

BOSTON REDEVELOPMENT AUTHORITY

**REQUEST FOR SUPPLEMENTAL INFORMATION
TREMONT CROSSING a/k/a PARCEL P-3
ROXBURY**

PROPOSED PROJECT: TREMONT CROSSING

PROJECT SITE: PARCEL P-3
TREMONT STREET
ROXBURY, MASSACHUSETTS

PROPONENT: P-3 PARTNERS, LLC
222 NEWBURY STREET, 4TH FLOOR
BOSTON, MA 02116

DATE: JANUARY 15, 2016

The Boston Redevelopment Authority (“BRA”) is issuing this Request for Supplemental Information in response to the following documentation submitted by P-3 Partners and as follow-up to several Working Sessions and review conducted with members of the P-3 Partners Team by BRA and other City of Boston staff.

Items submitted to the BRA include:

- Project Notification Form (“PNF”) which P-3 Partners, LLC filed for the Tremont Crossing Project on April 17, 2012;
- Draft Project Impact Report (“DPIR”) filed on August 13, 2013;
- Project Update Information provided on August 7, 2015; and
- Project Design/Site Plan Materials presented on December 28, 2015

Pursuant to Section 80B-5.3 of the Code, a scoping session was held on Thursday, May 10, 2012 with the City’s public agencies where the project was reviewed and discussed.

REGULATORY REVIEW: CITY OF BOSTON AGENCY COMMENTS

Comments provided herein reflect considerations and review by departments within the BRA and other City of Boston agencies.

Specifically, they are:

- BRA Planning
- BRA Community Economic Development
- BRA Transportation/Infrastructure Planning
- BRA Urban Design
- BRA Legal
- BRA Environmental Review
- Boston Transportation Department;
- Mayor's Commission for Persons with Disabilities

Additional comments have been solicited and will be received from:

- Boston Parks Department
- Mayor's Commission for Persons with Disabilities
- Boston Environment Department
- Boston Water and Sewer Commission

PUBLIC COMMENTS

- Public comments received by the BRA during the comment period will be provided and will require response by the development team
- As Parcel P-3 falls under the purview of the Roxbury Strategic Master Plan ("RSMP") and the Oversight Committee ("RSMPOC") and Project Review Committee ("PRC") serves as the Impact Advisory Group ("IAG") for the proposed project. Comments received by the BRA from the IAG will be provided and will also require full response by the development team.

PROJECT DESCRIPTION

Original Proposal – April 17, 2012

P-3 Partners LLC originally proposed project to included, 591,398 square feet of vertical retail space, 43,020 square feet of small ground floor retail space, an art and educational space comprised of 58,474 square feet, an office component consisting of 315,122 square feet, and an above ground parking structure containing 616,440 square feet, for a mixed-use project totaling approximately 1,624,454 square feet.

Recent Presentation of Revised Proposal – December 28, 2015

P-3 Partners LLC proposes to revise the original project to include, 385,000 square feet of vertical retail space, 43,020 square feet of small ground floor retail space, an art and educational space comprised of 30,000 square feet, an office component consisting of 300,000 square feet, hotel of 130,000 square feet, 315,000 square feet of residential as well as “student housing” of 360,000 square feet and an above ground parking structure containing 580,000 square feet, for a mixed-use project totaling approximately 2,143,020 square feet (“Proposed Revised Project”).

At this time the BRA has not approved the Proposed Revised Project.

I. REVIEW / SUBMISSION REQUIREMENTS

In addition to full-size scale drawings, 10 copies of a bound booklet containing all submission materials reduced to size 8-1/2” x 11”, except where otherwise specified, are required. The electronic copy should be submitted to the BRA via the following website: <https://attachments.bostonredevelopmentauthority.org/>.

The booklet should be printed on both sides of the page. In addition, an adequate number of copies must be available for community review. A copy of this Request for Additional Materials should be included in the booklet for review.

