public support for final approval of a Seaport Square "Master Plan."

While *public* process largely regarded the Project Notification Form (PNF) and public presentations, Seaport Square's controlling legal document (e.g. rezoning and defining public, civic and cultural uses) was drafted by Seaport Square proponents working quietly and privately with BPDA planners. This document, Seaport Square PDA #78, was only published for public review upon BPDA board approval. The PDA itself was not the subject of public scrutiny.

The two-year public planning process following the filing of the Seaport Square Project Notification Form in 2008 must be distinguished from the BPDA's parallel, largely private PDA drafting process because the PDA itself represented an unusual number of privately negotiated compromises, some far afield of the public discussions and commitments made in publicly reviewed filings.

To citizens participating in public process, the open space, civic and cultural obligations discussed by BPDA and the proponent during the two-year planning process were seen as requirements. While it was widely understood that the 23-acre Seaport Square "Master Plan" might see shifts in building locations and uses, the total square footage of public space, and civic and cultural uses, were each promoted as obligations necessary to fulfill a larger vision (e.g. "Master Plan"), not simply aspirational.

The *aggregation* of cultural space within of Seaport Square's Master Plan was a determination made privately by the Master Developer and BPDA, prior to the filing of the Seaport Square PNF in 2008. Public expectations of total square footage of civic/cultural uses during the two-year planning process were directed toward fulfillment of the *aggregated* benefit in the form of a Performing Arts Center.

Seaport Square's civic and cultural obligations were clearly delineated in the Project Notification Form (PNF) filed at BPDA on June 8, 2008.

I have highlighted the Performing Arts Center in yellow here to emphasize the fact that the Performing Arts Center (among other listed items) was proposed as an *expected* component of the 23-acre Master Plan.

The Performing Arts Center and other "community contributions" were not considered "notional" as has been recently suggested by Seaport Square proponents.

It is very important to note the word "could" in the second sentence of the PNF. Here, the word "could" pertains to the *location* of the Performing Arts Center. This fact matters in interpretation of PDA #78 language (more later in this letter).

New civic, cultural and community contributions include:

- ◆ **Performing Arts Center:** An approximately 1,800 seat, 250,000-square foot facility designed for performance arts could be located on Summer Street. This performing arts center could be used by such arts institutions as the Boston Ballet or the Berklee College of Music, and will provide a new venue for performances to be enjoyed by both tourists and locals. Final determination is dependent on local demand and funding.
- ◆ **Flexible Gallery Space:** A flexible gallery space is proposed adjacent to the largest open space associated with the Project, Seaport Square Green. The Proponent envisions a space where neighboring artists can show their work, as well as a place for arts classes and community gathering, as well as coordination with the ICA. This arts space will increase community interest and connection to the area.
- ◆ **Educational Facilities:** To attract families to the site, a privately funded Pre-K -1 public pilot school for 200 children will be located within the Project. The Proponent has also committed to substantial annual scholarships for City residents to a new K-12 international school. After hours this space may be used for adult education programs or other continuing education needs open to City residents.
- ◆ **Public Library:** Seaport Square will include a new neighborhood branch of the Boston Public Library to serve area residents and complement the South Boston Branch Library.
- ◆ **Catholic Chapel:** A new facility will be constructed to relocate the existing Chapel (Our Lady of Good Voyage Chapel) to a site that is more conveniently located within the community, providing better access for churchgoers and greater visibility for the new Chapel.

Source: Seaport Square Project Notification Form, June 8, 2008

Civic amenities including a Branch Library and the forementioned Performing Arts Center are defined in over a dozen distinct references in the Seaport Square Project Notification Form as filed on 6/8/2008.

K. Describe the project's other impacts on land:

The Project involves development of approximately 23 acres of land, most of which is currently used for surface parking, into a mixed use, smart growth development proximate to public transportation. The Project will include elements such as green roofs and landscaping which will improve the quality of water that infiltrates into the ground. In addition, the development will improve the surrounding area by including street-level retail throughout the Project and creating open spaces, a new public library, a performing arts center, and other amenities. See Section 1.0 of this PNF/ENF for a more detailed description of the Project benefits.

Source: Seaport Square Project Notification Form, June 8, 2008

:

Seating capacity of the Performing Arts Center, with a comparison in the PNF to Boston's Opera House, factored into Seaport Square traffic projections.

Civic and cultural amenities were defined in Seaport Square's Draft Project Impact Report / Environmental Impact Report (DPIR/DEIR, 2008) submitted to city and state regulators. As a large project, it was my understanding that Seaport Square required a MEPA certificate from EOEA (now EEA).

1.2.1.5 Cultural Corridor

Throughout Boston, cultural institutions contribute to the rich tapestry of urban life and serve as important centers of the neighborhood in which they reside. For residents and visitors alike, the Museum of Fine Arts, Symphony Hall, Boston Center for the Arts, and the Theater District are familiar destinations, integral to civic life and vital to the economic vitality of the City.

With this in mind, the physical link created from Summer Street to Seaport Boulevard by Harbor Street and Harbor Way is conceived as a "Cultural Corridor" connecting the ICA to the BCEC (see Figure 1-15). The intent of the Cultural Corridor is to establish the area as a new cultural destination for the City, activating the South Boston waterfront and contributing to its economic success.

Anchoring the waterfront end of this corridor is the ICA's visionary new building, a globally recognized icon of contemporary culture, and a catalyst for the arts in Boston. Garnering worldwide acclaim, the physically isolated ICA will soon be linked to Seaport Square and Fan Pier developments.

At the opposite end of this corridor, where Harbor Street meets the elevated Summer Street, a new landmark performing arts and education complex will occupy Blocks P and N. Designed to further stimulate the cultural life of the City, the performing arts center will build on the arts identity of the neighboring Fort Point Channel District and leverage its proximity to the ICA and the waterfront, the BCEC, and the numerous adjacent hotels.

The Project further designates sites along Harbor Street for a series of cultural venues. These include the outdoor sculpture gardens on the open space at Seaport Hill, exhibit space on Block G, arts related retail on Block L1, public art and performance venues on Seaport Square Green, and a branch library or similar public use at Block D. Together these will create a strong cultural component for the area and will activate and provide year-round use to the Project.

This Cultural Corridor is a key organizing principle for Seaport Square, and by creating and promoting its identity as a cultural destination, the economic vitality of the new neighborhood's mix of residential, office, and retail uses is further enhanced. Seaport

Civic and cultural amenities were delineated in the Response to Public Comments on the PIR/DEIR filed in 2008.

9.0 RESPONSE TO COMMENTS

This Chapter provides responses to the BRA Scoping Determination, MEPA Certificate and the comment letters that were received on the Project Notification Form/Environmental Notification Form (PNF/ENF) filed with the BRA and MEPA on June 2, 2008, and on the Notice of Project Change (NPC) filed with MEPA on March 31, 2009. The letters have been reproduced and individual comments coded in the margins. Responses to the comments follow each individual letter and can be matched using the comment code numbers. Letters were received from the following State Agencies, City of Boston Departments, Organizations, and Individuals:

DEP.3 Facilities of Public Accommodation.

The Project will create a gateway to the South Boston waterfront by providing new open space areas on a fully activated site. Block A will provide interior space for a visitor's center which will reinforce the gateway concept.

All ground-floor building space within Blocks B, G and M1 will be occupied by Facilities of Public Accommodation (public uses), including those portions of Blocks B, G and M1 outside of licensing jurisdiction. In addition, Blocks B, G and M1 will include second level Facilities of Public Accommodation, thereby providing additional public benefits beyond those required by the SBMHP. A public restroom will be provided. A Chapel will be located on Block H.

A new water transportation kiosk will provide information and schedules for MBTA Silver Line and bus and taxi service providing easy connections to Downtown, the airport and surrounding communities. The kiosk will also provide public transportation schedules for all of the area's service lines creating a central hub for information for riders from the adjacent Fan Pier Marina which offers access to commuter boats and water taxis

A new Cultural Corridor will provide a physical link from Summer Street to Seaport Boulevard via Harbor Street; the Cultural Corridor will connect the Institute of Contemporary Art and the Boston Convention and Exhibition Center. With these two buildings, there will be a new cultural destination in the City that will include

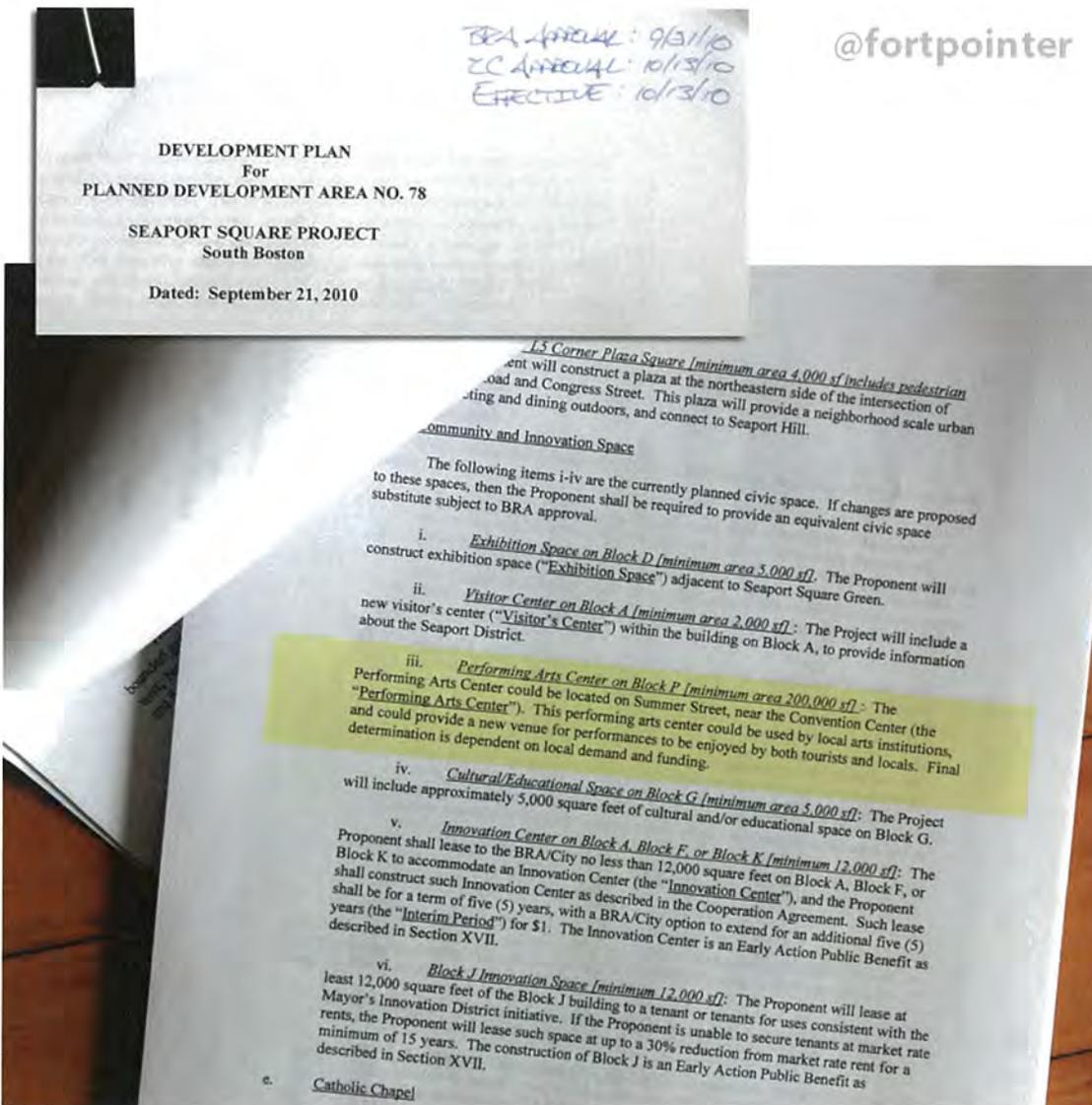
2139/Seaport/Draft PIR/DEIR

Response to Comments
Epsilon Associates, Inc.

sculpture gardens on Seaport Hill, a performing arts and education complex on Blocks P and N, exhibition space at Block G, arts-related retail on Block L1, public art and performance venues on Seaport Square Green, and a branch library at Block D. The Cultural Corridor will build on the arts identity of the neighboring Fort Point Channel District and create a strong cultural component that will activate and provide year-round use of Seaport Square.

In the privately drafted Planned Development Area (PDA #78, 2010), the Performing Arts Center (tentatively sited on Block P) was couched in language using the legal weasel word “could” which perhaps suggest the aggregated square footage of civic/cultural space is “notional.”

It is important to refer back to Seaport Square’s Project Notification Form to understand the root source of the word “could” before it was adopted into the PDA (see page 28 of this letter). This word “could” in the PNF referred to a *location* on Summer Street. It was not an indication that the aggregated civic/cultural space itself, as anticipated by the PNF and DPIR/DEIR, was a “notional” or optional benefit.



Seaport Square proponents today suggest that the Performing Arts Center (e.g. aggregated civic/cultural space) is “notional,” perhaps basing this claim on the word “could” in the BPDA-approved, privately drafted PDA #78.

“

“This was essentially a placeholder for this notional 200,000-square-foot performing arts center with a whole list of caveats and subject-to’s.”

Source: Boston Globe 2/16/17
<https://www.bostonglobe.com/business/2017/02/16/seaport-plan-scales-back-arts-facility/IQrZiCGLDwMlPYmtV8LZQ0/story.html>

The assertion of “notional” cultural space is not only an affront to participants in Seaport planning and Seaport Square planning, it contradicts two years of filings and statements made by Seaport Square proponents during public planning between 2008 and 2010.

Seaport Square proponents played kick-the-can with civic/cultural benefits, developing numerous large projects while postponing any action on of the aggregated benefit defined in the Performing Arts Center on Block P.

The aggregation of civic/cultural space in a future-phased Block P enabled Seaport Square’s Master Developer to proceed with a large number of large projects bereft of civic or cultural uses including WaterMark, One Seaport Square, M Block, Yotel, PwC and 121 Seaport. (Note: The Envoy Hotel has a small civic/cultural space, fulfilling a requirement of state Chapter 91 tideland regulations.)

Contradicting its own public statements regarding “notional” civic and cultural uses, the proponent expressly, repeatedly attempts to eliminate civic and cultural requirements in the actual text of the NPC filed on 2/7/17.

Shown below is one attempt in the NPC to transform 226,800 square feet of civic and cultural use obligations into being optional, at the discretion of the proponent. Yellow highlighting is added here for emphasis.

Table 1-3 Seaport Square Program - Use Comparison

Development Program	2010 Project Total (GFA)	NPC Project Total (GFA)	Difference
Retail/Entertainment	1,237,100	1,123,495	(113,605)
Residential	2,840,800	3,209,000	368,200
Office/Research/Innovation	1,157,300	2,854,515	1,697,215
Hotel	859,200	476,800	(382,400)
Cultural/Civic*	243,000	16,200 (minimum)	(226,800)
TOTAL	6,337,400	7,680,010	1,342,610

*N.B.: In addition to the specific requirements noted above, Cultural Uses are intended to be interspersed throughout the NPC Project area and will be substitutable for any other Use type on any Block within the NPC Project Site. The ultimate GFA of Cultural Uses will be determined in accordance with the process described in Section 1.4.3.

Source: Seaport Square Notice of Project Change 2/7/17

Without providing data from a cultural study or survey, the NPC suggests that construction and operation of a single cultural facility is “infeasible.”

On Blocks N and P, the NPC Project proposes a flexible mix of residential, possibly hotel, and office/research use above two to three levels of retail on the lower levels of each building facing both Congress and Summer streets, adjacent to the Summer Street Steps. This use mix, which is consistent with the mixed-use approach proposed for Blocks L3-6, is intended to support a vibrant, 18-hour retail district starting with a dramatically improved streetscape along Summer Street. The uses proposed for these Blocks generally are consistent with the 2010 Project, although given the infeasibility of constructing and operating a single cultural facility, as contemplated in the 2010 Project, the Proponent will instead seek to promote a diverse array of different types and sizes of cultural spaces throughout the Project, with the goal of making the Seaport a thriving cultural destination. The Proponent will incorporate a variety of cultural uses in multiple locations within the NPC Project Site as the NPC Project is built out (e.g., performance space, gallery space, studio/maker space, public art installation, rehearsal space), and will be allowed to substitute Cultural Uses for any other use category within the NPC Project Site to promote the organic growth of a series of cultural amenities in the district as the NPC Project is built out.

Source: Seaport Square Notice of Project Change 2/7/17

The NPC states that spaces would be dispersed among remaining (unbuilt) Seaport Square projects, expressly eliminating any requirement of a *total* required square footage comparable with the Performing Arts Center defined on Block P in PDA #78.

Author's Note: Quiet Elimination of Other Civic Amenities

While suggesting smaller civic and cultural uses will be distributed among remaining projects, it is notable that — in addition to the Performing Arts Center — the NPC as filed eliminates smaller BPDA-approved civic spaces that were clearly defined in the PDA #78 Master Plan.

For example, a 5,000 square foot public “exhibition space” on Block D is quietly eliminated in the NPC. The NPC improperly claims the newly defined Block D is “like the 2010 project” despite the fact that the 5,000 square foot exhibition space has been deleted from the description.

At one time during Seaport Square planning, this now-eliminated 5,000 square foot public “exhibition space” was presented as a Branch Library.

d. Civic/Community and Innovation Space

PDA #78 (2010)

The following items i-iv are the currently planned civic space. If changes are proposed to these spaces, then the Proponent shall be required to provide an equivalent civic space substitute subject to BRA approval.

i. Exhibition Space on Block D [minimum area 5,000 sf]. The Proponent will construct exhibition space (“Exhibition Space”) adjacent to Seaport Square Green.

Notice of Project Change 2/2017

On Block D, the NPC Project, like the 2010 Project, proposes a new office/research building. The building will have at least one level of retail on the ground floor. The increased density on this Block will help accommodate the growing innovation economy in the Seaport District and make possible the extraordinary architectural quality and creativity that is envisioned for this building.

Section 2b.

My proposed restoration of Seaport Square Civic/Cultural Obligations

Seaport Square proponents must not be allowed to provide legal cover for converting civic/cultural obligations delineated in square footage to square footage at the discretion of future developers.

History makes clear that, if allowed, Seaport Square proponents will play kick-the-can with significant commitments to civic/cultural space. Such an approach may be allowable under the PDA, but PDAs are prone to having stated commitments and promises jettisoned. Commitments must therefore be strengthened in this NPC, not weakened.

References in the NPC allowing for the conversion of existing civic/cultural obligations into being optional at the discretion of the proponent, for example the subtraction of 226,800 sf indicated in the following chart, must not be approved. Approval of the following chart would be an indication in years to follow that civic/cultural commitments were considered and approved to be optional.

Table 1-3 Seaport Square Program - Use Comparison

Development Program	2010 Project Total (GFA)	NPC Project Total (GFA)	Difference
Retail/Entertainment	1,237,100	1,123,495	(113,605)
Residential	2,840,800	3,209,000	368,200
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Cultural/Civic*	243,000	16,200 (minimum)	(226,800)
TOTAL	6,337,400	7,680,010	1,342,610

*N.B.: In addition to the specific requirements noted above, Cultural Uses are intended to be interspersed throughout the NPC Project area and will be substitutable for any other Use type on any Block within the NPC Project Site. The ultimate GFA of Cultural Uses will be determined in accordance with the process described in Section 1.4.3.

Source: Seaport Square Notice of Project Change 2/7/17

The Performing Arts Center won public support during two years of Seaport Square planning (2008-2010) and survived six years of PDA amendments (2010-present):

New civic, cultural and community contributions include:

- ◆ **Performing Arts Center:** An approximately 1,800 seat, 250,000-square foot facility designed for performance arts could be located on Summer Street. This performing arts center could be used by such arts institutions as the Boston Ballet or the Berklee College of Music, and will provide a new venue for performances to be enjoyed by both tourists and locals. Final determination is dependent on local demand and funding.

Source: Seaport Square Project Notification Form (2008)

FACTS

- A) The proponent has an obligation to a Performing Arts Center of at least 200,000 square feet as defined in PNF, DEIR/PIR and PDA #78.
- B) The proponent states in the NPC that a single aggregated space is not feasible.
- C) The proponent states that they have registered demand for smaller civic and cultural spaces. (source: <https://www.bostonglobe.com/business/2017/02/16/seaport-plan-scales-back-arts-facility/IQrZiCGLDwMIPYmtV8LZQO/story.html>)

Ergo, the proponent must provide at least 200,000 square feet of civic and cultural uses dispersed or aggregated across the remaining projects at Seaport Square. The total space of at least 200,000 sf must be clearly defined and strengthened in the NPC.

Boston Center for the Arts is a terrific model of a mid-scale performing arts center with smaller multi-purpose and ancillary uses.

200,000 square feet of civic/cultural uses is only marginally acceptable considering nearly 8 million square feet of commercial space to be approved at Seaport Square. The NPC filed on 2/7/17 proposes 1.3 million square feet of new density at Seaport Square, pumping up an already-dense project with leasable commercial space.

Massing increases have been proposed at the expense of public space at Seaport Square. And Seaport Square profits (further discussed in Section 4) must be considered in terms of subsidizing the development of all civic/cultural uses.

Section 3: Related Considerations

Section 3a. page 40

Block F (originally approved as Seaport Square Park)

District Hall
Seaport Common / Fallen Heroes Memorial
Food Court

Q Park

When considering the loss of Seaport Hill Park and the jettisoning of civic/cultural obligations at Seaport Square, it is important to consider larger planning context.

