

May 6, 2013

Mr. John Fitzgerald  
Senior Project Manager  
Boston Redevelopment Authority  
One City Hall Square  
Boston, MA 02201

RE: Comments on the Fenway Point Project

Dear Mr. Fitzgerald:

Thank you for the opportunity to comment on the Fenway Point Project (“The Point”) proposed by Samuels & Associates. As you know, the Audubon Circle Neighborhood Association (ACNA), founded in 1982, is an all-volunteer association of residents, business people and institutions in Audubon Circle. This small “pocket neighborhood” is only 2 blocks from the proposed project site. Our neighborhood has three representatives on the IAG: Richard Ong, Patricia Johnson, and me (Alex Monreal). We are writing a joint comment.

Overall, we enthusiastically support the development of The Point. Given the examples of previous Samuels & Associates projects including Trilogy and 1330 Boylston, and how they have contributed to a renaissance of the Fenway and Audubon Circle neighborhoods, we look forward to having The Point serve as a true “Gateway” into Boston and the Fenway. In fact, some ACNA neighbors preferred the original “Gateway” design (reviewed at an ACNA Board meeting in Fall 2012) which presented as more interesting, sleek and “edgy”, standing apart from the surrounding architecture. Peter Sougarides of Samuels & Associates has demonstrated a sustained and genuine commitment to the neighborhood and to working with the ACNA Board on previous projects and we look forward to working with him and his team as this project gets underway.

In the interest of full disclosure and transparency, some ACNA Board members voiced concern regarding the suggestion that The Point does not need parking because existing, available parking at Trilogy would be sufficient. A building the size of The Point may attract residents with cars who may not want to pay to rent a parking space, but who may obtain Fenway/Kenmore parking permits and utilize street parking, exacerbating an already difficult resident parking situation.

Thank you again for the opportunity to comment on this major new project. We enthusiastically endorse and support the development of The Point and look forward to working with the BRA and Samuels & Associates as progress develops. A hard copy of this letter will follow.

Sincerely,

Mr. Alex Monreal, Board Member, ACNA  
Ms. Pat Johnson, Co-President, ACNA  
Mr. Richard Ong, Co-President, ACNA

Cc: Mr. Peter Sougarides, Samuels & Associates  
ACNA Board  
Councillor Michael Ross  
Councillor Stephen Murphy  
Councillor Felix Arroyo  
Councillor Ayanna Pressley  
Councillor John Connolly

Dolores Boogdanian  
452 Park Drive #16  
Boston MA 02215

May 10, 2013

Peter Meade, Director  
Boston Redevelopment Authority  
One City Hall Square  
Boston, MA 02201

RE: PNF on "The Point"  
Brookline Avenue and Boylston Street  
Boston

Dear Director Meade:

The proposed building at the intersection of Boylston Street and Brookline Avenue as currently designed by Fenway Venture Point Properties, LLC, is stunning; as in, the scale of the proposed building compared to what is there now and what has been the norm in this section of the Fenway is hard to believe. The proposed structure is certainly interesting, and creatively uses the unusual footprint. But it belongs somewhere in the financial district, or where skyscrapers find kindred structures, not on the edge of public open space, neighborhoods that are already vibrant (even before the development along Boylston Street or in the Longwood Medical Area), or where sight lines and an open sky are things one can still enjoy in the City. Why the BRA is bent on walling up every street in the City and turning them into dark wind tunnels is something I cannot understand, and the idea of "livable streets," "urban village," "walkable city," or "human scale" are merely phantoms, reminders of what was or could have been. The proposed building could be all it purports to be without being 22 stories tall –and taller, if one accounts for additional roof structures that will be installed.