A. General Information

1. Applicant/Proponent Information

a. Development team

- (1) Names
 - (a) Developer (including description of development entity and principals)
 - (b) Attorney
 - (c) Project consultants and architects
 - (d) Evidence of current status of existing partnership and ownership interest
- (2) Business address, telephone number, FAX number and e-mail, where available for each
- (3) Designated contact for each

b. Legal Information

- (1) Legal judgments or actions pending concerning the Proposed Project
- (2) History of tax arrears on property owned in Boston by Applicant or affiliates
- (3) Nature and extent of any and all public easements into, through or surrounding the site.

B. Regulatory Controls and Permits

An updated listing of all anticipated permits or approvals required from other municipal, state or federal agencies, including a proposed application schedule shall be included in the Additional Materials.

C. Public Comments

The Supplemental Materials should include responses to any public comment and/or letters submitted to the BRA.

D. IAG/Project Review Committee Comments

The Supplemental Materials must include responses to the IAG/Project Review Committee comment and/or letters submitted to the BRA

II. BRA PLANNING

The comments of BRA Planning are incorporated herein by reference and made a part hereof. The Proponent is required to address all comments/questions included.

- The development team will want to more clearly articulate the benefits package associated with the Tremont Crossing (aside from naming the NCAAA/Cultural Center);
- The project's relationship to the Whittier Street development, Crescent Parcel and other district parcels in the context of the Choice Neighborhoods Initiative framework needs to be more clearly delineated;
- The project's responsiveness to the Roxbury Strategic Master Plan and the Parcel P-3 Request for Proposals ("RFP") through its programmatic uses needs to be more clearly defined;
- The development team needs to provide an explanation for the reduction in the size of the NCAAA/Cultural Center from approximately 58,474 square feet to 30,000 square feet. How does the corresponding increase in overall scope of the proposed project relate to the significant reduction in size of the NCAAA/Cultural Center;
- Provide an in-depth description of the Housing Program for the overall project including proposal for market-rate and affordable housing mix including information on proposed income/affordability levels, etc.);
- The proposed Tremont Crossing Project must not utilize land that is outside the boundaries of that which is associated with the tentative designation granted to P-3 Partners, LLC. This has implications for the proposed creation of South Drive which appears to utilize land currently utilized by Madison/O'Bryant School. The development team should revise its proposed street formation so that Madison/O'Bryant School land is not utilized. Otherwise it is required that the development team inquire with Boston Public Schools and obtain (1) recent evidence of its permission to utilize land as proposed and (2) evidence that BPS has secured proper authority from Boston City Council and Boston Public Facilities Commission accordingly to utilize said land.

III. BRA URBAN DESIGN

The comments of BRA Urban Design are incorporated herein by reference and made a part hereof. The Proponent is required to address the following comments.

- The overall development scope remains far too large in its massing and size; and that it is not in keeping with the neighborhood framework in which Parcel P-3 exists. The development team must continue working to reduce the size of the project scale. Suggestions for this include:
 - Eliminate the “super block” approach now exhibited;
 - Use more of a “neighborhood commercial block” scale;
 - Review examples for massing and design for other dense urban districts/streets (e.g. Fenway Project, Boylston Street) as a model for the approach and scale which would be more appropriate for this district
- The project site plan should be designed in coordination with approved projects which it abuts namely the Madison/Whittier Choice Neighborhood Residential Development with particular attention to the alignment of streets;
- Focus on neighborhood context and creating a balance and complementarity between vehicular and pedestrian experience will be a key component to enabling the project to achieve successful design. Related considerations and suggestions include:
 - Development should design the pedestrian and vehicular circulation to enhance the overall connectivity with the surrounding neighborhoods.
 - The Pedestrian Plaza should be revisited to be part of the extended neighborhood pedestrian network.
 - Any vehicular circulation should ensure a safe pedestrian environment, providing proper sidewalk and crosswalk design.
 - Development should recognize its visibility impact cross the school fields onto the neighborhoods near Shawmut Avenue and Washington Street.
- The project’s proposed Sequencing or Phasing Strategy needs to be developed and more clearly articulated.
- It remains the opinion of the Planning and Urban Design departments that the suggested relocation of the Stonybrook conduit and related sewer lines adds an undue financial burden to the project while creating a site that lends itself to the “super block” approach which is not deemed appropriate for the district. It is the strongly recommended that the development team present a project scheme that does not entail moving these utilities.