Existing “public benefits” already completed at Seaport Square during the past six years of large project development speak to the 23-acre master plan.

Block F: Misrepresentation of District Hall as a Civic Benefit

District Hall was negotiated during approval of Seaport Square’s PDA Master Plan, a master plan purportedly representing \$3.5 billion in commercial development.

District Hall, a ~12,000 square foot one-story building, was constructed by Seaport Square owner-stakeholders for a reported cost of \$5.5 million.

District Hall was sited on Block F, on a parcel that had been long-planned and BPDA-approved as a large recreational park aligned with Fan Pier open space.

District Hall is widely misperceived as a permanent facility. District Hall is leased by Seaport Square owners to the City of Boston for 5 years (2013-2018), with one 5-year extension available to COB (2018-2023).

Upon termination of the lease, the District Hall building reverts to the Seaport Square landowner. Seaport Square’s legal representatives have protected the right to demolish District Hall upon lease expiration (source: PDA Amendment).

District Hall public hours vary, at the discretion of its operator.

District Hall, predominately used for events benefiting the for-profit business sector, has been widely promoted as a civic space, even referred to as the “Library of the 21st Century.”

Promotion of District Hall as a negotiated “civic” benefit of Seaport Square development, while largely serving the business sector, served to marginalize over a decade of community advocacy efforts calling for permanent civic space planning in future Seaport and existing Fort Point neighborhoods.

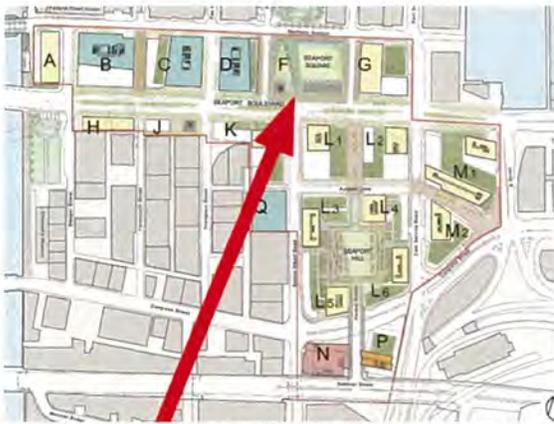
As a high-technology product inventor, I understand the value of District Hall to the innovation community and as a means to attract investment in the district. But BPDA’s negotiation of \$5.5M District Hall and its two 5-year leases during a \$3.5 billion Seaport Square PDA approval, coupled with the promotion of District Hall as a civic facility to the detriment of real civic use planning, remain of significant concern to me. In scale, District Hall represented a failure of civic value capture negotiated in the context of the scale and scope of Seaport Square commercial approvals.

Block F: Seaport Common / Fallen Heroes Memorial

I wholeheartedly support development of the Fallen Heroes Memorial on Seaport Square Block F and commend its stewards for seeing this project to fruition. As I understand, the memorial required significant planning and fundraising efforts.

But uses approved at Block F at Seaport Square, today (District Hall, "Seaport Common," Fallen Heroes Memorial, food court) must be considered in the context of the larger Master Plan, particularly if Seaport Hill Park is now being proposed for elimination in favor of a retail-lined corridor.

Block F was planned from 2008-2010 as a significant recreational park, complementing both abutting Fan Pier park and future Seaport Hill Park on Seaport Hill.



source: Seaport Square Project Notification Form (2008)



Figure 2.3-21
Public Realm
Seaport Square
Sections & Perspective

Block F. Source: Seaport Square Project Notification Form (2008)

Upon completion of Seaport Square planning (2008-2010), Block F was BPDA-approved as a 57,000 square foot park in Seaport Square Master Plan PDA #78 (2010).

a. Open Space

- i. Seaport Square Green [minimum area 57,000 sf]: Seaport Square Green, located on Block F, with a minimum of 1.3 acres, is expected to be a grand civic lawn large enough to support active recreation and concerts. Subject to MBTA agreement, the Proponent will relocate the MBTA Silver Line headhouse (the "Silver Line Headhouse") one block east to the eastern corner of the park.

source: Seaport Square PDA #78 (2010)

With amendments to the Seaport Square Master Plan, open space planned for Block F evolved to host District Hall, the Fallen Heroes Memorial and a food court.

The remaining open space at Block F, adjacent to the Fallen Heroes Memorial, is now referred to as "Seaport Common" in the 2017 NPC.

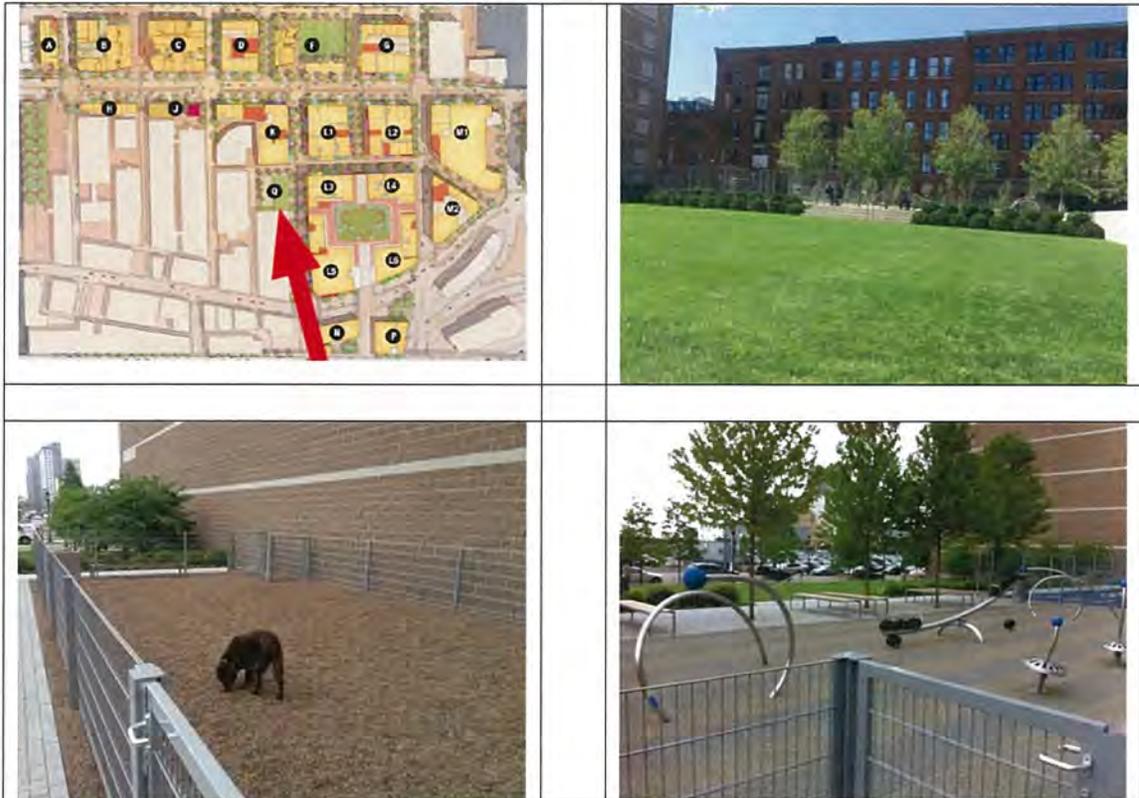


Block F. source: Seaport Square Notice of Project Change (2/7/2017)

Seaport Common is a far cry from the recreational park that won public support during Seaport Square planning and approvals. Rather than create a meaningful recreational park, Seaport Square developers elected to create sterile patches of hardscape and grass.

Q Park

Q Park at Seaport Square is a serviceable but entirely unremarkable park, with a manicured lawn, half-court basketball, a narrow dog run and a small playground.



Fan Pier parks (largely manicured lawns), Seaport Common (patches of hardscape and grass) and Q Park (above) are anticipated by BPDA to support the recreational greenspace needs of nearly 10,000 adult residents living at Fan Pier, Pier 4 and Seaport Square. NOTE: The Seaport's adult demographic will not be served by exceptionally designed Martin's Park at Childrens Wharf.

The undeniably mundane nature of Seaport parks to date only amplify the need for attention to the restoration and final design of Seaport Hill Park.

Section 4: Financial Feasibility

My expectation of an exceptional public realm and subsidized civic and cultural amenities is reasonable considering the covenant made between BPDA and Seaport Square proponents, one in which massing would be approved under a single PDA “Master Plan” rather than requiring massing approvals to be secured individually for each large project.

Scores of Seaport planning meetings from 1997-2010, including numerous Seaport Square planning meetings from 2008-2010, were convened with the understanding that multi-project rights would be conveyed in order to secure a public/civic realm of a standard rivaling the world’s top waterfronts.

Since the 2010 approval of Master Plan PDA #78, Seaport Square’s “Master Developer” has realized approximately \$370 million in profits for its equity partners. These profits were largely derived *pre-construction*, from the sale of vacant lots with BPDA-approved development rights secured under PDA #78.

A chart of sales of vacant lots with BPDA-approved development rights is provided on the following page. More data from this chart is available at http://fortpointer.com/pages/SeaportSquare2015_001.htm

A Boston Globe analysis supports my own estimates of windfall profits at Seaport Square. <https://www.bostonglobe.com/business/2015/11/04/hynes-sees-windfall-from-seaport-square-sale/fdlB2nN2zCHwQTeqzHU5cM/story.html>

Again, it is important to note that Seaport Square profits of \$370 million were made in the sale of development rights for individual projects *before* construction of those respective projects commenced.

Profits made through *actual* construction and subsequent sale of completed Seaport Square buildings have also been reported, most recently in the record sale of 101 Seaport for \$452 million. It is my belief that profits from sales of completed projects are distinctly different from profits realized on the acquisition and sale of development rights. Developers take risks financing and completing their respective projects. Master Developers, on the other hand, are expected to profit only with the successful realization of a meaningful “Master Plan,” not multi-acre tracts dotted with a hodgepodge of half-baked public, civic and cultural amenities.

<https://www.bostonglobe.com/business/2016/04/12/new-seaport-office-tower-fetches-big-price-for-developer/ttTyDiHxXa6kMnzTEJhCTM/story.html>

	<u>acres</u>	<u>lot sale price</u>	<u>year</u>	<u>buyer</u>	<u>condition sold</u>	<u>notes</u>
Parcel A	0.4	\$8,900,000	2011	Norwich	vacant	
Parcels B, C	3	\$72,000,000	2013	Berkshire	vacant	
Parcel L1	1	\$33,000,000	2012	Skanska	vacant	
Parcel L2	1	\$36,000,000	2013	Skanska	vacant	
Parcel J	0.275	\$7,232,500	2014	Wheelock	vacant	*
Parcel K	1	\$18,600,000	2012	Skanska	vacant	
Parcels M1+M2	3.5	\$119,600,000	2015	Celona (China)	vacant	*
Parcel H	0.275			held by BGI	vacant	*
Parcel D		<u>included below</u>			chapel (to be demolished)	
Lot F		<u>included below</u>			District Hall, park, memorial	
Q Park		<u>included below</u>			park	
Parcel G		<u>included below</u>			vacant	
Parcel L3		<u>included below</u>			vacant	
Parcel L4		<u>included below</u>			vacant	
Parcel L5		<u>included below</u>			vacant	
Parcel L6		<u>included below</u>			vacant	
Parcel N		<u>included below</u>			vacant	
Parcel P		<u>included below</u>			vacant	
	12.5	\$359,000,000	2015	WS Devel		
TOTAL	22.95	\$654,332,500				

TOTAL SALES \$654,332,500
ACQUISITION COST (\$204,000,000)
PERMITS & EXACTIONS (\$80,000,000)

**

NET PROFIT \$370,332,500

NOTES:

* sale price undisclosed, estimated based on \$26.3M/acre average sale price of disclosed acres

** cost of permitting and exactions (i.e. \$5.5M District Hall, Q Park, memorial) assumed at face value of \$80 million stated by Master Developer

<https://www.bostonglobe.com/business/2015/10/22/pivotal-seaport-parcel-sold-for-million/zAO9SQy5NCmXRF5sF3aX8K/story.html>

Conclusion

It is my belief that Seaport Square proponents have benefited from excessive commercial development at the expense of long-planned and long-anticipated public, civic and cultural amenities. Greenspace, civic and cultural amenities casually jettisoned by Seaport Square proponents are commonplace on great urban waterfronts around the world — and should be a feature of a high-potential waterfront in one of the world's most treasured cities.

To date, jettisoned commitments at Seaport Square include a branch library (in both PNF and DEIR), 12,000 sf innovation space at Parcel J, large recreational park at Block G, community exhibition space at Block D, sculpture gardens, numerous pocket parks and other important public, educational, civic and cultural amenities.

I am calling for the attention to two significant obligations jettisoned with the 2/7/17 Notice of Project Change:

- **Restore jettisoned Seaport Hill Park as an active use green park**
- **Restore jettisoned commitments to interior civic / cultural uses**

Thank you for consideration of my comments.

Regards,



Steve Hollinger
21 Wormwood St. #215
Boston, MA 02210
[REDACTED]

cc

March 25, 2017

Gary Uter

Boston Planning + Development Agency

By email to: gary.uter@boston.gov

Dear Mr. Uter:

I would like to express my support for WS Development's plans for the Seaport Square development project. I live in South Boston, work in the Ray Flynn Marine Industrial Park, and often visit the Seaport on the weekends. I purchased my home in South Boston in 2014 and I have seen remarkable changes in the Seaport. I typically walk from South Boston to the Seaport for dinner and today that walk is at many points both an eye sore and also very challenging. It winds through unwelcoming stairs and narrow streets that are not especially friendly to pedestrians. I understand that WS Development intends to create a new pedestrian connection from Summer Street all the way to the water, with a grand civic stair bridging from Summer Street down to Congress Street. I think that this will be transformational for the way that pedestrians experience the Seaport, especially when coming from South Boston. This long-awaited connection between residential South Boston and the Seaport will be very meaningful for all of us who live in South Boston.

I lived on Washington Street in New York City, the western most street next to the West Side highway, when the Highline opened in 2009. I was able to witness first-hand how a connector park could so completely radicalize a neighborhood and also permanently alter a city as a whole. I think WS Development's plans for the Seaport mirror this vision.

The second aspect of WS Development's Seaport plan, that I truly think will change Boston as a whole, is the overall art programming. I wholeheartedly support these plans for the devotion to the arts that I have seen from WS Development. I work in an arts-related business and I devoted my master's thesis to a study of interactive public art, so this is a topic that is extraordinarily important to me. I believe that the inclusion of thoughtful public art installations is essential to creating a sense of place and a feeling of community in a neighborhood. I was excited to learn that WS Development shares these views and is committed to developing the role of art in all forms throughout the Seaport. I think Boston desperately needs more thrilling public art and WS Development is offering that opportunity.

I am excited about the plans that I have seen thus far from WS Development and I look forward to seeing the project develop over the next few years. I sincerely hope that the city agencies and surrounding communities will support this project and all of the wonderful benefits that it will bring to our city.

Sincerely,

Suzi

Suzi Bigliani Hlavacek
187 Gold Street, Apt 2
Boston, MA
02127



March 24, 2017

Matthew Beaton, Secretary
Executive Office of Energy and Environmental Affairs
Attn: MEPA Office
Analyst: Alex Strycky
100 Cambridge Street, Suite 900
Boston, MA 02114

Gary Uter
Boston Planning and Development Agency
One City Hall Square
Boston, MA 02201

Re: Comments on the Seaport Square NPC, MEPA 14255

Dear Mr. Beaton and Mr. Uter:

WalkBoston is pleased to submit comments on the revised Seaport Square project in the South Boston Seaport District.

We applaud the developer's broad and thoughtful approach to creating a walkable and pedestrian focused sense of place. In particular, the new walking connection to Summer Street; the extensive, interesting and continuous connection to the harbor via Harbor Way; and the fact that the development is at the same grade with the rest of the Seaport District provide great opportunities to help transform the district into a lively part of the City.

Our comments are focused on several detailed design and management issues that we believe should be further considered as the project moves toward final development and implementation.

1. We are very pleased that the proponent is providing an additional entrance to the Courthouse Silver Line station. This will provide weather-protected access to transit and provide very convenient transit access for people walking in the area. We urge the developer to ensure that safe crosswalks are provided to the Silver Line station on Northern Avenue and on the nearby intersecting streets - Marina Park Drive and Boston Wharf Road - two cross streets that are not precisely aligned with one another. The crosswalks should serve desire lines for walkers going to or from the station.
2. Several of the key pedestrian crosswalks that will serve the project require further attention to pedestrian safety.
 - The lane widths shown on Figures 1-35 and 1-36 show that Congress Street and East Service Road will have overly wide 12' and 15' travel lanes. The un-signalized pedestrian crosswalk on Congress Street is 70' wide and we believe that substantial safety measures are needed to make this a safe place for pedestrians, in particular because many of the vehicles using this street will be coming from or heading toward I-90, a situation that causes drivers to

MAKING MASSACHUSETTS MORE WALKABLE

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think that they are in a higher speed situation. Among the measures that should be considered are: addition of a traffic signal, narrowing the lanes and the crossing distance, and addition of a raised crossing.

- The diagrams of other streets show 10.5 – 11' foot lanes. We urge the proponent to work with the City to shrink all lanes to 10' or 10.5,' which the City's Complete Streets Guidelines suggest as a reasonable width for an urban street.
 - At the edge of the project, a crossing of Summer Street to connect Seaport Square with the BCEC is absolutely essential. This crosswalk must be fully protected by a traffic signal. We believe that a gracious and safe pedestrian crossing of Summer Street will be important to the financial success of Seaport Square in addition to fulfilling the needs for a walker-centric design.
 - No signals are provided for five pedestrian crossings of Northern Avenue. While this may be viewed as a slow-moving street, great care should be taken with the design to ensure that all the crossings are safe for pedestrians, with minimal crossing distances and street designs and parking management that ensure that pedestrians waiting to cross can be seen by approaching motorists.
 - It is noteworthy that signalized crossings are added along Seaport Boulevard at pedestrian crossings between Farnsworth Street and the Harbor Shore Drive pedestrian way, between Thompson Street and Fan Pier Boulevard, and at the important pedestrian crossing where the Summer Street-to-harbor pedestrian way intersects the Seaport Boulevard and also leads to the new entrance to Courthouse Station on the Silver Line.
3. The shadow conditions in the project area suggest that the proponent will need to make special provisions to make the pedestrian zones comfortable during colder parts of the year. The developer might look to some of the work highlighted by WinterCities (<http://wintercities.com/home/about/>) for ideas on this topic.
4. The proposed design for Seaport Boulevard as shown in Figure 1-6 does not yet accomplish the goals for a truly walkable urban district. Except for a partially widened median strip, the roadway appears to have few distinctions from the existing conditions. Among the measures that should be considered for Seaport Boulevard are:
- Narrow lanes and frequent raised crossings to slow traffic
 - Pedestrian scale lighting
 - Activated ground floor uses to give a sense of place for people walking along the street
 - Pedestrian wayfinding
 - We also urge the proponent to consider whether a widened median is a desirable design feature to be continued throughout the project area. The landscaping with rocks, grasses and sculptures might truly make the boulevard distinctive. Landscaping features could also be added on the sidewalks, making the walking experience more pleasant.
- All of the design features noted above could help shift the street from its existing character as an auto-centric roadway to one that is attractive and safe for pedestrians.
5. The proponent should consider walking conditions and amenities on the edges of the project as well as the center – people will be walking everywhere and the NPC is focused very heavily on the central Harbor Way. We urge that the many other streets be carefully planned as well.

6. Because the project is so large and will create a significant portion of the Seaport District's character, it seems to have the potential to provide a pedestrian and land use environment that can serve a diverse and multi-generational population. We urge the developer to pay attention to the mix of uses, shops and restaurants and their pricing so that they are attractive to all members of the greater Boston community.
7. Bicycle accommodations shown in the NPC do not seem to represent Boston's current thinking about the need to provide low stress bicycle facilities. While this is not WalkBoston's area of expertise, we believe that it is very important for the Seaport District to accommodate bicycles as well as possible.
 - For example, Figure 3-13, Transportation Circulation Plan, shows bicycle lanes on Northern Avenue, Seaport Boulevard and Boston Wharf Road, without indicating connections to the City's planned bicycle routes on Congress Street, Summer Street, the Northern Avenue Bridge, the Evelyn Moakley Bridge, and Seaport Boulevard east of East Service Road. Potential north-south connections between these main routes are ignored. Possible bicycle lanes on Sleeper Street, Fan Pier Boulevard, Marina Park Drive or other connecting streets are not indicated.
 - Bicycle lanes on Seaport Boulevard are shown in ways the City is no longer supporting. Figure 1-6 shows bicycle lanes adjacent to moving traffic, while the City is now working to provide protected bicycle lanes (between parked cars and the sidewalk) on arterials.
 - The crosswalk on Summer Street will also be used by cyclists on the Summer Street cycle tracks. Cyclists will be interested in crossing the street as they access the proposed development – particularly the critical and focal pedestrian path between Summer Street and the harbor. Special provision for cyclists should be included to preserve the safety of pedestrians throughout this potentially densely used walkway.

Thank you for the opportunity to provide comments on the project, and would be pleased to answer any questions that our comments raise.

Sincerely,



Wendy Landman
Executive Director

Cc Yanni Tsipis, WS Development
 Jonathan Greeley, BPDA
 Vineet Gupta, Boston Transportation Department
 Patrick Sullivan, Seaport TMA

GAVIN FOUNDATION, INC.