The idea that either few people who live in the building will have cars or that those who do will park in the adjacent building – hence making additional parking unnecessary – is to ignore the fact that people in the city do have cars. And they like free parking. So, unless Fenway Ventures or its successor plans to offer free parking to its occupants, these new city residents will look for street parking. They will be entitled to City resident parking stickers in the Fenway-Kenmore Area, where available street parking is already – as in just about every other area of the City – extremely limited. So if the City really believes Fenway Ventures' claim that no new parking is needed, the only way to make sure the project doesn't create further demands on street parking is to make its residents INELIGIBLE for resident parking stickers. Otherwise the idea is merely foolish.

Rodent control is a real issue, and as a resident near current construction activities along the Muddy River and Park Drive can attest, it has gotten exponentially worse. But the building I live in has had to contact a private extermination company to deal with the problem, there being no evidence that whatever requirements the City is entitled to impose on the construction entity is either imposed or enforced. So, if anyone is serious about rodent control, these requirements must be put in place, and applied in an area well outside the immediate construction zone.

Mr. Peter Meade  
Page 2

The Construction Management Plan will hopefully be more instructive than the PNF's description of truck routes or vehicular traffic as being "from Boylston Street or Brookline Avenue." That is obvious. But how will construction vehicles get to the project site? I urge the City to limit use of the Park Drive extension (between the site and Beacon Street) by construction vehicles, as the bridge over the MBTA tracks at Fenway Station is not adequate for this type of load. Every passing truck of any weight makes the bridge bounce, and this is felt IN THE ADJACENT BUILDINGS. What constant movement may do to the roadway, the infrastructure or the abutting structures need not be tested if Park Drive is off limits.

There appears to be a lot more information needed to completely assess the impacts of the project, but the main point I wish to make is that the building can and should be shorter, as this in itself will reduce a number of negative impacts of such a large construction project. The BRA can do a better job of creating a truly enticing and lively residential area and "urban village" by making the scale of this and any other buildings in the area smaller and more intimate.

Thank you for your consideration of these comments.

Sincerely,

Dolores Boogdian



**Emerald Necklace**  
CONSERVANCY

The Emerald Necklace: Chosen as one of America's Top Ten Great Public Spaces for 2010  
– American Planning Association

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Boston Society of  
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Brookline Greenspace Alliance  
Emerald Necklace  
Greenway Project  
The Fenway Alliance  
Fenway Civic Association  
Fenway CDC  
Fenway Garden Society  
Franklin Park Coalition  
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Zoo New England  
Friends of Jamaica Pond  
Friends of Leverett Pond  
Friends of the Muddy River  
Garden Club Federation  
of Massachusetts  
Isabella Stewart Gardner  
Museum  
Jamaica Hills Association  
Jamaica Pond Association  
MASCO  
Museum of Fine Arts Boston

Boston Redevelopment Authority  
Attn: John Fitzgerald  
One City Hall Square  
Boston, MA 02201-1007

Re: Development at 1383 – 1395 Boylston St., The Fenway Point

May 2, 2013

Dear Mr. Fitzgerald:

We are writing to comment on the proposed development at 1383 – 1395 Boylston Street, Boston, known as The Fenway Point.

The Project Review Committee of the Emerald Necklace Conservancy met with the Samuels development team on February 28, 2013 to review the above project and submits our comments here. The Conservancy uses nine criteria by which we evaluate projects that abut the Emerald Necklace park system for potential impacts and benefits to the park. The criteria look at the consistency with Olmsted's vision of a green corridor and with the Emerald Necklace Master Plan, effects on the park user's experience and on access between and within parks, impacts to air and water quality, the creation of new noise and/or shadows, and the benefits provided to the park system. We also considered the effects of traffic and wind as they relate to the pedestrian experience adjacent to the building and between the building and the parkland.

We were encouraged by the conversation with the Samuels team and recognize a wonderful opportunity in this project to work collaboratively with the developer on a number of jointly advantageous issues. Parks access, the quality of the streetscape adjacent to the project, and improvements of the crossings to the parks from the project are all potential issues about which we hope to continue a conversation. We support the design of an iconic building as an entry point to Boston from points south of the city and find it an appropriate adjacency to one of Olmsted's iconic designs. The daylighting of the Muddy River will provide not only spectacular views from units of the proposed building but also new and accessible parkland to be enjoyed by the prospective tenants.