**IV. BOSTON TRANSPORTATION DEPARTMENT AND BRA
TRANSPORTATION/INFRASTRUCTURE PLANNING**

The comments of the Boston Transportation Department (“BTD”) and BRA Transportation/Infrastructure Planning are included. The Proponent is required to address all the following questions/comments:

- The prospect of a 1,600 car parking facility in the heart of the neighborhood district is a significant concern. In light of Parcel P-3’s proximity to public transportation options (e.g. Ruggles Station; Roxbury Crossing Station; MBTA bus routes along Tremont Street), it appears excessive to place such a large structure within the project, thus adding to the challenges of scope/massing alluded to earlier;
- The development team will need to revise the transportation and parking assumptions it has made and work with BTD to ensure that its proposal meets agency standards.;
- The development team must provide a comparison of the Project’s parking proposal with actual parking demand within a similarly proposed project in a dense urban neighborhood (e.g. the Target project in the Fenway) as well as other similar urban, transit oriented big box retail establishments;
- Describe the way in which each component of the development will utilize the parking proposed;
- The development team should consider engaging the expertise of its transportation consultant team to determine more creative and progressive transportation and parking scenarios. For example: incentives for transit use, priority parking for Zipcar users, special passenger pick up and drop off for cab, and/or shared ride users, and delivery services for customers;
- There should be no mid-block neckdowns or bumpouts;
- The proposed U-turn on Tremont Street is unacceptable;
- To facilitate the review of the Project in anticipation of Public Improvements Commission, the development team needs to provide significant analysis and articulation of its intentions for the use and location of streets (e.g. streets to be created; designation of streets as public or private). It is expected that any streets created will be designed and constructed to City of Boston standards.
- Provide analysis which justifies the creation of a portion of Whittier Street being converted to a 2-way.

- Relatedly, coordination of access for said streets with existing streets within and outside of the Project Site Plan will be necessary
- The infrastructure within and around Parcel P-3 does not support the size and scope of the Project which is being proposed. In the event that the public funds being sought to add infrastructure are not secured, an alternative plan for the site by this development team is warranted;
- Detailed drawings for the proposed South, East and West Drives are required;

V. BRA ENVIRONMENTAL REVIEW

The comments of the BRA Environmental Review Team are included. The Proponent is required to address all the following questions/comments:

- The current proposal, even if scaled down, will bring significantly greater impacts than originally envisioned and the project should take significant measures to reduce building and development related impacts. To that end, the project should pursue LEED Platinum or Gold for all buildings and commit to a minimum of LEED Silver Certification for all buildings.
- Additional Requirements for the current iteration of the proposal:
 - Sustainability Narrative and LEED Checklist - one specific for each building. For the parking garage itself ONLY a Sustainability Narrative is required;
 - Climate Change Checklist - one for the whole project is fine for now.
 - The project should include on-site clean and or renewable energy systems to the greatest extent possible and specifically plan for building mounted solar photovoltaic systems and natural gas fueled Combined Heat and Power Systems size to meet domestic hot water.
 - The project should assess utility and state energy efficiency program opportunities and engage utility representatives to determine how to maximize building performance.
 - If it has not done so already, the development team should see the [Boston Article 37 Green Building and Climate Resiliency Guidelines](#) web site for more detailed information and related documents and submit requested materials accordingly.

V. MAYOR'S COMMISSION FOR PERSONS WITH DISABILITIES

The comments of the Mayor's Commission for Persons with Disabilities are included. The Proponent is required to address all the following questions/comments:

- It is requirement of the City of Boston as of August 2014 that all development projects provide an Accessibility Checklist as part of the Article 80 process. If one has not been prepared, the development team should complete the documents provided in the Accessibility Guidelines <http://www.bostonredevelopmentauthority.org/planning/planning-initiatives/accessibility-guidelines-and-checklist> and submit for review by the Commission for additional comments