AAWOL, Center for Recovery Services, Charlestown Recovery House, Cushing House Boys, Cushing House Girls, Devine Recovery Center
Gavin House, The Graduate Centers, Hamilton House, Total Immersion Program, Speakers for Hope, Walsh Community Center

675 East Fourth Street, P.O. Box E-15, South Boston, MA 02127
617-268-5517 www.gavinfoundation.org

March 9, 2017

Mr. Brian Golden, Director
Boston Planning & Development Agency
One City Hall Plaza, 9th floor
Boston, MA 02201

Dear Director Golden:

The Gavin Foundation is a multi-service nonprofit agency providing comprehensive, community-based substance abuse treatment, education, and prevention programs. We serve more than 5,000 individuals each year through our adult, youth, and community programs. The Gavin Foundation works from a deep commitment to the community, including the widespread community of individuals in recovery.

We have been fortunate to get to know WS Development and all the work that they are doing on the waterfront and we appreciate that they understand the need for South Boston residents and organizations to benefit from the new development taking place nearby.

I am writing in support of the changes proposed by WS Development to the Seaport Square project on the waterfront. It promises to bring much-needed life and pedestrian improvements to a district that lay barren and underutilized for many years, and will create a wide range of new job opportunities that will benefit many different populations.

We are especially grateful to WS for recognizing that the jobs and other opportunities that are being created on the waterfront can be transformative for peoples' lives. We hope that they will continue to share these types of opportunities with us and other organizations in South Boston on a regular basis.

Thank you for considering our support of the work WS is doing and please let me know if we can be of any assistance in advancing this very important project for the waterfront.

Respectfully,



John P. McGahan
President/CEO

Cc: Representative Nick Collins
Councilor Bill Linehan
Mr. John Allison, MONS

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PRESIDENT/CEO John P. McGahan

Seaport Square Public Comments via website form 2017-03-28

Date	Name	Organization	City	State	Zip	Comments
3/27/2017	Jen Mecca	Fort Point Arts Community	Boston	MA	2210	<p>The Fort Point Arts Community Inc. of South Boston (FPAC) appreciates the opportunity to submit comments regarding the proposed project as outlined in the Seaport Square Notice of Project Change, dated February 7, 2017, and submitted by Seaport Square Development Company LLC, an affiliate of W-S Development Associates LLC.</p> <p>As a core stakeholder in the Fort Point neighborhood for over 37 years, FPAC has seen much change as the real estate cycle has ebbed and flowed in the Seaport. We are fortunate as an organization to have weathered this change and remain the largest neighborhood-based membership organization in Fort Point. FPAC not only represents artists from the local community, but also grown to be a conduit for artists from across the city to access opportunities in the growing Fort Point/ Seaport neighborhood.</p> <p>As a long-standing organization with a broad vision for the future of arts and culture in our neighborhood, FPAC understands that the development of Seaport Square represents a new chapter in the Seaport and Fort Point history that is full of potential. To this end, we believe it is critical that the vision of a significant destination arts and cultural use (200,000sf identified in the original project plan) be not only incorporated, but also be planned in a holistic and fiscally and programmatically sustainable way.</p> <p>Our complete specific comments regarding the project, and in particular the arts, cultural and public spaces are extensive</p>

						and have been emailed to Gary Uter. Gary.Uter@boston.gov Gary, if you could please confirm receipt, thank you.
3/27/2017	Gary Gorczyca	Musician	Hingham, MA 02043	MA	02043	<p>To whom it may concern:</p> <p>The city of Boston needs two arts facilities. One is an Opera House and the other is a world class Chamber Music Hall.</p> <p>Almost all of the world's greatest cities have a great Opera house, and it has been proven over the past 20 years that people flock to see Opera in Boston. This would be a great economic engine where Restaurants, Hotels, and other service organizations could thrive. We have to look no further than the area of the old Combat Zone up Washington St. to Downtown Crossing where there used to be no open theaters or restaurants. The one thing that thrived there was crime, driving people away in droves. Now, we see the result the open arts organizations have had on that area. On any given night, not only weekends, this area is bustling with activity.</p> <p>Opera facilities in Boston are inadequate, and cannot produce "grand opera" due to sets, costumes and back stage space logistics. The only building in Boston that can come close is the Opera House, but it is overbooked with other acts. As a result, many of the great masterpieces cannot be produced, leaving audiences no choice but to go to New York to see them. Wouldn't it be better to keep that money here?</p> <p>Boston is also woefully lacking of a sufficient Chamber Music Hall. We have Jordan Hall at the New England Conservatory, and it is a beautiful room with tremendous acoustics. But, it really is designed for larger ensembles and larger audiences. Not to mention, it was designed as an educational space, and</p>

					<p>ultimately for the students of NEC. As a result, chamber groups attracting smaller audiences have a difficult time finding adequate space. The places they end up performing are often times lacking a crucial element. It could be anything from acoustics to a worn out piano. There are dozens of Boston based ensembles who could use a space like this and, too, are economic engines. Additionally, a new facility would also attract more outside groups.</p> <p>One example of a great chamber music hall is that of the one next to Carnegie Hall in New York City. It is referred to as Carnegie Recital Hall, or Weill Recital Hall. It has tremendous acoustics, the right size and a great piano. As a result, it is booked almost every night of the year. A little known fact about these halls is that they were slated for demolition along with Carnegie Hall until the great violinist Isaac Stern singlehandedly saved it from the wrecking ball.</p> <p>The new facility would need to house two separate spaces: one for Opera and one for Chamber music. And, they would have to be able to put on concerts/productions at the same time. This would require some creative design, construction, and soundproofing. But computers have enabled things unthinkable a short time ago to be accomplished in the building business at a fraction of the cost.</p> <p>In closing, the seaport district has a tremendous opportunity to do what is right for the classical arts in Boston. It is a cliché saying nowadays, but..." if you build it, they will come..." And, if we only considered it's economic impact, we would realize it to be a sound investment all week and all year.</p> <p>Thank you for your time and consideration.</p>
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						Gary Gorczyca
3/27/2017	Wayne Davis	Boston Lyric Opera	Boston	MA	02114	<p>I remember first hearing about the large arts center that would be a part of a major development in the Seaport area. I thought at the time that this was something that could be the soul of the Seaport area.</p> <p>This was a center that could have performance spaces of different size (300 seats/ 1200 seats, etc.) In addition, there could be practice spaces for many arts groups. It seemed to make so much sense.</p> <p>It would build community and attract folks to this neighborhood.</p> <p>I attended one of the open hearings several weeks ago and was disappointed to learn that what was originally anticipated might not come to pass. Commercial and retail space might consume the whole development. What a loss this would be for the Seaport and the City. The arts do provide soul to an area. The Seaport seems to be all about tall shiny buildings, restaurants, and retail shops. A vibrant arts community and facilities would make the area so much more attractive and vital. So many international cities have an iconic performing arts center in or near their waterfront area. To have Boston watch its whole Seaport area develop and lose this opportunity would be so unfortunate.</p> <p>As I left the open hearing and recalled the comments by several attending arts groups, I thought it might make sense to bring all of the interested arts groups together for their own open meeting with the BRA and the developer. The whole discussion would be focused on the arts, the interested organizations, and their vision and desires for this "contracted" space. Mayor Walsh is very committed to the arts in Boston. It would be great to see him lead the charge for the Arts in the Seaport area and this particular project.</p>

						The growth in Boston currently is verging on breakneck speed. It is time to step back and give this Arts space commitment considered thought. We will not have this opportunity again.
3/27/2017	Nicole Caligiuri	New England Conservatory	Boston	MA	02115	My name is Nicole Caligiuri and I am in my last semester of my Masters Degree in Oboe Performance at New England Conservatory. I also earned my Undergraduate degree at New England Conservatory and have been a member of the Boston Philharmonic orchestra since my junior year. I started playing with the Boston Pops Orchestra this past December which required me to join the Union. The ability for an orchestra to have a home such as Symphony Hall is incredible and should be available to more than just the Boston Symphony Orchestra. Almost every major city features Halls allotted for more than just their main Orchestra or Symphony. It is incredible how Boston's classical scene is kept so alive seeing as the Boston Symphony and the Boston Ballet are the only ensembles that have such placement security. I can not imagine how much more music would thrive if the Boston Lyric Opera and other orchestras such as Boston Philharmonic were given the opportunity to finally have a home in Boston. I fully support the original building plans for a new cultural and performing arts space for the Boston Lyric Opera as well as other ensembles.
2/15/2017	Tom Ready		Boston	MA	02210	The topic of best mixed use for public and private space in the Seaport has been an evolving and emotional one for those of us that live here. I can truthfully say that honest and forthright participation has been undertaken by your constitutes in our neighborhood in working with the BPDA going back at least 8 years to try and establish this balance. The PDA #78 approved in 2010 represented that effort and in my opinion should have been used as the model (as it was intended) to guide development.

						<p>This has unfortunately not occurred and the most recent change submitted guts the committed civic use in the overall PDA.</p> <p>I do not support the most recent changes as submitted that:</p> <ul style="list-style-type: none"> - growing the overall development by 17% (a 1.3 Million square foot increase) - significantly reduce the plan for Seaport Hill Park - eliminate the performing arts center
3/23/2017	Katrina Holden-Buckley		Malden	MA	02148	<p>As a freelance Classical singer who has performed with BLO, Odyssey Opera, BYSO, BOC, and others I am acutely aware of the need for a space like this. The many companies in town are too often scrambling for a hall and the acoustics are never ideal for balancing voices and orchestra. Boston stands out in its not having a space dedicated to opera and patrons take note of this regularly. If BLO were to have a proper home, it would make an enormous difference to their season subscriptions, as well as to the greater arts community at large.</p> <p>Thanks, Katrina</p>
3/23/2017	Katrina Holden-Buckley		Malden	MA	02148	<p>As a freelance Classical singer who has performed with BLO, Odyssey Opera, BYSO, BOC, and others I am acutely aware of the need for a space like this. The many companies in town are too often scrambling for a hall and the acoustics are never ideal for balancing voices and orchestra. Boston stands out in its not having a space dedicated to opera and patrons take note of this regularly. If BLO were to have a proper home, it would make an enormous difference to their season subscriptions, as well as to the greater arts community at large.</p>

						Thanks, Katrina
3/23/2017	robert kirzinger		Jamaica Plain	MA	02130	<p>The arts have an enormous economic impact on Boston, both as part of the tourism draw and as an everyday part of people's lives. There has been for many years a venue squeeze for performing arts, in particular for groups like the Handel and Haydn Society, Boston Philharmonic, Boston Lyric Opera, Odyssey Opera, and other mid-sized organizations for whom Symphony Hall is too large and Jordan Hall overscheduled. Other venues, such as Sanders Theatre at Harvard, Tsai at Boston University, and Kresge at MIT, are tough to schedule as well as well behind in terms of quality of sound and audience space. Such spaces as the Boston Opera House and Cutler Majestic are far more suited to amplified, Broadway-type events, and even then the experience from both audience and performer standpoint leaves a lot to be desired.</p> <p>Boston very much needs a modern, mid-sized (750 - 1200 seat) flexible performance venue for opera and classical-music concerts. People in the Boston performing arts community have been bemoaning this lack literally for decades.</p>
3/23/2017	Allison Gerlach	Longy School of Music of Bard College	Cambridge	MA	02138	<p>Decent performance spaces for educational organizations at affordable rates are hard to come by in Boston. The arts are essential to a vibrant neighborhood, especially a nascent one like the Seaport. A vibrant arts scene helps to build community and can help develop a civic profile and unique identity for a neighborhood. The original plan for the Seaport development included a mandate for a significant performing arts and cultural center in the area, and the BPDA should ensure that mandate remains.</p>

3/23/2017	David Scudder		Boston	MA	02108	Please make sure that an important development such as this contains a major arts center. The arts are what make a huge development come alive. The arts also produce many different job opportunities, which are key to any development. They educate citizens, they inspire people, they invigorate all areas. Boston has many wonderful arts organizations which need a home. Let's ensure that a major arts center provides such a home in the Seaport district!
3/23/2017	Carl Rosenberg	Acentech	Cambridge	MA	2139	I would like to voice my support for an appropriately sized (200000 to 250,000 gsf) performance center development in the Seaport District. A modern facility of this type would serve a variety of users in a professional manner, and such a facility is currently lacking in the Boston area.
3/23/2017	Barbara Papesch	Boston Lyric Opera	Boston	MA	2115	The original Seaport plan mandating a performance center of suitable size for dance, music, and theatre events lifted the hearts of performance artists here, many of whom are forced to be performance venue "nomads", and all of whom are quietly embarrassed about living in this "Athens of America" which is the City With No Opera House. Isn't it possible for the lovely gains in surrounding service jobs, and in the passersby excited by both the Seaport and the presence of the performance arts, to trump a developer's (perhaps) economically-motivated choice?
3/23/2017	Kathryn McKellar		Somerville	MA	2144	Originally from Dallas, TX, Boston has now been my home for 13 years. I am a performing artist, teacher, and arts administrator. I want to add my voice to a plea for the need for a Multi-functional performing arts center in Boston. To quote a New York Times piece on BLO (In the Penal Colony, 2015), "Critics have written beseechingly about the need to build a real opera house in Boston. As Jeremy Eichler noted in The Boston Globe, 'Of the 10 largest cities in the country, it is the only one without a dedicated home for this art form.' ... Strong work is being done here.. If the city is to solidify its musical

						<p>renown, it must give its artists the performance spaces they need to grow."</p> <p>I have seen so many talented artists leave Boston for New York, Chicago, and San Francisco because of the lack of opportunities directly related to the lack of proper rehearsal and performance space.</p>
3/23/2017	Tom Gill	Retired	Boston	MA	2116	<p>Boston is the only city of its size and stature in the US without a home for the opera. Main stage, full repertory opera is unlikely to survive much longer without one.</p>
3/23/2017	Britt Brown	Performer/Arts Admin	Dorchester	MA	2120	<p>Hello -</p> <p>I am lucky to work as both a performance artist (opera singer) and arts administrator (Newton Cultural Alliance) in Boston. I have recently joined the rosters of and performed with BLO, Odyssey Opera, Boston Midsummer Opera, Boston Opera Collaborative, and MetroWest Opera. ALL of these groups have struggled to find a suitable venue to accommodate their acoustic, production, audience, and locale needs in/around Boston. A hub like the proposed 200,000 to 250,000 gross square feet (a standard amount of square footage for a performance center) for a performing arts center, one which could be large enough to be a home for Boston Lyric Opera, as well as many other local non-profit performing arts producers including dance, theatre, and music.</p> <p>WE NEED THIS SPACE! As a Boston-based artist (and I can speak on behalf of MANY of my friends), I am embarrassed by our lack of a dedicated venue for larger-scale works. FOR EXAMPLE: New York: Lincoln Center, Philadelphia: Kimmel Center for the Performing Arts, LA: Dorothy Chandler Pavilion, Dallas: AT&T Performing Arts Center, Orlando: Dr. Phillips Center for the Performing Arts. Boston: The BCA is wonderful but it's too small for mainstage works and can't</p>

						<p>house an orchestra; Opera House: owned by a university, Paramount: too small, owned by a university, etc...</p> <p>The performing arts industry, especially local non-profit producers like Boston Lyric Opera, are vibrant job creators. BLO alone provides more than 350 employment opportunities each season including full-time, part-time, and contract jobs. Individual artists, craftspeople, technicians, engineers, construction workers, administrators, and workers in countless supporting industries through Boston would benefit from a new center like this.</p> <p>Thank you for your time and consideration! Britt Brown</p>
3/24/2017	jonathan sahula	fort point resedent	Boston	MA	2210	<p>Please restore Seaport Hill Park as an active use green park. This was a promise that has been reneged upon, in my opinion. and restore commitments to interior civic and cultural uses. To not follow through on this plan is shooting the neighborhood in the foot. Stakeholders in years of Seaport Square planning meetings committed to these things. Honor commitments!</p> <p>-jonathan</p>
3/24/2017	Russ Lopez	Boston Lyric Opera	Boston	MA	2118	<p>Dear BPDA</p> <p>It is imperative that the developers continue to plan for a performing arts center, necessitating 200k to 300k square feet. The city's arts community desperately needs the space, it was promised in the original proposal, and the development (and the seaport in general) needs something to energize it. It still lacks a neighborhood feeling.</p> <p>Thank you.</p>

						Russ Lopez
3/24/2017	Michael Underhill	Freelance Actor	Jamaica Plain	MA	2130	<p>To Whom It May Concern,</p> <p>I want to first thank you for opening up your project for public consumption and feedback. With the rapidity and pace of new construction in the city, it is heartening to hear that our elected officials value the public's opinion.</p> <p>I write to you as a 2010 graduate from the Department of Theatre at Northeastern University, and working actor in the city of Boston. Having grown up in Norwood and been exposed to countless museums, theaters, performances and artists since a child, I am proud to have chosen to stay here to continue to build and contribute to the arts community that raised me.</p> <p>The City of Boston has seen a rash of discouraging and disappointing announcements over the past few years regarding the future of theatre, art and culture in a city that has been proud to call itself the 'Athens of America'. The Boston Lyric Opera has ended it's relationship with the Shubert Theatre, which also lost a key supporter when Citigroup Inc. ended the sponsorship of the Citi Performing Arts Center, which runs both the Shubert and the Citi Wang Theatre. Countless historic music clubs have lost their leases and been force dot shut down. Emerson College President Lee Pelton has decided that the city's oldest and most historic theater would be better served as the front door and food court for it's campus. Boston University is bringing a halt to a three decades long relationship with the Huntington Theatre, which has been the diamond jewel of the Avenue of the Arts.</p>

					<p>There is an opportunity for the city to make it's mark on not only a signature new neighborhood of the burgeoning city, but as a return to it's height as cultural institution. The Seaport Square will be a destination for residents, employees, and tourists alike - all with a craving for more than just restaurants and nightclubs.</p> <p>Now, more than ever, we need to value empathy and the theater is a place that provides it in spades. One of the three main requirements to create theater are a space, the artists and an audience. If any one of these is missing, the ability to continue to drive a sense of empathy, understanding and compassion in our citizens will be lost.</p> <p>Artists will try their best to create the space for themselves. I personally have performed and rehearsed in collegiate classrooms, office conference rooms, after-hours coffee shops and even my own living room.</p> <p>This is not sustainable.</p> <p>In a time when the arts are being threatened by the Federal Government, it is even more important for our local state and city officials to put a stake in the ground and place a VALUE on the arts community. Otherwise, it will wither and die on the vine, being forced to leave the city for greener pastures.</p> <p>Mayor Walsh has been making significant steps to realize this priority. Introducing a cabinet member to represent the arts for the first time in the city's history was a boon and a public statement that the city values artists. The next logical step is to show that it values space for artists, and art for its residents.</p>
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						<p>As new developments spring up throughout the city to attract corporations and high net worth individuals to spur the economy forward, please do not forget the culture economy. A healthy, thriving city is one that is a complex ecosystem and efforts must be made to integrate arts from the beginning, as a standard. It will not be special because it is out of the ordinary - it will be special when it becomes part of the norm.</p> <p>There are so many positive outcomes from a potential relationship between a performing arts center in the new Seaport Square. I hope that this appeal encourages you to investigate such a possibility further. I, of course, would be thrilled to discuss it further as well.</p> <p>I hope that this current dark period in Boston arts and cultural scene provides an opportunity for Seaport Square to step in to the spotlight.</p>
3/24/2017	Lisa Damtoft	(resident)	Boston	MA	2210	<p>Hello,</p> <p>As a resident of the Fort Point neighborhood for over 25 years, I would like to comment on the Seaport Square Notice of Project Change (2/7/2017).</p> <p>I object to this project change, specifically to 1) the proposed 1.3 million square feet of additional development, 2) the removal of parks, in particular Seaport Hill Park, and 3) the removal of civic and cultural commitments.</p> <p>I have commented in the past on development in this area, advocating for a true new Boston neighborhood with a significant percentage of residences, green space, and civic/cultural facilities. However, the last decade of overly-dense development in the Seaport has included</p>

						<p>virtually none of these commitments and has become an area that I no longer visit, as it contains virtually nothing of use or enjoyment for residents.</p> <p>Reneging on commitments for these elements for Seaport Square is not acceptable. This project seems to be the last chance to ensure that the Seaport contains the types of open space and cultural appeal that will enhance its standing for residents, business and visitors alike.</p> <p>Please ensure that the original inclusion of both Seaport Hill Park and cultural/civic uses are part of this development.</p> <p>Sincerely,</p> <p>Lisa Damtoft</p>
3/24/2017	Lenore Tenenblatt		Boston	MA	2210	The amount of square footage for a performance space has been changed and the amount now left is not adequate.
3/24/2017	Barbara Glauber	New England Conservatory and Boston Lyric Opera	brookline	MA	2445	Please consider including performing arts space in your project. To make this new area alive and vibrant after work, there need to be a draw for other groups and stakeholders. The arts strengthen community ties and identity and bring revenue
3/24/2017	Ida Aronson	freelance theatre Tech community	Braintree	MA	2185	I share with you today my support for the full theatre facility that has been proposed for the Seaport district. Our city has always had a strong affinity to the arts, and having a beautiful new theatre space in the heart of a district that supposedly has the excess money and time to spend on the arts would be a jewel of nightlife for the area. I've heard the ICA also seeks expansions - if they're doing that well, there is no reason a well run theatre wouldn't do great as well.