We appreciate the commitment that the Samuels team expressed to the area surrounding the project and look forward to seeing more detail of those elements as the design progresses. These included the following:

1. Planting of new trees and other mitigation measures to deal with turbulent wind around the “prow” of the building.
2. A commitment to work with us on improvements to the crossing points into the parks.
3. We note that the expanded sidewalk area at the “prow” eliminates the right turn currently available to traffic turning from Boylston St. onto Brookline Ave.

Thank you for the opportunity to comment on this project. We encourage recognition of the parks as an invaluable amenity to a project in this location and the importance of mitigating any negative impacts as a result of adjacent development.

Sincerely,

A handwritten signature in cursive script, appearing to read "Julie".

Julie Crockford  
President



# CITY OF BOSTON

## THE ENVIRONMENT DEPARTMENT

Boston City Hall, Room 805 • Boston, MA 02201 • 617/635-3850 • FAX: 617/635-3435

May 31, 2013

Peter Meade, Director  
Boston Redevelopment Authority  
Boston City Hall, Room 925  
Boston, MA 02201  
Attention: John FitzGerald, Senior Project Manager

Re: The Point, Boylston Street and Brookline Avenue, West Fenway  
Expanded Project Notification Form

Dear Director Meade:

The City of Boston Environment Department has reviewed the Expanded Project Notification Form (EPNF) filed by Fenway Venture Point Properties LLC (Proponent) and offers the following comments.

The project is a 22-story building with two floors of retail space and 320 residential units on the upper 19 floors.

### CITY OF BOSTON KEY PRIORITIES

- On-site alternative energy generation to the maximum extent possible or the use off-site green power
- Reduce energy intensity to the maximum extent possible
- Strive to achieve LEED Platinum status
- Conserve, maximize efficiency and reuse water to the greatest extent possible
- Seek innovative green attributes that exceed existing and required performance
- Due to the expected climate change-related increase in flooding and high temperatures, assess the vulnerability of the project from both the construction and operation perspectives and identify risk management measures
- Maximize Transportation Demand Management (TDM) opportunities for staff, hotel guests, residents and visitors
- Create a standard for sustainable building operations and maintenance

This department notes that the EPNF identifies the potential for on-site renewable energy, LEED Energy and Atmosphere Credit 2. We hope that this element will be part of the project. An effective generation and conservation package can be achieved with the addition of Enhanced Commissioning (EA c3), under consideration, and EA c5, Measurement and Verification.

The addition of attributes that will result in an exemplary green building can only add to the character of the gateway site and iconic structure. We suggest striving for such a building.

Our primary concern with the project is the wind that will be generated and, in some areas, the combined impacts of wind and shadow.

The shadow and wind Figures are not the same scale, making it difficult to assess the integrated effects on the pedestrian environment; detail is absent from the shadow Figures. We note that the location of the ramp on the North

side of Brookline Avenue that serves wheelchair users as well as pedestrians is not depicted on any of the Figures. The walls along the ramp and the stairs that meet the upper end of the ramp are frequently used as seating areas; the expected conditions in these areas are not clear.

The EPNF indicates that final design will include refinements such as landscaping, awnings and wind screens. We request that once these elements are identified and included on plans that we receive a copy with a description of the expected changes since the EPNF wind calculations.

Thank you for the opportunity to comment and for your consideration. We look forward to the additional information.

Sincerely,

A handwritten signature in dark ink, appearing to read "Maura T. Zlody". The signature is written in a cursive, flowing style.