						The 1%ers are losing their humanity. Theatre helps.
3/24/2017	Maynard goldman	Boston Lyric Opera	Ashland, MA	MA	1721	<p>To whom it may concern:</p> <p>My name is Maynard Goldman. I am a violinist and the orchestra manager for the Boston Lyric Opera company. I have performed with the opera, Boston Ballet, the Boston Pops, the Pops Esplanade orchestra, the Boston Symphony, the Boston Landmarks Orchestra, and many other Boston-based arts ensembles over the past 50 plus years. I heartily endorse the creation of a viable performance center in the Seaport Square development. Boston is a first-class city and deserves a first-class performing arts center.</p>
3/24/2017	Christine Vaillancourt	FPNA and FPAC member	Boston	MA	2210	<p>Civic space is crucial. We need some culture (and larger parks) over here in the Seaport District to keep us human. In one of the most exciting areas on the East Coast, and one of the most expensive, we need the Boston Lyric Opera, more art museums, a cultural center for music, dance and art. We can't just have retail, restaurants, and expensive condos.</p>
3/25/2017	James Barker		Gloucester	MA	1930	<p>Boston desperately needs a performing arts center meeting the needs for sophisticated opera, ballet, and similar performances. A city of Boston's size and sophisticated audience should have had at least one such venue for decades. Without it, we will lose those arts organizations that help make Boston a lively international community. Please work to make a serious sized performing arts center a reality. Jim & Chris Barker</p>
3/25/2017	Robert Couture	Boston Lyric Opera Musician	Boston	MA	2115	<p>Dear Friends,</p> <p>I have been reading about the possibility of planning revisions which would drastically reduce accommodation of a</p>

						<p>significant Performing Arts space originally destined to serve a tremendous need in our city. As one who has lived in Boston for over 40 years and has made a living as an orchestral musician, I know too well the awful effect of Boston's having torn down of the Opera House on Huntington Avenue in the late 1950's. The loss of that building has created mighty challenges to any opera company which tries to thrive in our city. Opera Company of Boston struggled to survive in a hall it did not have resources to rehabilitate. Boston Lyric Opera is now facing existential issues because it cannot find a suitable home. How can this be true in our great city? Study after study shows the economic and social value of all the arts, particularly those which draw people to a center. This is an opportunity to give South Boston a soul, make it a place where something special happens in Boston that does not happen elsewhere. Finally, the promise must be kept to make Boston whole through this specific development in the "new" Boston. Please do not change the original plan. It is not fair to those who conceived of and approved the new South Boston and it is wrongheaded to not include the full performance space.</p>
3/25/2017	Ray O'Hare		Quincy	MA	2170	<p>A new performance arts center is sorely needed in the city. The arts are essential to a vibrant neighborhood, especially one like the Seaport. A vibrant arts scene helps to build community and can help develop a civic profile and unique identity for a neighborhood. Especially in today's climate. Thank you Ray O'Hare</p>
3/25/2017	Kate Sokol		Brighton	MA	2135	<p>I'm writing in support of the proposed performance art center in this space. The arts are an important part of Boston's economy, and impact as a cultural center.</p>
3/25/2017	Nicholas Szydowski		Jamaica Plain	MA	2130	<p>I am writing to support the inclusion of a performing arts center of 200,000 - 250,000 square feet in this project. I have</p>

						lived in Boston since 1981, and am a performing musician and frequent concert-goer. The arts have been essential to transforming the seaport district into a viable location for this type of real estate development. Without a continued commitment to the arts, that neighborhood will become a sterile collection of hotels and convention centers where Boston residents rarely venture. Boston has a history of great neighborhoods, and it would be a shame if the seaport becomes a generic convention center neighborhood that could have been built in any city in the US.
3/20/2017	Karen Levy	BLO, Handel + Haydn Society	Newton	MA	2459	I write in support of a cultural center that can house arts institutions currently without a home base. The BLO and H+H are but two such organizations that would benefit from a permanent center that offers seating and appropriate venue for the amazing concerts and programs they offer. Boston cannot claim to be the "Athens" of America if no space is allotted for artistic endeavors other than the BSO and the museums of Fine Arts and the ICA.
3/27/2017	Zachary Calhoun	Boston Lyric Opera	Boston	MA	2128	I believe in the power of the arts to transform and inspire a community. As a growing neighborhood, it is very important that the Seaport region provide multiple and various opportunities for entertainment, employment, education and enrichment to its residents and visitors. While working in the Boston Arts community, I have met and nurtured a great number of individuals who work outside arts circle but regularly contribute to it or support it fiscally or emotionally. Opera and the Arts are indeed of interest to the Boston public, and it is vitally important as a major metropolitan area that the City fosters this interest and supports the interest of its public. Build a home for the Arts in the Seaport!
3/27/2017	Catherine Stalberg		Belmont	MA	2478	Please hold WSDdevelopment to its mandate to build a performing arts and cultural center in the area; please ensure that mandate remains. I an attendee of many cultural events

						in the city and Opera and Ballet need a permanent home. Out of the 10 largest cities in the country we are the only one lacking a true opera house. Building such a venue would benefit not only opera but also businesses in the area, bringing in revenue from local patrons and from tourists. Thank you.
3/27/2017	Amy Holland Crafton	Boston Lyric Opera	Boston	MA	2111	<p>The arts are essential to a vibrant neighborhood, especially a nascent one like the Seaport. A vibrant arts scene helps to build community and can help develop a civic profile and unique identity for a neighborhood.</p> <ul style="list-style-type: none"> • The original plan for the Seaport development included a mandate for a significant performing arts and cultural center in the area, and the BPDA should ensure that mandate remains. • The performing arts industry, especially local non-profit producers like Boston Lyric Opera, are vibrant job creators. BLO alone provides more than 350 employment opportunities each season including full-time, part-time, and contract jobs. Individual artists, craftspeople, technicians, engineers, construction workers, administrators, and workers in countless supporting industries through Boston would benefit from a new center like this. • The arts are an economic generator. Wherever performances happen, supporting businesses like restaurants, retail outlets, garages and more see a significant boost in their sales, providing additional jobs and wages for working individuals. • A performing arts and cultural center is also an education center. Arts organizations all over the city reach out to hundreds of thousands of students each year and bring them into vibrant, creative atmospheres. Students who attend the arts are proven to remain arts patrons for the rest of their lives. And an interest in the arts helps foster student creativity, empathy for others, concentration, appreciation for a variety

						of creative skills, and more. A student that excels in the arts typically also excels in math, science, reading comprehension, and other key learning skills.
3/27/2017	Milling Kinard		Lexington	MA	2421	Please preserve the original mandate for a performing arts space in the Seaport Square development. Such a space is needed for nonprofit organizations like the Boston Lyric Opera. The Seaport area would be enhanced by cultural activities. Thank you for your consideration.
3/27/2017	Joe Spaulding	Boch Center	Boston	MA	2116	When finalizing the development plans for Seaport Square, I urge you to reconsider plans for the proposed cultural and educational center. I've said in the past that there are too many theatres, too many seats, and not enough product to fill houses year round, and creating a new space will further exacerbate that problem. I fear the increased competition may negatively affect programming for existing arts and cultural organizations, such as ourselves. Instead, I urge the cultural community to come together to outline ways to make existing spaces, including the Wang and Shubert Theatres, more accessible to artists and organizations seeking rehearsal and performance space. This will both address facility needs and ensure that Boston's Theater District continues to be a thriving cultural destination for local residents and visitors.
3/27/2017	Carolyn Howard		Belmont	MA	2478	Boston needs a first class opera house in which the plethora of talent we work so hard to cultivate may perform. The fact that we do not have one is fairly amazing given the number of schools and organizations devoted to musicianship in our city. I urge you to make sure that the promise of an opera house is fulfilled so that we may gain and maintain status as a first class international city, and so that we can enjoy opera locally the way it is meant to be staged and performed.
3/27/2017	Nicholas DiMauro	Boston Lyric Opera Board of Overseers	MIDDLETON	MA	1949	I support the original vision and land requirement for a performing arts and cultural space, dedicated to not-for-profit

						use. Boston needs a permanent home for their Boston Lyric Opera.
3/27/2017	Svetlana Krasnova		Needham	MA	2494	Hello, I would like to express my strong support for the proposed Seaport Square Performing Arts Center. As a classical musician myself I think that Boston and its population is in need of the modern concert hall and opera stage which are long due! Everybody will benefit from it!
3/27/2017	Allison Ryder		Boston	MA	2108	<p>I'm writing to comment on the 200,000 square foot cultural component which WS is trying to pretend is just a "recommendation," and claims isn't needed by Boston arts organizations. I'm very worried that this is one of the last chances we have in the City of Boston to build something that most other major cities in our country already have - a true performing arts center. And I don't want the City of Boston to lose this chance.</p> <p>Speaking as a supporter of local arts non-profits, and as a member of the Board of Overseers of the Boston Lyric Opera (BLO), I can assure them that Boston badly needs a public performing arts space that is not subject to the whims of commercial promoters and developers. WS should not be allowed to let the cultural requirement slide. And burying the proposed change on page 53 of a 600 page PDF just reeks of obfuscation.</p> <p>Many of the largest theaters in Boston are now operated by for-profit enterprises (The Shubert, The Colonial and The Opera House). These companies want to bring big road shows to the city and feel little or no civic responsibility to work with local organizations. This is a real hardship for mid-sized performing arts organizations in Boston, which simply do not have the financial resources to produce their art in these for-profit theaters, and do not have a good choice of</p>

					<p>other venues with enough seats in the house to make productions viable. Not to mention that the for-profit promoters make it very challenging for local non-profits to even book dates in the theaters; the promoters would much prefer to have road shows on their stages. And the ticketing agencies they use add yet another layer of complexity.</p> <p>The BLO, in particular, needs a permanent home, and a properly designed cultural space could provide one for us and for other organizations. BLO is ready to talk about what would work for us and we are willing to partner with others, as we have demonstrated through our proposals for other properties around the city.</p> <p>I hope there will be considerable pressure on the mayor, Julie Burros, and on WS, to stand by the agreement for a performing arts center in the complex. Pop-up art and yoga on a linear park won't begin to match the possibility of finally having a non-profit performing arts facility in the city of Boston.</p> <p>(And perhaps you've seen this article discussing some of the challenges which developers of the High Line Park realized after the fact? http://www.citylab.com/cityfixer/2017/02/the-high-lines-next-balconing-act-fair-and-affordable-development/515391/?)</p> <p>The Seaport neighborhood still doesn't have a "soul." Let's finally build it one!</p> <p>Sincerely, Allison K Ryder Board of Overseers, Boston Lyric Opera</p>
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3/27/2017	Harry King	JazzBoston	Boston	MA	2210	<p>Folks,</p> <p>As Vice Chairman of JazzBoston (www.jazzboston.org), the umbrella and advocacy organization for Greater Boston's diverse jazz community, I strongly urge the BPDA to restore the 200,000 sq ft of cultural space committed to in the previous master plan for Seaport Square.</p> <p>As the Fan Pier/Seaport District area continues to be developed, WS Development has one of the increasingly few remaining opportunities to make its Seaport Square complex a unique and positive addition to the neighborhood. Space for both visual and performing arts is critical to the vibrancy of Seaport Square, to the Seaport District as a whole, and to the many thousands of people living and working there. Please restore the cultural space!</p> <p>Respectfully,</p> <p>Harry King</p>
3/27/2017	Robert Smith		Boston	MA	2116	<p>I am writing in support of the Boston Lyric Opera, and in favor of finding a home for it at Seaport Square. Boston is a major world city, and should have a theater dedicated to its fine opera company. The Boston Lyric Opera has long had the attention of the international artistic community, and is a great asset to the city of Boston. It is an attraction for tourists, who often come to Boston just to hear the opera productions. These tourists are beneficial to the general economy of the city.</p> <p>Every major city in the world supports an opera company, and this is a great opportunity for Boston to support its fine opera</p>

						company by providing a place where it can operate with the distinction appropriate to this great city.
3/27/2017	David Shukis		Hingham	MA	2043	Boston needs a performing arts space for Boston Lyric Opera, an important and vibrant part of the Boston cultural scene. While there are a number of large venues in the city that are not fully utilized, none of them are the right size with the needed facilities (orchestra pit, backstage space) for the full range of the operatic repertoire. Please keep a major performing arts center part of the plans for the Seaport!
3/27/2017	Esther Nelson	Boston Lyric Opera	Boston	MA	2111	<p>March 27, 2017</p> <p>Mr. Brian P. Golden Director Boston Planning and Development Authority One City Hall Square Boston, MA 02201</p> <p>Via postal mail and email (brian.golden@boston.gov)</p> <p>Dear Mr. Golden, We are grateful for the opportunity to comment on the Notice of Project Change filed by WS Development for the Seaport Square Development, and to express our support to maintain the City's earlier commitment towards a 200,000-250,000 gross square feet performance facility. While Boston is fortunate to have a number of theaters , none is ultimately suitable for opera, and, most important, none is dedicated to non-profit area producers, such as the Boston Lyric Opera. The Boston Foundation Study "How Boston and Other American Cities Support and Sustain the Arts", published in January 2016, highlights Boston's arts organizations struggle with appropriate and affordable facilities, particularly amidst prevailing high commercial costs. The Study also emphasizes a missing stratum of mid-size</p>

					<p>performance companies in Boston as compared to other American cities. Boston Lyric Opera is among those mid-size performing arts organizations, and one of the larger employers of area singers , musicians, and production professionals. Boston is proud to host one of the country's largest and most important symphony orchestras and museums, and a myriad of smaller cultural and performing organizations. The BSO and MFA would never have reached their full artistic potential without a home in which to grow. But a City's healthy cultural ecosystem supports a broad spectrum of organizations, from the larger to the smaller. Boston lacks a performance space where mid-size non-for-profit producers can reach their full artistic potential and a welcoming home for our larger community to engage in a wider spectrum of cultural activities.</p> <p>Artistically vibrant and financially healthy arts organizations, such as opera companies, depend on a physically adequate, functional, and affordable home in which to perform, which also enables them to welcome the community. Resident companies are more than producers of shows. We support local artists, and provide extensive community and educational programs year round. We are proud to work with our community, our cultural partners, libraries, museums, teachers, and students.</p> <p>In her recent book "Site and Sound" author Victoria Newhouse explores how successful performance spaces for the future are no longer expensive temples for the arts or outdated traditional theaters that smack of exclusivity, but rather flexible and transparent spaces, that reflect the City's openness to its diversified audience of the future. This is echoed in a recent national study "Building Better Arts Facilities – Lessons from a U.S. National Study" by Joanna Woronkowitz, which also focuses on the importance of a performance facility's dedication to a non-profit operating</p>
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					<p>structure, equally highlighted in another recent study "Set in Stone – Building America's New Generation of Arts Facilities," by the Cultural Policy Center at the University of Chicago. Boston has an opportunity to become a leading visionary for a performance facility of the future but it will take leadership from the City. Any developer will have to consider their economic advantage first but the benefit cultural facilities are not measured by profit alone.</p> <p>200,000 gross square feet is an appropriate size for a performance space that can accommodate professional opera . A facility of that size can be designed to be inclusive of smaller organizations and neighborhood needs.</p> <p>Sincerely,</p> <p>Esther Nelson Stanford Calderwood General & Artistic Director</p>	
3/27/2017	Linda Lukas		Boston	MA	2210	<p>As a member of the Impact Advisory Group, I wish to thank you for the opportunity to submit my comments for Seaport Square.</p> <p>As a 20+ year resident and condominium owner at 15 Sleeper St, I am in overall favor of the Seaport Square project, with the following comments:</p> <p>* A CALL FOR MORE CONDOS. Of the designated 3.2 million sq.ft. residential units, I am hopeful that at least the majority would be condominium. Residential real estate owners have a 'stake in the ground' and tend to care more about the neighborhood than transient tenants. My understanding as of this writing is all of the units will be apartments.</p>

						<p>* A NEED FOR GREAT ARCHITECTURE. Accolades to WS Development for initially hiring a 'high design' team of NADAAA, James Corner Field Operations and Sasaki. So far, the existing architecture of new development in the Seaport is greatly disappointing. A huge missed opportunity. For a project of this size at 13 acres, I urge WS Development to ensure that the design teams adheres to the highest standards of design excellence. Perhaps consider hiring a firm to overview the designs. Kohn Pedersen Fox of NYC, the high design master plan architect hiring by John Hynes and WS Development a decade ago, could be such a firm. The neighborhood deserves it!</p> <p>* HARBOR WAY ~ A PROMENADE TO THE HARBOR. The existing 'wall' of badly designed mid-rise buildings is a barrier for access to the Boston Harbor waterfront. The one-third mile public promenade down a 24-foot grade change is a much welcomed access for neighborhood residents and visitors. I also ask WS Development to incorporate well-designed signage into the project to assist visitors in accessing the waterfront through the 'wall' of ugly buildings.</p> <p>* HIRE FORT POINT AND SEAPORT ARTISTS. I salute WS Development for taking advantage of the enormous artistic talent in the Fort Point Channel and Seaport, and incorporating their art into the project.</p> <p>* REDESIGNING SEAPORT BLVD'S MEDIAN. Thank you WS Development for redesigning the ugly concrete median strip!</p>
3/27/2017	Erin Harris	Massachusetts Artists Leaders Coalition (MALC)	Cambridge	MA	2141	Dear Mr. Uter,

					<p>As an artist and long-time resident of the Boston area, I ask you to preserve the original space allotted in the Seaport Square development for a performing arts center. 200K - 250K gross square feet is a standard square footage for a performance center, and would be large enough for groups like the Boston Lyric Opera, as well as many local non-profit dance, theater, and music groups.</p> <ul style="list-style-type: none">• A new space like this one is an invaluable investment in both the Seaport District and the City of Boston:• Arts are essential to creating vibrant neighborhoods and communities. The Seaport District has grown rapidly, but is still finding its personality. It needs more than businesses' headquarters to do that.• Massachusetts knows better than most how much of an economic generator the arts are. Performances bring people into the city, which in turn, brings money to the MBTA and/or parking garages, to nearby restaurants and other retail entities. Especially in a section of Boston that is currently heavily industrial, this additional flow of people and money is important. Think of the Financial District: nothing around there stays open past 6pm because there's no need - all the people who frequent the shops during work hours clear out by then.• Arts organizations and spaces create jobs. Performance spaces don't just help artists: you need craftspeople, technicians, construction workers, administrative staff, and workers from many other supporting industries to build and run these spaces.
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						<ul style="list-style-type: none"> • And by virtue of having more spaces available, more jobs for artists are created as well. Decent performing spaces, especially those at affordable rates, for small and mid-sized groups is seriously lacking. There is an incredible wealth of talent in Boston between solo artists, groups, organizations, and students. But if they have no where to perform or display work, how can they make a living wage? • Finally, the arts connect us. They connect people and communities; they help us understand each other, and subjects we're not familiar with or find difficult. The arts foster empathy, and given our current climate, that's not something any of us should take lightly or overlook. <p>Thank you for your consideration. I look forward to seeing this project progress.</p> <p>Sincerely,</p> <p>Erin M. Harris Steering Committee, Massachusetts Artists Leaders Coalition Graphic Designer and Marketing Consultant</p>
3/27/2017	Robert Lynam		Haverhill	MA	1830	<p>I would like to voice my support for keeping the proposed Seaport Square performing arts center at 200,000 to 250,000 sq. ft. Over my career as a professional musician performing in Boston for nearly 40 years, I have had the opportunity to work in most of the venues in Boston. None of these venues are completely adequate for ballet or opera. Most are old buildings that don't have the necessary backstage facilities and acoustics that are less than ideal. A new performing arts center would address these problems and create jobs for</p>

						dancers, singers, musicians, actors, stagehands, wardrobe, ushers and others. It would also create jobs in hotels and restaurants in the area. If Boston wants to be a world class city, it needs a modern, state of the art performing arts center. Bob Lynam
3/27/2017	Maria Lyons	Port Norfolk Civic Association	Dorchester	MA	2122	As a advocate for the environment and people enjoying natural spaces, I strongly oppose the new design of Seaport Square. After visiting this neighborhood often, you can't help noticing how dark it is between the buildings. The public square should be much wider and reach the ocean, so that you can actually see the ocean from Seaport Square and so that there will be enough light to grow trees and other plants. The plan should reflect the original promises made to the community. If these promised can be ignored so easily, why should any neighborhood agree to anything?
3/27/2017	Linda Corbin		Northborough	MA	1532	The arts are a crucial part of a vital neighborhood and I support preserving a performing arts center in the Seaport that could be a resource for arts, education, and not-for-profit groups across our community.
3/27/2017	David Feltner		Boston	MA	2116	I am writing to express my feelings that a large format arts center be included in this project. Boston has many fine venues but it is lacking in one critical area: that of a dedicated space for opera. Availability of space is an issue for many of Boston 's art groups, so ideally this project would also include some smaller theaters for groups like the Chamber Orchestra of Boston. This project has the potential to dramatically improve the quality of the arts and offerings to the people of New England.
3/27/2017	Ela Brandys	Boston Flute Lessons	Cambridge	MA	2140	To whom it may concern,

					<p>My name is Ela Brandys, I am a musician, perform, teacher, and artist. I consider Boston my home since I move to this city in 2003. I moved here to attend the Boston Conservatory of Music. While I was in school I was thrilled to see how much vibrant musically this city is. While I was in graduate school, I went to all possible live concerts and performances as possible; the symphonies, operas, ballet, Broadway, etc. My dream and goal was to perform in these venues and with such a incredible organizations one day.</p> <p>Now as a professional musician I have an opportunity to perform with some of these organizations. I am even more inspired and enriched by every performance and work I do. However, I am sadden to hear that some music organizations such as the Boston Lyric Opera does not have their theater or opera house. I am actually troubled by this. Boston Lyric Opera is one of the best and oldest organizations in the city of Boston and it is sad that they do not have their own opera house (home) in Boston.</p> <p>As a music pedagogue, I encourage my students to attend as many concerts in Boston as possible. In addition to weekly lessons, concerts are their another educational center, it enhances their playing and also develops their concentration and creativity. After each performance they attend, whether it is opera, symphony, or chamber concert, they feel incredibly inspired and motivated to work on their craft. This changes their lives and they become arts lovers forever. One of my students said: "I feel part of every performance, I am connected to it and it is immersive experience. The sound of live performance is so much more than on CD you hear at home...."</p>
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						<p>Please, reevaluate your change for Seaport Square. We need the performing space in Boston. The arts are essential to this vibrant Boston community and we need more performing space and arts scene that will bring this community together and foster future generations.</p> <p>This city is an inspiration for my artistic career and what I do in my daily life. I am hopeful that you will reconsider the plans for the Seaport Square and keep the ARTS Center alive in Boston.</p> <p>Thank you, Sincerely, Ela Brandys</p>
3/27/2017	Julie Hennrikus		Somerville	MA	2143	<p>Boston has a vital, rich performing arts community. We are missing a few elements that would make it world class--they include a performing arts center with a space that can be used for theater, opera, and dance; a small black box (or two); rehearsal spaces; gathering space for arts workers and audiences. Please commit to the large performing arts facility on the Seaport--it will build community, drive traffic, provide a cultural and economic center, and drive Boston to the next plateau.</p>
3/25/2017	Emma Wiegand		BOSTON	MA	2119	<p>Boston desperately needs performance spaces! It is essential that our respected larger theatre companies be supplied with quality, appropriately-sized venues so that they may continue their very valued work, but we also have an energetic fringe theatre scene that is in great peril these days. Even just one additional smaller venue would go a huge way in keeping alive the very active smaller theatre scene that shows off our local talent and encourages arts students from many of Boston's universities that they can actually stay in town after school, testing out their skills and growing as artists before</p>

						potentially taking the plunge into larger cities. Imagine if our theatre scene was so robust that those young artists could even stay in Boston permanently...Boston has a real opportunity to decide what kind of city it wants to be. I strongly urge you to envision a Boston where a thriving arts scene attracts tourists and brings out locals, where scrappier companies can create edgier works and where we all benefit from the economic and cultural richness that comes with valuing the arts.
3/25/2017	Danielle Lucas	Boston Actors Theater	Waltham	MA	2453	I have been producing theater in Boston for the last 13 years and have always had issues finding space for our works. We produce theater for the community, about the community, by the community. Meaning local playwright's works regarding issues that happen in Boston and it's surrounding communities. We try to give a voice to those who don't have one and educate our audiences of the experiences happening in their community that they may not realize. A new space such as this one would allow us to be able to produce more without worrying there is no space to produce. The lack of space has been a significant issue over the years. Our regular space at BU's Playwrights' Theater becomes more limited to outside companies it becomes harder to represent those in our community. Please consider theater space or spaces in this plan. It is much needed for our theater community to be able to enrich the lives of Bostonians.
3/25/2017	Kyler Taustin	Brown Box Theatre Project	Boston	MA	2125	Brown Box Theatre Project is a member of the Boston theatre community and has been an active member of the BPDA's Fort Point Watersheet Activation program for the past 5 years. Mr Richard McGuinness of the BPDA can attest to the success of our programming which provides FREE access to theatre for communities that can typically not afford to attend theatre due to financial barriers and the high cost of tickets. All the while, we are an integral part of the BPDA's Activation

					<p>of the area, making the waterfront a destination for locals and tourists alike through free and regular theatrical programming providing community and economic benefits for the neighborhood.</p> <p>Our upcoming show to be performed along the waterfront in May was almost irreparably delayed due to a lack of rehearsal space in the city. All avenues we usually take to acquire rehearsal space through our partners at Boston Properties, the BPDA, and other collaborators throughout Greater Boston, could not provide us with the much needed space to rehearse and develop the production. The issue was not a lack of support -- all of these organization invest financially --it was a matter of a lack of real estate.</p> <p>I am writing to express my support for the original plan for the Seaport development and the mandate for a significant performing arts and cultural center in the area. The BPDA has proven its support for the arts, in many ways including the funding of arts programming through the Watersheet Activation Program. If the BPDA wishes to continue to benefit from the value of the arts to bolster its OWN programming and successfully achieve its OWN goals, the BPDA must be sure that the very art they depend on has a place to be created. The BPDA should ensure that the mandate remains.</p> <p>It is clear that the BPDA recognizes the economic and community values of the arts. Your support of our organization is evidence of this fact. We hope that you will continue this support by assisting us in establishing more partners in the area through new development and be sure that we have more opportunities and resources to create the work that benefits our communities and the planning and urban renewal efforts of the BPDA.</p>
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3/25/2017	Kenneth Freed		Boston	MA	2110	The proposed reduction in the size of the performing arts facility is a great disappointment. Boston needs a purpose built opera house, seating 1800 to 2200 persons.
3/25/2017	Gary Durham	Emerson College	Somerville	MA	2145	To whom it may concern: Please continue with plans for the Performing Arts space. There is much need for additional affordable spaces within the Boston area, particularly for smaller arts organizations. Boston has always had a strong arts community and the continued support of this is vital.
3/25/2017	Erin Butcher	Maiden Phoenix The Co, Costume Works INC	Arlington	MA	2474	I am a theatre artist working in the Boston area and I would like to express my support of the Seaport performing arts center. I think it is vital to Boston's growth as a cultural hub. I wear many hats as an artist. I am an actor working with small theatre companies and right now finding affordable space to put up these works is our biggest and most expensive challenge. I also produce work with my company Maiden Phoenix Theatre Company, whose mission in is create theatre that tells stories about women. Being able to bring our work to this area would be a huge help in reaching new audiences and in our work to raise money for local non-profits that benefit women (in the past we have raised funds for Planned Parenthood and Domestic Violence Ended (DOVE)). I also work a full-time survival "day- job" as a Stitcher/ First Hand for Costume Works INC. One of our biggest and longest standing contracts is with Boston Lyric Opera (who I have also performed with in last Fall's GREEK) the continued growth and success of BLO is essential to the growth and success of our small, female owned and operated,business. It is a job I am very lucky to have which provides me with a steady income, health insurance, and a 401k plan, while enabling me to continue to pursue my other artistic endeavors. The Seaport performing arts center will create and

						sustain jobs in the arts and will help draw more people out from behind their Netflix to take in the culture of the city and SPEND MONEY in the area. The arts are essential to our cultural growth but also our economic development. This city loses a huge swath of its graduating art students from area colleges every year because there are not enough good paying jobs in the arts in Boston. This project can help turn that around. I fully support its creation and hope to be working there in years to come.
3/25/2017	Stewart Smith		Brighton	MA	2135	Im an actor, living and working in Boston, and I know, first hand, that this city is suffering from A lack in space, both for performance and rehearsals. A performing arts center on the scale of what was originally proposed would help to alleviate this problem, as well as help provide jobs for many of the actors, dancers, performers, set builders, etc. who live and work in this city. Giving is space to play will also attract patrons to the area, who will eat at the areas restaurants, shop in the areas stores, and boost the local economy. Please, approve the original plan for the performance center.
3/25/2017	Patrick Gabridge		Medford	MA	2155	I received some information that the developers might want to reduce the amount of performing arts space that was originally supposed to be part of this project. I am a playwright and theater producer who works extensively around Boston and New England. One of the most difficult challenges facing theater and performing arts groups in our city is lack of space to perform and rehearse. Creating performing spaces provides important enrichment opportunities for Boston residents--the vibrancy of our city depends on a thriving arts and performance scene. And the economic return is large--new spaces mean more jobs, in addition to economic impact on surrounding and supporting businesses. Every dollar invested in the arts returns manifold in return. Please

						don't allow developers to back off on pledged space, or eliminate it entirely.
3/25/2017	Kiki Samko		Jamaica Plain	MA	2130	As a freelance performing artist and sometimes-producer with a performing arts company, I can attest that one of the greatest challenges we face as performers and organizations is lack of space. We are constantly competing for performance and rehearsal space in the city with other small theatres. Theatre performances bring not only culture to the areas where we produce, but also economic viability. With theatre-goers come dinner-goers, post-show drinks, etc. A performance space provides jobs for actors, designers, directors, producers, administrators in the arts. The more jobs we have in Boston, the more likely we are to retain talent graduating from our universities and conservatories. The less likely we are to lose folks to New York and DC or LA or San Francisco. Boston currently feels like a rung on a ladder for many artists in stead of a permanent aspiration. With more performance space comes the opportunity for more performance opportunities, which necessitates more jobs in Boston. The more we can produce, the more we can employ. The more we can employ, the more viable we become as a destination for career artists. And the more career artists we retain, the more people will travel to Boston or to neighborhoods within Boston seeking that art, stimulating area businesses. A performing arts center as part of this development is essential to providing the opportunities Boston needs for its arts scene to continue to expand, rather than stagnating with lack of spaces to produce theatre in the city.
3/25/2017	MaryAlice Holmes		Milton	MA	2186	I am delighted that you are choosing to include cultural and entertainment space within the development. Please make sure to create this space in such a way that it could be utilized by the multitude of theaters and artists' group currently in

						<p>Boston that have been unable to find affordable performance space in the city. Several smaller spaces have been lost in the last five years or so to residential development and that has left a gap in Boston's theater world. Kudos for the development but, please, it is essential to a city's vibrancy that it maintain a vital culture landscape. Boston's landscape lacks the voice of the small theater companies. The arts do not generate great amounts of revenue (unless it's "Hamilton") so artists and performers are often overlooked. I beg you not to overlook us.</p> <p>Thank you.</p>
3/25/2017	John Geoffrion	Hub Theatre Co of Boston	Cambridge	MA	2141	<p>As the leader of a small performing arts organization as well as a performer, I call on the BPDA to honor their initial vision and mandate that WS Development allocate 200,000 - 250,000 sq ft in their Seaport Square project for performing arts.</p> <p>Other mid-sized cities have flourishing arts communities specifically because of their negotiation and legislation requiring developers to allocate space for artistic and cultural purposes. Boston's performing arts community is struggling in comparison due to the lack of affordable performance space. The impact of the loss of the Factory Theatre, one of the most-utilized and affordable spaces, in 2014 is still being felt.</p> <p>The City of Boston's investment in affordable performance space will send a much-needed message that they are committed to supporting and nurturing its artists and arts organizations, and will help prevent the 'talent drain' of young emerging artists and performers to other regions. The performing arts are an economic generator, creating jobs and opportunity as audiences and artists patronize neighboring</p>

						businesses. The performing arts are incalculably important for education, as studies demonstrate that students who participate in the performing arts have higher test scores and better focus, perform better in math and science, and are more creative and empathic.
3/25/2017	Linda Toote	Boston Lyric Opera, Boston University	Newton	MA	2458	<p>Hello. Thank you for providing this forum for comment. I am the Principal Flutist of the Boston Lyric Opera, piccoloist with the Boston Pops Esplanade Orchestra, have played for decades with the Boston Symphony and teach at Boston University and Boston Conservatory at Berklee. I have been a Boston resident and professional for 21 years. Previously I was an arts professional in the cities of Atlanta, Milwaukee, Tampa and Orlando for another 15 years. Although Milwaukee is still developing some of its options for their arts organizations, I would mention that all of the rest of these cities are quite proud of the state of the art venues they have created for their citizens and artist communities.</p> <p>Having lived and worked in the performing arts in geographically diverse cities has been a privilege but by far, Boston is the city of which I am the most proud. It's vibrant cosmopolitan atmosphere is a source of constant inspiration to me and helps me attract students of high quality to the institutions where I teach. Since I teach performers of music, being able to use the calling cards of the major institutions is a recruitment tool and is something which adds immeasurable value to their education.</p> <p>It has been painful to me, having played in the Lyric Opera for more than 20 years that we have never had a home worthy of the quality and scope of performances that the company can offer. Opera is a wonderful and miraculous synthesis of</p>

					<p>several disciplines - stage craft, vocal craft, orchestral craft, design, and lighting just to name a few, and requires a venue large enough and well suited for this endeavor. The Lyric Opera company has been making do with inferior acoustics, space limitations, and lack of hall availability for decades. The management of the company has persevered and has been unceasingly creative in dealing with these limitations. But we are now at a major crossroads having reached multiple dead ends, venue after venue, due to prohibitive hall rental costs or availability of access. It is something of a miracle that opera in Boston has still thrived and survived this long.</p> <p>It is a testament to the fact that people enjoy opera and will support the art form.</p> <p>The development of the Seaport Square is an exciting venture, but retail attractions alone are not enough to bring people in over the long term. It is a well established fact that the amount of money generated by the arts more than pays for itself, in the business it will generate for the local shops and restaurants. If the goal of the development of Seaport Square is to create the status of a "destination location" and to generate a sense of vitality, a large performing arts space, as planned for in the original conception must be a major part of this plan.</p> <p>If Boston, the most European of American Cities - "Athens on the Charles" - is to distinguish itself from every other cookie cutter city, it must stand out as a leader in the support of the arts, especially in a time when drastic cuts to the arts are a real possibility. We must think and plan for the long term, remembering what makes us human, what opens our eyes, ears and hearts and reaches us in deep and profound ways.</p>
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						<p>I desperately hope that the plans for the Seaport district will keep this vision in mind.</p> <p>Thank you.</p> <p>Linda Toote Principal Flute, Boston Lyric Opera Piccolo Boston Pops Esplanade Orchestra Woodwind Coordinator, Lecturer in Flute, Boston University Associate Professor, the Boston Conservatory at Berklee</p>
3/25/2017	David Angus	Boston Lyric Opera	Boston	MA	2111	<p>I am the (British) Music Director of Boston Lyric Opera. I conduct operas internationally, and proudly tell people all over the world about my work in Boston. However, they are always shocked to hear that we do not have a proper theatre in which to perform; they think that Boston is a great cultural centre, as it is in so many ways, and cannot believe that a flagship company like BLO does not have a proper home, as would be the case in all other major US cities. In fact many much smaller cities without any cultural tradition are far better served in terms of theatres for opera etc., and it is a huge gap in Boston's public image that it doesn't have such a venue. I was appalled to hear that, in spite of a commitment to providing, at last, a serious venue in this new development, that WS Development are now seeking to renege on their promise.</p> <p>Please, please insist on them honouring their commitment and give Boston the sort of facilities that every major city requires, and let BLO help raise Boston's artistic profile so that it becomes even more of a cultural destination. This can only make the city richer, in terms of cash but also in mental and spiritual well-being!</p>

						<p>Boston Lyric Opera does major performances to the highest international standards, whilst at the same time generating interest and understanding amongst schoolchildren and thousands of students, through their education department. This is a company in which the city should be showing great pride, and which it should very publicly support and endorse.</p> <p>David Angus - Music Director.</p>
3/25/2017	Daniel Calahorra		Boston	MA	2130	<p>The city of Boston needs a performance center for Opera. Please do not reduce the city-mandated requirement for performing arts space. Arts and culture is not a waste of money, and the budget and space designated for it shouldn't, mustn't be reduced. Music educates people, and education is the most important aspect of a city and of communities. Education is the only way we can fight hate, prejudice, xenophobia, and incompetence.</p> <p>Maybe using the space to build something else could prove more profitable, but if human beings are eternally ruled by what is profitable, we will end up living in a poor, empty society that worships money as their god (very close to what we are already living in). Please, please, help us fight against this vision, help us fight for the arts. Boston does not have a suitable space for opera performances. You have the power and the capacity to provide that space. Don't miss this opportunity, History will thank you.</p>
3/25/2017	iva milch	boston lyric opera orchestra member	arlington	MA	2474	<ul style="list-style-type: none"> · The arts are essential to a vibrant neighborhood, especially a nascent one like the Seaport. A vibrant arts scene helps to build community and can help develop a civic profile and unique identity for a neighborhood. · The original plan for the Seaport development included a mandate for a significant performing arts and cultural center in the area, and the BPDA should ensure that mandate remains.

						<ul style="list-style-type: none"> · The performing arts industry, especially local non-profit producers like Boston Lyric Opera, are vibrant job creators. BLO alone provides more than 350 employment opportunities each season including full-time, part-time, and contract jobs. Individual artists, craftspeople, technicians, engineers, construction workers, administrators, and workers in countless supporting industries through Boston would benefit from a new center like this. · The arts are an economic generator. Wherever performances happen, supporting businesses like restaurants, retail outlets, garages and more see a significant boost in their sales, providing additional jobs and wages for working individuals. · A performing arts and cultural center is also an education center. Arts organizations all over the city reach out to hundreds of thousands of students each year and bring them into vibrant, creative atmospheres. Students who attend the arts are proven to remain arts patrons for the rest of their lives. And an interest in the arts helps foster student creativity, empathy for others, concentration, appreciation for a variety of creative skills, and more. A student that excels in the arts typically also excels in math, science, reading comprehension, and other key learning skills.
3/25/2017	Maja Tremiszewska		Cambridge	MA	2139	<p>Hello,</p> <p>I am a local freelancing pianist and I would like to strongly support the original plan for Seaport development which included performing arts center. I've been recently working for Boston's a lyric Opera, which is the largest opera company in the US that doesn't have a designated home. I strongly think</p>

					<p>that needs to change and the Seaport developed is a big chance for it. I think that:</p> <ul style="list-style-type: none">· The arts are essential to a vibrant neighborhood, especially a nascent one like the Seaport. A vibrant arts scene helps to build community and can help develop a civic profile and unique identity for a neighborhood.· The performing arts industry, especially local non-profit producers like Boston Lyric Opera, are vibrant job creators. BLO alone provides more than 350 employment opportunities each season including full-time, part-time, and contract jobs. Individual artists, craftspeople, technicians, engineers, construction workers, administrators, and workers in countless supporting industries through Boston would benefit from a new center like this.· The arts are an economic generator. Wherever performances happen, supporting businesses like restaurants, retail outlets, garages and more see a significant boost in their sales, providing additional jobs and wages for working individuals.· A performing arts and cultural center is also an education center. Arts organizations all over the city reach out to hundreds of thousands of students each year and bring them into vibrant, creative atmospheres. Students who attend the arts are proven to remain arts patrons for the rest of their lives. And an interest in the arts helps foster student creativity, empathy for others, concentration, appreciation for a variety of creative skills, and more. A student that excels in the arts typically also excels in math, science, reading comprehension, and other key learning skills. <p>Thank you! Maja Tremiszewska</p>
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3/25/2017	David McFerrin		Boston	MA	2131	As a professional singer based in Boston, who performs as a regular soloist with the Boston Lyric Opera, Handel and Haydn Society, Boston Baroque, and many other organizations, I want to offer my enthusiastic support for maintaining the BPDA's original mandate that the Seaport Square development include a significant performing arts center. A modern space capable of presenting operas and other large-scale performances would be an incredible boon to Boston's cultural, educational and economic landscape. A space like this in the burgeoning Seaport District would provide new employment opportunities for many professional artists like myself, help to stimulate the creativity of city students, further enrich the city's arts scene, and serve as a major economic generator.
3/25/2017	Cyrus Tehrani	South Boston Resident	Boston	MA	2127	I'd like to voice my support of the updated design for Seaport Square. As a South Boston resident, I feel that density, in both commercial and residential space, is crucial to the neighborhood and city's development and that is improved with the updated design. I encourage the BPDA to approve the updated project proposal.
3/25/2017	Amelia Katzen		Newton	MA	2458	I am writing to express my strong support for the original requirement of a performing arts and cultural space, dedicated to non-profit use, at Seaport Square. The city of Boston is world-class in every way except for its lack of a home for its opera company, Boston Lyric Opera. There are currently no venues adequate or appropriate as a permanent home for this world-class company, which desperately needs a home that it can share with other community performing arts organizations. The City needs a performing arts center large enough to accommodate a large-scale opera production and flexible enough to be used for smaller scale performances by other organizations. The Seaport district will benefit greatly from the vibrant nightlife provided by performing arts, as the

						City benefits from the 350 jobs provided each season by BLO alone. Please ensure that the original mandate is preserved and that this opportunity is not lost.
3/25/2017	Cristi Rinklin	Ms.	Dorchester	MA	2125	<p>Please do not renege on the city-mandated, 200k+ sq. ft. performing arts space in the Seaport Square development. The Arts are important to Boston, and new high-end development that is flooding the South End and the Seaport District is driving artists out of workspaces, and there's nowhere to go. The Arts should be preserved, not desecrated.</p> <p>Cristi Rinklin Visual Artist and Associate Professor of Visual Arts, College of the Holy Cross 2x recipient of the MassCultural Council Artist Fellowship</p>
3/25/2017	nancy brown	brown box theatre project	assonet	MA	2702	<p>Dear Mr. Uter,</p> <p>I am a major contributor and supporter of the Brown Box Theatre Project , a non- profit touring organization based in Boston , dedicated to bringing free and affordable theatre to communities with limited access to the performing arts. This is a young company that aspires to educate and encourage students from all walks of life to attend their performances and participate in their workshops . I urge you to consider using this proposed performing arts site to it's fullest potential . This company of dedicated artists works very closely with the DCR to share their performances in and around the city to insure everyone has an opportunity to share in the theatre experience . Furthermore it is a great resource offering working actors opportunities for continuing education in their craft. There is a shortage of performing space for small to mid-sized artistic groups . The original plan for the Seaport development included a mandate for a performing arts and cultural center large enough to be home for many organizations. The BPDA should endure that the mandate</p>

						remains. This is vital to the city . Jobs , education, community involvement and a sense of civic pride go hand in hand . This is an opportunity to provide Boston's art community with an invaluable resource. I urge you to ensure that the original vision of development is preserved . Small companies with limited resources need this opportunity .
3/25/2017	Hannah Pryfogle	Brown Box Theatre Project	Boston	MA	2113	<p>I am writing to support the proposed Seaport Square performing arts center. The struggle to find rehearsal and performance space in Boston affects performance artists severely. In turn, the work suffers. I cannot express this enough. Without space, theatre companies get crammed into small corners of Boston. Ultimately, this threatens a company's success. Audiences are more likely to attend performances in a dedicated performance space.</p> <p>Seaport is a thriving neighborhood, and only growing bigger. It has the most potential of any other Boston neighborhood. Local restaurants, shops, and residents all benefit from a performing arts center.</p> <p>I am grateful that this proposal is being considered, for it shows how important the arts community is to Boston. Please bring this idea to life. Thank you.</p>
3/25/2017	Alicia Bettano		Merrimac	MA	1860	<p>Boston is a world class city, historically; it's what Boston is known for. Our city is also home to some world-class theatres, performers, artists, and musicians, who often times don't have the room to rehearse, the room to run a program, or the room to even host cultural programs. Seaport Square could be a defining point in Boston culture by having it as an arts mecca. Culturally, it puts Boston in a position to redefine itself as a world class city for culture as well. Economically, it brings in jobs - we would need managers, front of house ushers; the potential for non-profit organizations making a</p>

						<p>home in the space gives options for them to expand and put on more productions, hiring electricians, designers, press assistants. It would also bring more people as tourists not only to Boston, but to the Seaport. Boston and the Seaport could be known for installing a hub where people come together, work wise and for entertainment, and for representing the all creative minds Boston has produced.</p>
3/25/2017	Alisha Jansky	Titanic Theatre Company	Cambridge	MA	2138	<p>The original plan for the Seaport development included a mandate for a significant performing arts and cultural center in the area, and the BPDA should ensure that mandate remains. A new space could provide employment opportunities, provide decent performance spaces for educational organizations at affordable rates are hard to come by in Boston. As the founding member of a small fringe theater company, performing space is needed in Boston and there is a storage of space that is negatively impacting small to mid sized performing arts groups.</p> <p>The arts are essential to a vibrant neighborhood, especially a nascent one like the Seaport. A vibrant arts scene helps to build community and can help develop a civic profile and unique identity for a neighborhood.</p>
3/25/2017	Laura Neill		Brighton	MA	2135	<p>I support the original vision and land requirement for a performing arts and cultural space, dedicated to not-for-profit use. The original plan for the Seaport development included a mandate for a significant performing arts and cultural center in the area, and the BPDA should ensure that mandate remains. As a Boston artist, I know firsthand how much of a demand there is for performing arts spaces and how the arts revitalize and rejuvenate our community.</p> <p>The arts are essential to a vibrant neighborhood, especially a nascent one like the Seaport. A vibrant arts scene helps to</p>

					<p>build community and can help develop a civic profile and unique identity for a neighborhood.</p> <p>The performing arts industry, especially local non-profit producers and other performing arts organizations, are vibrant job creators. For example, the Boston Lyric Opera alone provides more than 350 employment opportunities each season including full-time, part-time, and contract jobs (including an orchestra, solo singers, set designers etc). Individual artists, performing artists (musicians, dancers. etc..) craftspeople, technicians, engineers, construction workers, administrators, and workers in countless supporting industries through Boston would benefit from a new center like this.</p> <p>The arts are an economic generator. Wherever performances happen, supporting businesses like restaurants, retail outlets, garages and more see a significant boost in their sales, providing additional jobs and wages for working individuals.</p> <p>A performing arts and cultural center is also an education center. Arts organizations all over the city reach out to hundreds of thousands of students each year and bring them into vibrant, creative atmospheres. Students who attend the arts are proven to remain arts patrons for the rest of their lives. And an interest in the arts helps foster student creativity, empathy for others, concentration, appreciation for a variety of creative skills, and more. As a public school teacher, I have witnessed the positive benefits of the arts in my students firsthand.</p> <p>Thank you very much for your attention to this important matter.</p>	
3/25/2017	Margaret Bettano		Merrimac	MA	1860	<p>With the national endowment for the arts being unfunded now would be the perfect time for this. Not only will it give the inner city residents a place for art it would bring more people in from Massachusetts and further , which will help small</p>

						businesses all around. The seaport district is beautiful but there's nothing there exciting
3/25/2017	Jo Ann Rothschild	the painting center	Boston	MA	2118	It's crucial that the area designated for a non profit art /theatre/dance performance stage be preserved at its maximum footage. Boston's art institutions struggle for affordable space to work and perform. Too often developers present initial plans that support the arts community only to deminish and weaken that support as the projects progress. Arts make Boston an interesting exciting place to live. They need more support, not less.
3/25/2017	Luanne Witkowski	MassArt/Kingston Gallery/USEA/MHAC/CA MH	Boston	MA	2120	<p>Please SAVE the Seaport Performance Space!!</p> <ul style="list-style-type: none"> · The arts are essential to a vibrant neighborhood, especially a nascent one like the Seaport. A vibrant arts scene helps to build community and can help develop a civic profile and unique identity for a neighborhood. · The original plan for the Seaport development included a mandate for a significant performing arts and cultural center in the area, and the BPDA should ensure that mandate remains. · The performing arts industry, especially local non-profit producers and other performing arts organizations, are vibrant job creators. For example, the Boston Lyric Opera alone provides more than 350 employment opportunities each season including full-time, part-time, and contract jobs (including an orchestra, solo singers, set designers etc). Individual artists, performing artists (musicians, dancers. etc..) craftspeople, technicians, engineers, construction workers, administrators, and workers in countless supporting industries through Boston would benefit from a new center like this.

					<p>· The arts are an economic generator. Wherever performances happen, supporting businesses like restaurants, retail outlets, garages and more see a significant boost in their sales, providing additional jobs and wages for working individuals.</p> <p>· A performing arts and cultural center is also an education center. Arts organizations all over the city reach out to hundreds of thousands of students each year and bring them into vibrant, creative atmospheres. Students who attend the arts are proven to remain arts patrons for the rest of their lives. And an interest in the arts helps foster student creativity, empathy for others, concentration, appreciation for a variety of creative skills, and more. A student that excels in the arts typically also excels in math, science, reading comprehension, and other key learning skills.</p> <p>Please DO NOT CAVE to greedy developers!! Thank</p>
3/25/2017	John Greiner-Ferri s	Alley Cat Theater	Quincy	MA	2170 I am a playwright in Boston (MFA, BU, 2011) Alley Cat Theater is a small fringe theater, one of two theaters I have founded and manage. The other one is Boston Public Works Theater Company. Both theaters are playwright-centric, founded so playwrights, as artistic entrepreneurs, can produce their own work, increasing the the number of new plays in Boston with the ideas of making Boston a hotbed for new plays that will then move out into the United States. I can't emphasize more the need for affordable space in Boston for companies like mine for auditions, rehearsal, and productions. I cam constantly scrambling to find venues, many times in out of the way places. I just returned from Charlestown today where we held auditions for our next production, a new play I wrote that I'm producing at the BCA.

						We will be in Charlestown for the next two nights. This play is one that I've received a residency at the prestigious Vermont Studio Center to develop, and I just received a \$15,000 Boston Foundation LAB Grant for my theater and this play to produce it. The point I'm trying to make is that some significant organizations have deemed this play worthwhile for audiences to see, but Boston isn't making it easy. I'll be employing roughly 15 Boston based artists for this production.
3/25/2017	Queen Arsem		Boston	MA	2130	It's crucial that this project include the original vision of a performing arts and cultural space, dedicated to not-for-profit use by local artists
3/26/2017	Melanie Matson		Cambridge	MA	2140	I am writing to encourage you to stick with the original vision and land requirement for disgusted space for non profits. Arts and culture are a vibrant part of our community and strengthens our economy as well.
3/26/2017	Emily White		Brookline	MA	2445	I am a recent graduate of Emerson College's Performing Arts program and currently a freelance theater artist in Boston. I work as an actor, dramaturg, playwright, and arts educator. Having worked in the Boston theater scene for over five years, I am painfully aware of the lack of space to rehearse and perform for the many excellent theater companies in Boston. These companies do great work in terms of diversity, inclusion, and education and contribute greatly to the improvement and excellence of Boston's culture and inclusive atmosphere. The original plan for the Seaport development included a mandate for a significant performing arts and cultural center in the area, and the BPDA should ensure that mandate remains. This space would provide necessary places for theater artists to perform, create, develop new jobs, and educate audiences and young people. A performing arts and cultural center is also an education center. Arts organizations all over the city reach out to hundreds of thousands of students each year and bring them into vibrant,

						<p>creative atmospheres. Students who attend the arts are proven to remain arts patrons for the rest of their lives. And an interest in the arts helps foster student creativity, empathy for others, concentration, appreciation for a variety of creative skills, and more. A student that excels in the arts typically also excels in math, science, reading comprehension, and other key learning skills. As an educator I have seen firsthand the positive impact of theater on young people, and I highly support developing this space as a performing arts area.</p>
3/26/2017	Liam Moran		La Crosse	WI	54601	<p>To whom it may concern,</p> <p>I write to support inclusion of a theater/rehearsal space for Boston Lyric Opera in this development. While I now live in Wisconsin, I grew up in Brookline. My wife and I have both been principal artists with Boston Lyric Opera. Most recently we were both featured in their groundbreaking production of Carmen directed by Calixto Bieito, presented at the Boston Opera House. I am writing from New York, where I am currently working at the Metropolitan Opera.</p> <p>An opera company, however, cannot fully exert its identity or claim its rightful place in the cultural landscape of its city without a permanent home. Since BLO was unable to continue its partnership with the (already flawed) Shubert Theater they have been in search of such a venue.</p> <p>Arts organizations, while valuable for their own sake, also foster stronger senses of community and are generators of economic activity. Consider Lincoln Center: it is both a cultural powerhouse and a physical destination. Its prestige is a major part of New York's identity, it is a shorthand moniker for excellence and brings thousands of visitors to its environs every night.</p> <p>The Seaport, with this opportunity, has a chance to capture that sort of legacy and dynamism. Symphony Hall cannot be</p>

						<p>moved, but this presents you with a chance to welcome a prized cultural institution to the waterfront.</p> <p>In short, this partnership seems like a clear win-win: a company that needs a permanent home that could become part of the ongoing renewal of and excitement around the Seaport. I'm struggling to see a downside, and hope you will support their vision as enthusiastically as I do.</p> <p>Sincerely, Liam Moran</p>
3/26/2017	Ashley Difranza		Hopkinton	MA	1748	I support the original vision and land requirement for a performing arts and cultural space, dedicated to not-for-profit use.
3/26/2017	Judith Marquis	--None--	Chestnut Hill	MA	2467	<p>Please consider seriously the need for a performing arts center in Boston. We live the opera, dance, theater and other performing art groups that desperately need a home of their own. Boston can be a world class city some day, but it will need a proper venue for the performing arts to meet that goal.</p> <p>Thank you very much, Judy Marquis and Keith Nelson</p>
3/26/2017	Judith Marquis	--None--	Chestnut Hill	MA	2467	<p>Please consider seriously the need for a performing arts center in Boston. We live the opera, dance, theater and other performing art groups that desperately need a home of their own. Boston can be a world class city some day, but it will need a proper venue for the performing arts to meet that goal.</p> <p>Thank you very much, Judy Marquis and Keith Nelson</p>
3/26/2017	Mary-Lynne Bohn		Carlisle	MA	1741	<p>It is an exciting time in the Boston arts scene as the city negotiates use of space in the Seaport District for a significant performing arts and cultural center. Boston is the envy of other cities across the nation as we are home to such high quality and diverse arts organizations. The arts are</p>

						<p>entrenched in our community, from public art installations at MBTA stops to our historic Boston Pops concerts at the Esplanade. This cultural richness pervades all segments of our city as patrons who come to Boston for performances also dine in local restaurants, shop in our stores, tour our historic landmarks, park in our garages, send their children to our colleges, and much more. The revitalized waterfront space would help ensure the cultural health of our city by becoming a prominent and permanent home for many performing arts and cultural education organizations. It could also provide the perfect location for a dedicated opera house which our city lacks yet so desperately needs. I urge you to maintain the original vision and land requirement of this project so Boston continues to flourish as a cultural and performing arts destination, and a model for the rest of our nation.</p>
3/26/2017	Don Packer	Conductor Productions	Boston	MA	2116	<p>Dear Sirs/Madams:</p> <p>As a business owner of one of the most successful commercial and editorial video companies in Boston, as a person working in Boston for over 35 years, and as a former student of Boston University, I support the original vision and land requirement for a performing arts and cultural space, dedicated to not-for-profit use.</p> <p>Simply, a new space could provide tremendous employment opportunities, not only directly but indirectly, much like the film industry is doing on Boston now. Hotels, restaurants, general services etc. will have to expand, not to mention the construction.</p> <p>The performing arts industry, especially local non-profit producers and other performing arts organizations, are vibrant job creators. For example, the Boston Lyric Opera alone</p>

					<p>provides more than 350 employment opportunities each season including full-time, part-time, and contract jobs (including an orchestra, solo singers, set designers etc). Individual artists, performing artists (musicians, dancers. etc..) craftspeople, technicians, engineers, construction workers, administrators, and workers in countless supporting industries through Boston would benefit from a new center like this.</p> <p>In addition, the arts are essential to a vibrant neighborhood, especially a nascent one like the Seaport. A vibrant arts scene helps to build community and can help develop a civic profile and unique identity for a neighborhood.</p> <p>The original plan for the Seaport development included a mandate for a significant performing arts and cultural center in the area, and the BPDA should ensure that mandate remains.</p> <p>And lastly, the arts are an economic generator. Wherever performances happen, supporting businesses again like restaurants, retail outlets, garages and more see a significant boost in their sales, providing additional jobs and wages for working individuals.</p> <p>A performing arts and cultural center is also an education center. Arts organizations all over the city reach out to hundreds of thousands of students each year and bring them into vibrant, creative atmospheres. Students who attend the arts are proven to remain arts patrons for the rest of their lives. And an interest in the arts helps foster student creativity, empathy for others, concentration, appreciation for a variety of creative skills, and more. A student that excels in the arts typically also excels in math, science, reading comprehension, and other key learning skills.</p>
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						Thank you for your time and consideration. Don Packer
3/26/2017	Lanci Valentine	Private citizen attending several organizations	Duxbury	MA	2331	As one whose life has been greatly enriched and expanded over some decades by attending arts performances in Boston. I urge you to retain your original plan of a large performance hall for multiple organizations. When completed the Seaport corridor will be a destination for world class performances and will cement the region's cultural heritage. As a subscriber to BLO I especially think an adequate opera house is a critical addition. Please don't disappoint the cultural constituency of Massachusetts and beyond. Thank you, Lanci Valentine
3/26/2017	MJ Halberstadt	Bridge Repertory Theater	Brookline	MA	2446	A space devoted to arts-- and particularly performing arts-- would be a tremendous addition to this neighborhood and a good faith demonstration of Boston's commitment to the attractions that make it a desirable place to live. I can say, with utmost confidence, that a venue for performing arts would be in high demand among the best quality dance, theatre, music and comedy that New England has to offer.
3/26/2017	Lynne S Brandon	Rad Fem Arts	Watertown	MA	2472	I am a playwright, and member of the Dramatists Guild, International Centre for Women Playwrights, and StageSource in Boston. I fully support the original vision and land requirement for a performing arts and cultural space, dedicated to not-for-profit use, for this project. Theatre and the arts bring an enormous amount of money, visibility, and energy to Boston (just witness what the ICA started in the Seaport area). The Seaport is in danger of becoming tall blocks of housing units catering to a relatively uniform population. The arts bring EVERYBODY. And, speaking as a small theatre artist, we need all the spaces we can get, particularly ones for not-for-profit endeavors.

						Thank you.
3/26/2017	Sarah Ashby		Boston	MA	2210	<p>As a Seaport resident, I am writing in support of the proposed performing arts center in Seaport Square. The development should include a significant performing arts and cultural center as originally mandated, which would allow a large organization like Boston Lyric Opera to have a primary long-term home, and would also accommodate other theater, music, and educational performances.</p> <p>I'm excited about the cultural vitality a performing arts center would bring to our growing community, and also anticipate the following very positive benefits for the city and the Seaport neighborhood:</p> <ol style="list-style-type: none"> 1. Job Creation - The performing arts industry, especially local non-profits like Boston Lyric Opera, create jobs for artists, craftspeople, technicians, engineers, construction workers, administrators, and countless others. 2. Economic Growth - Wherever performances happen, surrounding restaurants, retail businesses, and garages get a boost in sales and provide wages for workers. 3. Education - A performing arts center would increase local students' access to cultural and artistic education. Local organizations like Boston Lyric Opera bring hundreds of thousands of students into vibrant, creative atmospheres--this outreach gives many students an opportunity to learn about and appreciate music, theater, and art they would not otherwise have. Interest in the arts helps foster creativity, empathy for others, concentration, and appreciation for creative skills, and students who excel in the arts typically

						also excel in math, science, and reading. A performing arts center would help to increase this positive impact of exposure to the arts.
3/26/2017	Nancy Dimock		Braintree	MA	2184	I am writing to express support for the idea of having a dedicated arts/non-profit performing space included in the Seaport Square project. The city of Boston needs performance spaces; it has few. The arts bring in revenue-- in ticket sales, certainly, but also for restaurants, transportation and other local businesses. Please consider incorporating a performance space into your plan. It will serve you, and the community well. Thank you.
3/26/2017	Jean Haig		Arlington	MA	2476	As a free-lance performing musician in Boston over several decades, I have been aware of the constraints on performance space in the city. The original vision for the development of the Seaport District gave hope to many of us, as the language contained the proviso for a standard size performance center, one that could accommodate a variety of arts and theater productions by schools and other not-for-profit organizations. I believe it is critical for the healthy growth of this dynamic neighborhood that the planned arts space not be reduced in any way.
3/26/2017	sheila grove	Select...	Boston	MA	2118	The Seaport District needs cultural space. Please insist that project build the planned performing arts space.
3/26/2017	Nicholas Russell	Boston Lyric Opera	Boston	MA	2111	Boston needs a first class facility for cultural events . Every dollar invested in such endeavors is - as you know - paid back with interest. The City deserves this and the employment opportunities that such a project would provide is beneficial to the infrastructure. The arts begets all the money it spends. Be Brave and be bold.

3/26/2017	Pamela Kunkemueller	Boston Lyric Opera	Dover	MA	2030	I write to strongly encourage the building of a Performing Arts Center in the Seaport District. Boston is a world class city -- one of very few -- without a real opera house. We are running out of appropriate places to accommodate this need and the Seaport District would be ideal. To be successful, I think such an opera venue should share space with other arts organizations of various sizes and requirements. All need rehearsal space in the their performance venue, adequate accommodations for various sized orchestras, productions, and a welcoming public venue for all. Boston has an enormous pool of artists, too many of whom leave the city to find work elsewhere because Boston fails them. We are a theater loving town with several ancient and uncomfortable venues. This is a golden opportunity to bring the Boston arts scene into the 21st century! Let's not mess it up!
3/26/2017	Donald Schaefer		Boston	MA	2118	Our city desperately needs a new, robust performing arts center, and the proposed 200k-250k sq. ft. performing arts center in the Seaport Square project should not be downsized from what was originally mandated. A major performing arts center could help bring a much-needed balance (and vibrance) to the Seaport District's current over-developed, monolithic presence. I look forward to the benefits to our city's cultural life that a fully-formed (as mandated) performing arts center will bring to us all. Thank you.
3/27/2017	michael barrett		Cambridge	MA	2138	i'm writing to express my support for the seaport artist space construction project
3/27/2017	Laura Evans Durant		Dorchester	MA	2125	I am an artist (sculptor) and want to strongly encourage you to keep the city-mandated requirement for a performing arts space in the Seaport district. The arts enliven neighborhoods and provide a "space" for people to gather and exchange ideas/opinions/feelings. This is a critical experience that

						supports our democratic communities and reminds us of our shared humanity. PLEASE
3/27/2017	Susan Moran	Boston Latin School	Boston	MA	2115	<p>I am writing to express my heartfelt support for the inclusion of a new home for the Boston Lyric Opera in the Seaport Square development. The original plan, which calls for a large allocation of space for performance, must be honored. It is distressing to learn that WS Development seeks to reduce the requirement mandated by the city for this much-needed civic space. As a world-class city, Boston lacks a state of the art performance venue for the BLO and other organizations that enrich life in our city and draw tourists from all over the world.</p> <p>As the English department chair at Boston Latin School, I can speak from direct experience of the importance to our students of a vital arts community in our city. A recent performance at our school by a trio of Italian opera singers drew a highly enthusiastic audience of our Italian students, representatives from the Italian consulate, BLS parents, and members of the larger Boston community. These eager students represent our future audiences, and they are thirsty for more opportunities to experience the arts.</p> <p>I urge you to honor the reputation of Boston as an artistic and academic mecca and to help secure the future of our arts organizations with a worthy home for the BLO and other performing groups. With an arts coordinator now on the mayor's staff, the possibilities are exciting if we continue to flourish and grow as a city that celebrates this crucial component of human achievement.</p>
3/27/2017	Kenneth Stalberg	Boston Lyric Opera	Belmont	MA	2478	<p>Dear BDPA,</p> <p>I am writing to urge you to insist on your mandate for a significant performing arts center in the Seaport Square</p>

					<p>development. This is a brilliant idea, and one that will benefit the entire city and region. As a member of the Boston Lyric Opera orchestra, I can tell you it's extremely frustrating not having a decent opera house in Boston. Shamefully, among major cities, we are unique in that regard!</p> <p>Because of the short-sighted and self-aggrandizing behavior of the Boch Center management, BLO is no longer able to call the Shubert Theater home. The Shubert was never a fine opera house, but it was better than the alternatives. We are being forced to play various smaller venues to continue our season, and next season as well. And the "Opera House," contrary to its name, is not an opera house, and in any case is not a practical long-term solution.</p> <p>Each season of opera produced by BLO provides employment for about 350 people, in many different occupations, and additional performing arts groups would increase this number. Also, all the businesses around an arts venue (restaurants, parking facilities, stores etc.) benefit from proximity to the venue.</p> <p>From my own travels, I know that people choose destinations for a number of reasons, but cultural opportunities are one of the biggest. Historical sites, museums, and the performing arts draw millions of people to places around the world. With a wonderful new opera house/performing arts center, Boston would increase its profile dramatically, and such a center would be a magnet for the Seaport District.</p> <p>Don't back down! Don't allow a developer to (yet again) change the terms of a proposal for his or her own financial benefit. Boston needs an opera house, and everyone benefits from its creation.</p>
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						Thank you, Ken Stalberg
3/27/2017	Barbara LaFitte	Berklee College/Boston Ballet	Boston	MA	2215	<p>A performing arts and cultural center is also an education center. Arts organizations all over the city reach out to hundreds of thousands of students each year and bring them into vibrant, creative atmospheres. Students who attend the arts are proven to remain arts patrons for the rest of their lives. And an interest in the arts helps foster student creativity, empathy for others, concentration, appreciation for a variety of creative skills, and more. A student that excels in the arts typically also excels in math, science, reading comprehension, and other key learning skills.</p> <p>The arts are essential to a vibrant neighborhood, especially a nascent one like the Seaport. A vibrant arts scene helps to build community and can help develop a civic profile and unique identity for a neighborhood.</p>
3/27/2017	Kathleen Lyon-Pingree	Boston Ballet	Bow	NH	3304	<p>A thriving arts community is vital to the health of any metropolitan area and add both economic and cultural benefits to both the residents and visitors.</p>
3/27/2017	Wynne Szeto	Boston Lyric Opera	Winchester	MA	1890	<p>I write in regard to the Seaport Square project. I believe it is critically important that the BPDA include in any approval of the WS Development proposal a binding commitment to the performing arts space at, or reasonably close to, the originally contemplated 200,000 to 260,00 square feet.</p> <p>I am a long-term supporter of, and currently a Director of, the Boston Lyric Opera. As widely reported in the local press, the BLO has been without a stable performance venue this year as a result of a failure to reach an agreement with our old venue. Simply put, it was too expensive, and too cumbersome and expensive to have to move sets and other material in and out of the space after each performance. The BLO, like the</p>

						<p>Boston Ballet and other organizations in Boston, need to have a performance venue that they can call home, where they can leave sets and props and other material during the run of the show. The same venue can be shared by multiple organizations.</p> <p>As the New York Times noted in a review of the BLO's production of In the Penal Colony in 2015, "Critic have written beseechingly about the need to build a real opera house in Boston. As Jeremy Eichler noted in The Boston Globe, 'Of the 10 largest cities in the country, [Boston] is the only one without a dedicated home for this art form.'...Strong work is being done here....If the city is to solidify its musical renown, it must give its artists the performance spaces they need to grow."</p>
3/27/2017	Katie Feldman		Watertown	MA	2572	<p>I absolutely think that this project should go ahead with the maximum store allowable - it's so important to have spaces for art and theater that enable access and social engagement in different neighborhoods. As an artist it's incredibly importantly to me to see that spaces for art and spaces that support artists are created.</p>
3/27/2017	Meghan Jacoby		Andover	MA	1810	<p>Hello,</p> <p>I am a professional musician in the Boston area and am writing today to show my support for a performing arts space in the Seaport Square development. As a flutist, I have performed for the past 13 years with many orchestras and chamber ensembles throughout Boston, including the Boston Lyric Opera. In one of our country's most creative and artistic cities, it is shocking that an opera house does not exist.</p> <p>The creation of a beautiful performance space would make the Seaport development an exciting destination and one that</p>

						<p>would draw a huge audience per performance, creating more revenue/business for all the other shops and restaurants that are in the works for the area.</p> <p>I hope to see the developers honor their original vision for this part of town. Thank you.</p> <p>Meghan Jacoby</p>
3/27/2017	Alexandra Conway		Boston	MA	2215	<p>Dear Mr. Gary Uter and the Seaport Square team at the Boston Planning and Development Agency.</p> <p>Boston deserves to have a world class Opera house that reflects the high quality cultural institutions in our city. Our opera company has struggled to maintain a high caliber of art despite substandard performance spaces and high rental costs. The Seaport district would benefit from an Institution such as the Opera which would drive jobs and bring patrons to local businesses. A world class performance space would also draw outside groups to the area and help Boston maintain a presence on the world stage. I hope you will consider any plans brought forward for an opera space as part of this development.</p> <p>Sincerely,</p> <p>Alex Conway Freelance Flutist and Educator</p>
3/27/2017	Jeila Irdmusa	Boston Lyric Opera	Brighton	MA	2135	<p>We need a space suitable for opera in Boston. The performing arts are the lifeblood of Boston, and we've been without a home for far too long. Please give our community an opera house.</p>

3/27/2017	Larry St. Clair	Boston Lyric Opera	Wellesley	MA	2481	The WS Development plan for Seaport Square is a great improvement, but it lacks a significant performing arts center. The prior plan had the foresight to include such a facility. A cultural focus will make Seaport Square a real addition to the city, instead of just a Legacy Place with lots of condos and offices. It is surprising, but nevertheless true, that none of Boston's current performing spaces are adequate for opera. A building that works for opera is terrific for ballet, theater, music and educational performances.
3/27/2017	Rebecca Miller	NEMPAC Opera Project	Boston	MA	2118	Not-for-profit arts organizations of all sizes can benefit from a proposed performing arts space under consideration by the City of Boston and the team behind the new Seaport Square Development. Let them know the arts are a crucial part of a vital neighborhood and you support preserving a performing arts center in the Seaport that could be a resource for arts, education, and not-for-profit groups across our community.
3/27/2017	Barry Boettger	musician- Lyric Opera of Boston	Westwood	MA	2090	I would like to add my support for a 200,000- 250,000 square foot performing arts center in the Seaport District. I believe it would provide up to 350 jobs in the performing arts- including stage hands. The hotels and restaurants in the area would also benefit from a large performing arts center. Thank you. Barry Boettger
3/27/2017	Linda Markarian		Boston	MA	2118	I am a fan of the arts and I buy tickets and visit many venues throughout the city: Paramount, Majestic, Opera House, Modern, Strand, Great Hall Codman Square, small art spaces along Dorchester Ave, BCA, Cyclorama, Calderwood, Wilbur, Huntington, Jordan Hall and BSO. If the show/happening seems interesting I will try to go. Boston could use another mid-sized venue (~1,000 seats), and another blackbox (~200 seats). The real dilemma is how to keep them affordable for the many interesting and varied theatrical troupes Boston is home to. We also desperately

						<p>need affordable rehearsal space, another vexing challenge for many groups.</p> <p>Thanks for your consideration.</p>
3/27/2017	Suzanne Read	Retired	Boston	MA	2116	<p>Boston desperately needs a suitable venue for Opera. Every other city of Boston's caliber has one. Boston has an excellent opera company, The Boston Lyric Opera and it has no home!! We need a home. A performing ArtsCenter would provide Boston with such a space, which could also be used by the many other dance, music, theatre groups in Boston.</p> <p>Please include this in any development for the Sea Port area.</p> <p>Thank you, Suzanne and Peter Read</p>
3/27/2017	Ellen Cabot		SOUTH HAMILTON	MA	1982	<p>Essential space, badly needed. We need a venue for the Boston Lyric Opera, and the Arts need ALL OUR SUPPORT!!</p>
3/27/2017	Donald Rankin	Boston Lyric Opera	West Roxbury	MA	2132	<p>I strongly encourage you to include a requirement for a performing arts component to this development. A facility in the 200,000-250,000 range would be a great addition to our fine city and is much needed. It will also be a real asset to the development overall and will draw visitors to the area that might otherwise not visit. Please don't let the developers talk you into downsizing it !</p>
3/27/2017	Jillian McGrath		Boston	MA	2113	<p>As a Boston resident taxpayer, I think it's incredibly important that the performing arts center remain as part of the Seaport Square development!! The development was approved with this dedicated space in mind! If developers can simply renegotiate the community impact spaces they commit to in their proposals once they've won the deal, we're in for big trouble as a city. I'm confounded that this is even being considered! If important spaces like this are not considered</p>

						high-priority by the City - the smart people who live and work in the city will start looking elsewhere for a sense of community and cultural advancement. With all of the urban complexes popping up in the suburbs, the city should be careful about alienating its important constituents. A vibrant arts scene helps to build community and can help develop a civic profile and unique identity for a neighborhood.
2/21/2017	Robert Lauricella	citizen	Watertown	MA	2472	Is there a report from the BRA/BPDA evaluating the pros and cons of the change from the earlier approved proposal. is this report available to the public.
2/21/2017	Martin Sokoloff	none	Brookline	MA	2445	<p>Having followed the evolution of the Seaport District, I appreciate the opportunity to offer comment. I would begin by noting that the organizational idea that brings some real benefits, a green pedestrian feature, of significance, is a noble one, and the buildings and park-lets, reap the benefit. On the level of its contribution to the District however, there has been no discussion of what the city is "not getting" as a result of the elimination of New Harbor Street as an integrated part of the District's Transportation Network.</p> <p>There has been no analysis put forward, and no commentary by Transportation Officials, on the long term loss to the city. As important as the Pedestrian Connector is, it does not replace the overall advantages of new streets and increased alternative routes. The FEIR for this project required an in-depth look at the effect of traffic on Silverline Operations at the time of this, the last phase of development. A serious look at the traffic network alternative with a functional street might reveal great benefit. Unfortunately, this proponent has placed his own gain over that of the public.</p> <p>I'm not aware of who will read these comments, so I will add that I am a retired Architect and Urban Designer, who has had</p>

						<p>long term experience with the District layout and its construction.</p> <p>Where is the discussion?</p>
2/22/2017	Ryan Wittig		Boston	MA	2210	<p>I am a Seaport resident (Waterside Place) and would like to continue living in this area for some time to come. I would like to voice my full support for the WS Development team. I think they are playing a vital role in creating this new neighborhood and I am really excited about the plans they have shared.</p> <p>The only negative chatter I have heard about this project is the shift from a larger performance center to a smaller performance center. Personally, although I value performing arts, but I much more highly value housing, retail and whatever else it takes to make this an economically viable project. I would much rather sacrifice a performance space to allow for more housing, parking and retail. We already have a two great performance spaces at the ICA and Blue Hills Pavilion. Given that the buildings cannot be that tall because of FAA regulations, density really needs to be maximized.</p> <p>Please fast track this project!</p> <p>Thank you</p>
2/25/2017	francis RUSSELL	self	s boston	MA	2127	<p>TOO DENSE were is the MARITIME USE AS STATED USE</p>

APPENDIX C
COMMENTS FROM THE IMPACT ADVISORY GROUP

March 25, 2017

Brian Golden, Director
Boston Planning and Development Agency
One City Hall Plaza, 9^h floor, Boston, MA 02127

Dear Director Golden:

This letter refers to the major improvements of Seaport Square, as described at the meeting on Wednesday, March 13, 2017

I am an appointed member of the Study group for the proposed Seaport Square development and along with my full support for the project I wish to call your attention to two comments I have.

One refers to a great suggestion, by fellow member Donna Brown, noting that she suggested a design-connection that would physically and culturally link the Seaport Square with the unique character of residential South Boston. She expressed it well at the meeting and I would like to explore with my thoughts on her observations.

I was born and raised in Southie lived here for the first 28 years of my life ... and have had the pleasure of moving back as a full time resident in the early 1990s. Donna is a longtime South Boston resident and needless to say we both have a love for the area. And we recognize and have pride in the special uniqueness of South Boston's character.

I am a professional artist ... and since its inception 14 years ago I have been the executive director of the South Boston Arts Association.

It would be interesting if a building (perhaps the general administration building) could carry through the design lines of ... say ... a three or four decker. Most in Southie have a certain look ... a combination of a solid workaday past and the care of a prideful present day homeowner.

The second thought I have concerns the very laudable plans for service jobs for South Boston residents.

And I rely on my experience as a former tenant from December 1, 2001 through 2005). at 300 Seaport Avenue ...directly across the avenue from the Seaport Hotel.

Just a few months after we opened the gallery ... the T shut down the bus program from South Boston and introduced the Silver Line. This 'new' service does not reach into South Boston residential community. It runs along Summer Street to First Street. As a result we lost all contact with our South Boston patrons.

The Seaport Square proposal that includes jobs for South Boston residents should make every effort to have a frequent and reliable transportation program to compliment the 'jobs' intention for the Seaport Square.

Thank you for the opportunity to serve.

Respectfully,

Dan McCole
516 East Second Street, South Boston, MA 02127



3/25/17

Mr. Gary Uter, Project Manager
Boston Planning and Development Agency
Boston City Hall
Boston, MA 02201

Re. Seaport Square Notice of Project Change (2017)

Dear Mr. Uter:

I live and work, nearby, in the Fort Point neighborhood. I am on the current IAG, was also on the initial IAG for the Seaport Square Master Plan. As a neighbor, I have passed through the area described in the NPC, and I am glad that it is finally being developed. The current NPC has many significant changes from previous plans, including increasing the project by approximately 1.3 million square feet. My comments/suggestions/recommendations will be primarily about the cultural aspects of the Seaport Square project, with some comments about housing and open space.

Cultural spaces: Cultural space in the Seaport Square project should be at least 250,000 square feet. I like the idea of a cultural corridor, as proposed in the master plan having Seaport Square link the Fort Point neighborhood and the BCEC with the waterfront and the ICA. There should be one large multi-use Art Center/Community Center, along with several smaller exhibition/performance/art spaces at different locations throughout the project. I also like the idea of outdoor programming, not instead of interior art spaces, but to complement what is happening in the buildings.

My preference is to have a large Art Center/Community Center space in the N block, or the N and P blocks (125,000-200,000 sq. ft.). It would include multi-use spaces for visual and performing arts- large and small performance spaces, exhibition spaces, meeting rooms/classrooms, spaces that can be adapted for different activities. The Center could be shared with different large and small organizations. It could be used by arts groups from around Boston, and could also have a local neighborhood arts component. Many events would attract people from all around the Boston area, making it a city-wide destination for arts, yet also have a local flavor that could distinguish it from other performance/exhibition venues. It could also be a place for residents of the Seaport and Fort Point to have other activities, even if they are not art related. It would be a place for local residents and workers to gather along with visitors from the BCEC and Boston. The programming would be for daily use, not just special evening performances. It could be a very active space.

I am concerned about the process discussed in the NPC. The selection process will likely produce only a few organizations in a few small spaces around the project. I am concerned that identifying, and selecting groups that might want to share spaces or be part of a larger Art Center, will be much harder to accomplish through this process. Also, I am concerned that any arts spaces may not appear to be as financially attractive as other retail uses, and may be a lower priority. I would like to see a much more open public process.

Housing: Office and residential space both increased in this new plan, compared with older plans. I would like to see the housing square footage in this plan, increase at the same rate as office space. All affordable housing should be on-site. Also, there should be approximately 100 units of affordable artists live-work units included in the N block.

Open Space: Removing the interior streets in L block is an improvement from previous plans. Harbor Way is better for pedestrians, except for the street crossings. I am concerned about the elimination of a large park for recreation and exercise. There will still be a need for more open

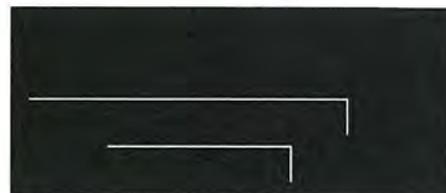
space and parks in the Seaport Square Project. There should be more active open space that is not directly adjacent to buildings and entrances. Spaces like Q Park, Harbor Square, and Seaport Common will not be enough in Seaport Square.

Conclusion: Seaport Square must be enhanced with more Cultural space, Housing, and Parks. I am looking forward to a new active, vibrant neighborhood.

George Vasquez
249 A Street
Boston, MA 02210

CAMERON SAWZIN, CELLIST

Mr. Gary Uter, Project Manager
Boston Planning and Development Agency Boston City
Hall
Boston, MA 02201



Re. Seaport Square Notice of Project Change (NPC, 2/7/17)

Dear Mr. Uter:

Enclosed are my comments as a Seaport AIG member re:

The Seaport Square notice of Project Change (NPC) of February 7, 2017.

As a professional musician who is been involved with New England and Boston nonprofits for 30 years, I know there is a critical need and *market* for a large performance venue in the Boston Area. There are many larger performing arts organizations such as the Boston Ballet, Boston Lyric Opera, as well as commercial interests such as Broadway in Boston that would present more events if there was an 80,000 square foot venue available. Operation of an arts center would cost approximately 700,000 1,000,000 per year and at least two thirds of the cost of running it could be taken care of by these organizations alone. A key component of the Arts Center would be to combine two 40,000 square foot lots. The space should be on the ground floor to lower operating costs. The Center could be designed to be broken up into smaller venues which could both be used concurrently by smaller arts and community groups. It would be useful to gather a list of larger performing arts organizations and have conversations with them to get an idea of interest and budget for the Arts Center.

Another aspect of the space would be an art gallery, and rehearsal and teaching spaces for the educational component of the Arts Center.

I teach a few days a week at the Munroe Center for the Arts in Lexington. At Munroe, there are several other organizations ArtSpan, the Dance in, Lexington Music School and the Lexington Players Theater group. All of these organizations pay rent to the Munroe, including the studio private teachers who have to teach and perform at a high level to be invited to join the Lexington Music School faculty.

It would be to the benefit of WS Development to consider this proposal because very desirable foot traffic could be brought to the restaurants and other Seaport venues, including the new residential projects. Having a major arts venue in the Seaport would be a huge selling point for the residents looking to buy these units and make them more desirable. These new residents would also support the Arts Center, send their children there for music education and attend arts events. Office and residential units could be on the upper floors of the Arts Center “Arts Row” or whatever catchy branding the residences would have. The Arts Center could be a logical part of the new vibrant and creative identity of the Seaport and continue all important community building so important to a new neighborhood.

There would have to be an endowment as a partner to help cover the cost of the project and I believe this would not be hard to create. We all know arts generate economic investment and jobs. Restaurant and retail workers, musicians, artists, technicians, engineers, construction workers and workers in countless supporting industries through Boston would benefit from a new center like this.

My other comments involve the loss of the Seaport Hill park, as the new proposal is too small for many of the activities families moving to the area would want available. The surrounding buildings are now much larger and Harbor Way is buried with large buildings all around it. We may not have the

room for the next Manhattan “High Line”, but I think we can do better. There are many new residences, coming to the Seaport, One Seaport Square, M Block, WaterMark, etc.) When these young residents have families, they will leave the Seaport if schools, parks and libraries are not there for their kids. I see this pattern in Fort Point already.

I am also concerned about the loss of any affordable housing in the district. We want a good cross section of residents in the Seaport, and many current long time Fort Point residents can no longer afford to live here. It’s great to help fund a Senior Center and other projects, but this has been a pattern for many years with affordable housing shunted off to other districts.

We have a huge opportunity here and a talented developer who is willing to listen to a very active and passionate community. As Jack Hart was fond of saying, “We only have one chance to get this right”

Sincerely,

Cameron Sawzin

3/26/2017

Mr. Gary Uter, Project Manager
Boston Planning and Development Agency Boston City Hall
Boston, MA 02201

Please accept the following comments regarding Seaport Square's Notice of Project Change.

As a member of the Impact Advisory Group (IAG) I would like to thank the South Boston elected officials for nominating me to serve on this group. I take this nomination and the related feedback seriously. As a 20+ year resident/homeowner in the South Boston Waterfront I have a vested interest in seeing the area and Seaport Square in particular, deliver upon the promises and agreements that have been made over the course of two decades and hundreds of community meetings.

I was particularly heartened when a local developer, who employs many people I've worked with and respect, bought the development rights to what I believe will be our last best chance to put a heart into the South Boston Waterfront.

I will keep my comments as concise as possible. But before I do, a few words on the current process as it relates to this NPC and the reconstituted IAG.

The IAG has only met once. The Notice of Project Change is over 600 pages. Names of the members of the IAG have not been shared even amongst the group. Suffice to say the process at this point has been lacking for a project of this size and importance. It is imperative that this development be done right, but as currently construed the IAG seems more like a rubber stamp than real outreach and opinion gathering from the community.

For the past decade promises and agreements have been cast aside - the can kicked down the road until alas it has no place else to go but into the harbor. WS Development have entered the picture at a time when both emotions and stakes are high due to the missed opportunities over the past several years. With that being said I believe we as a residents of the City of Boston deserve a better project than what has been put forward in this NPC.

Some highlights of the current NPC:

- A bridge that would have gone over Congress Street has been cut, replaced with stairs, resulting in a pedestrian only connection from Summer Street to Congress Street.
- A platform that would have served as a man made hill albeit with loading docks and other back of house uses below has been cut.
- An increase of 1.3 million square feet of development space has been proposed.

While some of the changes proposed, are in my opinion, positive for the community they are far and away more positive for the developer. The ability to cut construction costs while maximizing density is important to highlight as one would think that civic/community benefits would be maintained or increased in this scenario. That however is not the case. In fact, the following previously agreed upon civic/community benefits have been **CUT** from the plan:

- Seaport Square Park has been replaced by a thin linear hardscape “promenade” that will be cast in shadow due to the increase in building massing
- 200,000+ square feet for a performing arts center
- A branch library
- Innovation space
- Recreational pocket parks
- Sculpture garden
- Educational facilities
- Community exhibition space

Due to the above - mentioned cuts, I hope the City and the elected officials withhold support of the current proposed NPC. **I would ask that the elected officials call for the following:**

- The restoration of Seaport Square Park with special attention to building massing so that the park is not cast in shadow as currently proposed. Wind studies should also be performed so the reconstituted park is not a wind tunnel. Without this type of attention to detail the area will not be successful.
- The immediate conveyance of District Hall to the City of Boston to become the South Boston Waterfront Library and the picking up of operating costs and renovation costs for a mutually agreed upon time.
- The restoration of all cultural and civic commitments from the Seaport Square Project Notification Form (PNF, 2008) and the Seaport Square Draft Environmental Impact Report (PIR/DEIR, 2008).
- As currently put forward the NPC only includes apartments and offers no opportunity for homeownership. This is a serious issue because without a counter-weight of invested residents, the area will continue to be at the mercy of major stakeholders. WS Development will control ALL of the retail in the 23 acre Seaport Square area as well as all of the retail in the adjoining 3.5 acre M1 & M2 development. They will join other large corporations, the MCCA, the Federal Courthouse, and MassPort in shaping the South Boston Waterfront. To date we have seen what this has delivered. Boston is a city of neighborhoods and we have seen the positive impact of engaged residents time and time again.
- Lastly, transportation is of utmost importance and would frankly require a separate letter to address the concerns that the current NPC puts forth.

Thank you for the opportunity to comment on the Seaport Square's Notice of Project Change. As mentioned, Seaport Square represents our last great chance for a project to realize the incredible opportunity to add to this already world-class City. To accept less would be an opportunity squandered.

Respectfully,

Gary R. Godinho

437 D Street
Unit 2E
Boston, MA 02210



365 West Broadway
South Boston, MA 02127
617.268.9610
617.268.4813

March 27, 2017

Gary Uter

BPDA

City Hall, 9th Floor

Boston, MA 02110

Dear Mr. Uter:

Please accept this comment letter regarding the Seaport Square Project. The changes proposed by the developer offer significant public realm design improvements. While the original plan provided a large public open space, the change in grade made the space less accessible to the public than the new plan. The connection to Summer Street will provide a great opportunity for Seaport Square to become part of the existing South Boston neighborhood and will create a new link to the Waterfront.

As a member of the IAG, a neighborhood resident, and the Executive Director of South Boston Neighborhood Development Corporation, I have the following comments:

Affordable Housing: I strongly support the increase in residential units. With that increase in the total number of units, the developer should increase the percentage of affordable units to more than just 15%. All affordable units should stay in Seaport Square.

There are many neighborhood amenities still needed at Seaport Square and the South Boston Waterfront; including:

Transportation: make shuttles and ferries open to the public and cheaper

A Grocery Store is needed as soon as possible.

Civic/Community Space: The proposal includes many worthy ideas, but the development team needs to determine how to make them a reality. Residents, as well as members of the arts community, should continue to be involved in the planning of the uses of each building.

Make the Harbor Square space feel public, maybe adding a fountain or sculpture.

Community center with an arts focus and/or fitness programming: It should be a true community center for this new neighborhood, with very low-cost and free programs. Other Boston Community Centers provide youth and adult programs that include swimming lessons, exercise and sports, computer training, cooking, etc. At Seaport Square, the focus could be arts, with theater/performance space that is inexpensive.

The civic space should include a Library or additional public safety locations, such as Police/Fire stations.

General comments:

Cohesive design, more brick

More signage directing people to and within the South Boston Waterfront

More homeownership

Improve the management of the inconveniences of construction.

Mitigation funds transportation, public accommodation.

Plan for public uses during the winter months, so the space doesn't become deserted.

Thank you for this opportunity to comment on the Seaport Square project.

Sincerely,


Donna Brown

Executive Director



Project Comment Submission: Seaport Square

no-reply@boston.gov <no-reply@boston.gov>
To: BRAWebContent@cityofboston.gov, gary.uter@boston.gov

Mon, Mar 27, 2017 at 5:00 PM

CommentsSubmissionFormID: 1706

Form inserted: 3/27/2017 4:59:33 PM

Form updated: 3/27/2017 4:59:33 PM

Document Name: Seaport Square

Document Name Path: /Development/Development Projects/Seaport Square

Origin Page Url: /projects/development-projects/seaport-square

First Name: Linda

Last Name: Lukas

Organization:

Email: [REDACTED]

Street Address: 15 Sleeper Street

Address Line 2: Unit 502

City: Boston

State: MA

Phone: [REDACTED]

Zip: 02210

Comments: As a member of the Impact Advisory Group, I wish to thank you for the opportunity to submit my comments for Seaport Square. As a 20+ year resident and condominium owner at 15 Sleeper St, I am in overall favor of the Seaport Square project, with the following comments: * A CALL FOR MORE CONDOS. Of the designated 3.2 million sq.ft. residential units, I am hopeful that at least the majority would be condominium. Residential real estate owners have a 'stake in the ground' and tend to care more about the neighborhood than transient tenants. My understanding as of this writing is all of the units will be apartments. * A NEED FOR GREAT ARCHITECTURE. Accolades to WS Development for initially hiring a 'high design' team of NADAAA, James Corner Field Operations and Sasaki. So far, the existing architecture of new development in the Seaport is greatly disappointing. A huge missed opportunity. For a project of this size at 13 acres, I urge WS Development to ensure that the design teams adheres to the highest standards of design excellence. Perhaps consider hiring a firm to overview the designs. Kohn Pedersen Fox of NYC, the high design master plan architect hiring by John Hynes and WS Development a decade ago, could be such a firm. The neighborhood deserves it! * HARBOR WAY ~ A PROMENADE TO THE HARBOR. The existing 'wall' of badly designed mid-rise buildings is a barrier for access to the Boston Harbor waterfront. The one-third mile public promenade down a 24-foot grade change is a much welcomed access for neighborhood residents and visitors. I also ask WS Development to incorporate well-designed signage into the project to assist visitors in accessing the waterfront through the 'wall' of ugly buildings. * HIRE FORT POINT AND SEAPORT ARTISTS. I salute WS Development for taking advantage of the enormous artistic talent in the Fort Point Channel and Seaport, and incorporating their art into the project. * REDESIGNING SEAPORT BLVD'S MEDIAN. Thank you WS Development for redesigning the ugly concrete median strip! *

PMContact: gary.uter@boston.gov

APPENDIX D
EXAMPLES OF PUBLIC NOTICE

SAMPLE
PUBLIC NOTICE

The Boston Planning & Development Agency (BPDA), acting pursuant to Article 80 of the Boston Zoning Code, hereby gives notice that a Supplemental Impact Report (SIR) for Large Project Review has been received from

(Name of Applicant)

for _____

(Brief Description of Project)

proposed at _____.

(Location of Project)

The SIR may be reviewed or obtained at the Office of the Secretary of the BPDA Boston City Hall, Room 910, between 9:00 A.M. and 5:00 P.M., Monday through Friday, except legal holidays. Public comments on the SIR, including the comments of public agencies, should be transmitted to Gary Uter, Project Manager, Boston Planning & Development Agency, Boston City Hall, Boston, MA 02201, within forty-five (45) days of this notice or by _____. Approvals are requested of the BPDA pursuant to Article 80 for _____.

The BPDA in the Preliminary Adequacy Determination regarding the SIR may waive further review requirements pursuant to Section 80B-5.4(c)(iv), if after reviewing public comments, the BPDA finds that the _____ adequately describes the Proposed Project's impacts.

BOSTON PLANING & DEVELOPMENT AGENCY
Teresa Polhemus, Executive Director/Secretary

APPENDIX E
ACCESSIBILITY CHECKLIST

Article 80 – Accessibility Checklist

A requirement of the Boston Planning & Development Agency (BPDA) Article 80 Development Review Process

The Mayor's Commission for Persons with Disabilities strives to reduce architectural, procedural, attitudinal, and communication barriers that affect persons with disabilities in the City of Boston. In 2009, a Disability Advisory Board was appointed by the Mayor to work alongside the Commission in creating universal access throughout the city's built environment. The Disability Advisory Board is made up of 13 volunteer Boston residents with disabilities who have been tasked with representing the accessibility needs of their neighborhoods and increasing inclusion of people with disabilities.

In conformance with this directive, the BDPA has instituted this Accessibility Checklist as a tool to encourage developers to begin thinking about access and inclusion at the beginning of development projects, and strive to go beyond meeting only minimum MAAB / ADAAG compliance requirements. Instead, our goal is for developers to create ideal design for accessibility which will ensure that the built environment provides equitable experiences for all people, regardless of their abilities. As such, any project subject to Boston Zoning Article 80 Small or Large Project Review, including Institutional Master Plan modifications and updates, must complete this Accessibility Checklist thoroughly to provide specific detail about accessibility and inclusion, including descriptions, diagrams, and data.

For more information on compliance requirements, advancing best practices, and learning about progressive approaches to expand accessibility throughout Boston's built environment. Proponents are highly encouraged to meet with Commission staff, prior to filing.

Accessibility Analysis Information Sources:

1. Americans with Disabilities Act – 2010 ADA Standards for Accessible Design
http://www.ada.gov/2010ADASTandards_index.htm
2. Massachusetts Architectural Access Board 521 CMR
<http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/aab/aab-rules-and-regulations-pdf.html>
3. Massachusetts State Building Code 780 CMR
<http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/csl/building-codebbrs.html>
4. Massachusetts Office of Disability – Disabled Parking Regulations
<http://www.mass.gov/anf/docs/mod/hp-parking-regulations-summary-mod.pdf>
5. MBTA Fixed Route Accessible Transit Stations
http://www.mbta.com/riding_the_t/accessible_services/
6. City of Boston – Complete Street Guidelines
<http://bostoncompletestreets.org/>
7. City of Boston – Mayor's Commission for Persons with Disabilities Advisory Board
www.boston.gov/disability
8. City of Boston – Public Works Sidewalk Reconstruction Policy
http://www.cityofboston.gov/images_documents/sidewalk%20policy%200114_tcm3-41668.pdf
9. City of Boston – Public Improvement Commission Sidewalk Café Policy
http://www.cityofboston.gov/images_documents/Sidewalk_cafes_tcm3-1845.pdf

Glossary of Terms:

1. **Accessible Route** – A continuous and unobstructed path of travel that meets or exceeds the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 20
2. **Accessible Group 2 Units** – Residential units with additional floor space that meet or exceed the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 9.4
3. **Accessible Guestrooms** – Guestrooms with additional floor space, that meet or exceed the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 8.4
4. **Inclusionary Development Policy (IDP)** – Program run by the BPDA that preserves access to affordable housing opportunities, in the City. For more information visit: <http://www.bostonplans.org/housing/overview>
5. **Public Improvement Commission (PIC)** – The regulatory body in charge of managing the public right of way. For more information visit: <https://www.boston.gov/pic>
6. **Visibility** – A place's ability to be accessed and visited by persons with disabilities that cause functional limitations; where architectural barriers do not inhibit access to entrances/doors and bathrooms.

Article 80 | ACCESSIBILITY CHECKLIST

<p>1. Project Information: <i>If this is a multi-phased or multi-building project, fill out a separate Checklist for each phase/building.</i></p>			
Project Name:			
Primary Project Address:			
Total Number of Phases/Buildings:			
Primary Contact (Name / Title / Company / Email / Phone):			
Owner / Developer:			
Architect:			
Civil Engineer:			
Landscape Architect:			
Permitting:			
Construction Management:			
At what stage is the project at time of this questionnaire? Select below:			
	PNF / Expanded PNF Submitted	Draft / Final Project Impact Report Submitted	BPDA Board Approved
	BPDA Design Approved	Under Construction	Construction Completed:
Do you anticipate filing for any variances with the Massachusetts Architectural Access Board (MAAB)? <i>If yes</i> , identify and explain.			
<p>2. Building Classification and Description: <i>This section identifies preliminary construction information about the project including size and uses.</i></p>			
What are the dimensions of the project?			
Site Area:	SF	Building Area:	GSF
Building Height:	FT.	Number of Stories:	Flrs.
First Floor Elevation:		Is there below grade space:	Yes / No

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What is the Construction Type? (Select most appropriate type)				
	Wood Frame	Masonry	Steel Frame	Concrete
What are the principal building uses? (IBC definitions are below – select all appropriate that apply)				
	Residential – One - Three Unit	Residential - Multi-unit, Four +	Institutional	Educational
	Business	Mercantile	Factory	Hospitality
	Laboratory / Medical	Storage, Utility and Other		
List street-level uses of the building:				
<p>3. Assessment of Existing Infrastructure for Accessibility: <i>This section explores the proximity to accessible transit lines and institutions, such as (but not limited to) hospitals, elderly & disabled housing, and general neighborhood resources. Identify how the area surrounding the development is accessible for people with mobility impairments and analyze the existing condition of the accessible routes through sidewalk and pedestrian ramp reports.</i></p>				
Provide a description of the neighborhood where this development is located and its identifying topographical characteristics:				
List the surrounding accessible MBTA transit lines and their proximity to development site: commuter rail / subway stations, bus stops:				
List the surrounding institutions: hospitals, public housing, elderly and disabled housing developments, educational facilities, others:				
List the surrounding government buildings: libraries, community centers, recreational facilities, and other related facilities:				
<p>4. Surrounding Site Conditions – Existing: <i>This section identifies current condition of the sidewalks and pedestrian ramps at the development site.</i></p>				
Is the development site within a historic district? If yes , identify which district:				
Are there sidewalks and pedestrian ramps existing at the development site? If yes , list the existing sidewalk and pedestrian ramp dimensions, slopes, materials, and physical condition at the development site:				

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<p>Are the sidewalks and pedestrian ramps existing-to-remain? If yes, have they been verified as ADA / MAAB compliant (with yellow composite detectable warning surfaces, cast in concrete)? If yes, provide description and photos:</p>	
<p>5. Surrounding Site Conditions – Proposed</p> <p><i>This section identifies the proposed condition of the walkways and pedestrian ramps around the development site. Sidewalk width contributes to the degree of comfort walking along a street. Narrow sidewalks do not support lively pedestrian activity, and may create dangerous conditions that force people to walk in the street. Wider sidewalks allow people to walk side by side and pass each other comfortably walking alone, walking in pairs, or using a wheelchair.</i></p>	
<p>Are the proposed sidewalks consistent with the Boston Complete Street Guidelines? If yes, choose which Street Type was applied: Downtown Commercial, Downtown Mixed-use, Neighborhood Main, Connector, Residential, Industrial, Shared Street, Parkway, or Boulevard.</p>	
<p>What are the total dimensions and slopes of the proposed sidewalks? List the widths of the proposed zones: Frontage, Pedestrian and Furnishing Zone:</p>	
<p>List the proposed materials for each Zone. Will the proposed materials be on private property or will the proposed materials be on the City of Boston pedestrian right-of-way?</p>	
<p>Will sidewalk cafes or other furnishings be programmed for the pedestrian right-of-way? If yes, what are the proposed dimensions of the sidewalk café or furnishings and what will the remaining right-of-way clearance be?</p>	
<p>If the pedestrian right-of-way is on private property, will the proponent seek a pedestrian easement with the Public Improvement Commission (PIC)?</p>	

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<p>Will any portion of the Project be going through the PIC? If yes, identify PIC actions and provide details.</p>	
<p>6. Accessible Parking: <i>See Massachusetts Architectural Access Board Rules and Regulations 521 CMR Section 23.00 regarding accessible parking requirement counts and the Massachusetts Office of Disability – Disabled Parking Regulations.</i></p>	
<p>What is the total number of parking spaces provided at the development site? Will these be in a parking lot or garage?</p>	
<p>What is the total number of accessible spaces provided at the development site? How many of these are “Van Accessible” spaces with an 8 foot access aisle?</p>	
<p>Will any on-street accessible parking spaces be required? If yes, has the proponent contacted the Commission for Persons with Disabilities regarding this need?</p>	
<p>Where is the accessible visitor parking located?</p>	
<p>Has a drop-off area been identified? If yes, will it be accessible?</p>	
<p>7. Circulation and Accessible Routes: <i>The primary objective in designing smooth and continuous paths of travel is to create universal access to entryways and common spaces, which accommodates persons of all abilities and allows for visitability with neighbors.</i></p>	
<p>Describe accessibility at each entryway: Example: Flush Condition, Stairs, Ramp, Lift or Elevator:</p>	
<p>Are the accessible entrances and standard entrance integrated? If yes, describe. If no, what is the reason?</p>	

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<p><i>If project is subject to Large Project Review/Institutional Master Plan, describe the accessible routes way-finding / signage package.</i></p>	
<p>8. Accessible Units (Group 2) and Guestrooms: (If applicable) <i>In order to facilitate access to housing and hospitality, this section addresses the number of accessible units that are proposed for the development site that remove barriers to housing and hotel rooms.</i></p>	
<p>What is the total number of proposed housing units or hotel rooms for the development?</p>	
<p><i>If a residential development, how many units are for sale? How many are for rent? What is the breakdown of market value units vs. IDP (Inclusionary Development Policy) units?</i></p>	
<p><i>If a residential development, how many accessible Group 2 units are being proposed?</i></p>	
<p><i>If a residential development, how many accessible Group 2 units will also be IDP units? If none, describe reason.</i></p>	
<p><i>If a hospitality development, how many accessible units will feature a wheel-in shower? Will accessible equipment be provided as well? If yes, provide amount and location of equipment.</i></p>	
<p>Do standard units have architectural barriers that would prevent entry or use of common space for persons with mobility impairments? Example: stairs / thresholds at entry, step to balcony, others. <i>If yes, provide reason.</i></p>	
<p>Are there interior elevators, ramps or lifts located in the development for access around architectural barriers and/or to separate floors? <i>If yes, describe:</i></p>	

Article 80 | ACCESSIBILITY CHECKLIST

9. Community Impact:

Accessibility and inclusion extend past required compliance with building codes. Providing an overall scheme that allows full and equal participation of persons with disabilities makes the development an asset to the surrounding community.

<p>Is this project providing any funding or improvements to the surrounding neighborhood? Examples: adding extra street trees, building or refurbishing a local park, or supporting other community-based initiatives?</p>	
<p>What inclusion elements does this development provide for persons with disabilities in common social and open spaces? Example: Indoor seating and TVs in common rooms; outdoor seating and barbeque grills in yard. Will all of these spaces and features provide accessibility?</p>	
<p>Are any restrooms planned in common public spaces? If yes, will any be single-stall, ADA compliant and designated as “Family”/ “Companion” restrooms? If no, explain why not.</p>	
<p>Has the proponent reviewed the proposed plan with the City of Boston Disability Commissioner or with their Architectural Access staff? If yes, did they approve? If no, what were their comments?</p>	
<p>Has the proponent presented the proposed plan to the Disability Advisory Board at one of their monthly meetings? Did the Advisory Board vote to support this project? If no, what recommendations did the Advisory Board give to make this project more accessible?</p>	

Article 80 | ACCESSIBILITY CHECKLIST

10. Attachments

Include a list of all documents you are submitting with this Checklist. This may include drawings, diagrams, photos, or any other material that describes the accessible and inclusive elements of this project.

Provide a diagram of the accessible routes to and from the accessible parking lot/garage and drop-off areas to the development entry locations, including route distances.

Provide a diagram of the accessible route connections through the site, including distances.

Provide a diagram the accessible route to any roof decks or outdoor courtyard space? (if applicable)

Provide a plan and diagram of the accessible Group 2 units, including locations and route from accessible entry.

Provide any additional drawings, diagrams, photos, or any other material that describes the inclusive and accessible elements of this project.

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This completes the Article 80 Accessibility Checklist required for your project. Prior to and during the review process, Commission staff are able to provide technical assistance and design review, in order to help achieve ideal accessibility and to ensure that all buildings, sidewalks, parks, and open spaces are usable and welcoming to Boston's diverse residents and visitors, including those with physical, sensory, and other disabilities.

For questions or comments about this checklist, or for more information on best practices for improving accessibility and inclusion, visit www.boston.gov/disability, or our office:

The Mayor's Commission for Persons with Disabilities
1 City Hall Square, Room 967,
Boston MA 02201.

Architectural Access staff can be reached at:

accessibility@boston.gov | patricia.mendez@boston.gov | sarah.leung@boston.gov | 617-635-3682