Maura T. Zlody  
Senior Environmental Policy Analyst

cc: Brian Swett, Chief of Environment and Energy, City of Boston

The Point, EPNF, 5.13.doc/MTZ



70 BURBANK STREET  
BOSTON, MA02115  
617-267-4637  
[WWW.FENWAYCDC.ORG](http://WWW.FENWAYCDC.ORG)

May 10, 2013

John Fitzgerald  
Boston Redevelopment Authority  
One City Hall Square  
Boston, MA 02201

### **Comments on The Fenway Point Expanded PNF**

Dear John:

We submit this letter on behalf of the Fenway Community Development Corporation (FCDC), a 39-year-old, community-based organization that builds and preserves affordable housing and promotes projects that engage our full community in enhancing the neighborhood's diversity and vitality.

We reviewed the Project Notification Form for The Fenway Point against the FCDC's Urban Village Plan, a vision for the neighborhood as a smart-growth-oriented community that welcomes the broadest spectrum of residents.<sup>1</sup> The Fenway Point project is well-designed and will represent a significant improvement over the underutilized single-story building that currently occupies the site. We have concerns about the height of the building, however, and would like to see more details about how the project will meet Inclusionary Housing requirements.

Separate from the proposal itself, we are concerned with the expanded PNF process. Should the BRA decide to waive further review, as appears likely to be the case, we request that the proponent provide a response to the comments contained in this letter and other comments from the community. The normal Article 80 process would assure a response to the scoping determination, which typically incorporates comments from interested stakeholders. In its role as an honest broker, the BRA should provide a framework for assuring that the proponent can respond to community concerns.

We write in support of the project, given the following observations:

#### **Sufficient and Varied Housing Supply**

Unit Sizes: We appreciate the diversity of unit sizes contained in the proposal. With strong demand for housing in the Fenway from both students and young professionals, the availability of larger, family-sized units has decreased, posing obstacles for moderate- and low-income families who wish to remain in the Fenway. The inclusion of 2- and 3-bedroom units at this site will be a positive addition for families in the Fenway.

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<sup>1</sup> <http://www.fenwaycdc.org/programs/urban-village>



Affordable Housing: We want to emphasize our members’ strong desire to see on-site provision of affordable housing. Currently, the proponent has indicated that a portion of the required 20 percent Inclusionary Development Units will be provided on-site, and the rest of the affordability requirement will be satisfied by the creation of off-site units or an in-lieu payment into the citywide IDP fund. We understand details about the affordable housing agreement will be worked out with the BRA once the PDA is filed, but **before the project is approved, we request specific information on the number of on-site units proposed, and how the remainder of the units will be provided.**

This proponent has essentially received a density bonus for this project because it is situated on a “gateway parcel” and the proponent will also gain significant financial savings by not being required to build on-site parking (which we support for other reasons). We estimate savings from the parking component alone could easily run to \$12 million or more (assuming a BRA requirement of 0.75 spaces/unit and using the high end of the commonly assumed cost range of \$35,000–50,000 per stall). Applying this cost savings to on-site affordability should enable the proponent to increase the full complement of affordable housing built on-site. **For these reasons, we request development of the entire 20 percent of affordable units on-site. If the BRA is unwilling to require this, we expect it to work with us to assure that the portion developed off-site is developed *in the Fenway and not elsewhere in the city.***

As market-rate development continues in the Fenway, the percentage of the neighborhood’s housing that is affordable has decreased from 17 percent to 14 percent in the last four years. According to our analysis, while the City has “urged” development of on-site inclusionary units, **in the Fenway the average percentage of on-site inclusionary units in new development since 2006 has reached only 6 percent.**<sup>2</sup> We cannot overemphasize the importance of developing these units either in the project or elsewhere in the Fenway. A project of this magnitude has the potential to serve as a model for future projects and set a precedent for affordability.

### **Urban Design, Pedestrian Environment, and Neighborhood Context**

The proposed project represents a significant improvement over the current building, which under no definition represents the highest and best use of the parcel at the corner of Brookline Avenue and Boylston Street. The architectural design appears very strong and reflects the depth of thought given to designing an elegant structure on this unusual site. We endorse the proposed improvements to the public realm, including the pedestrian-friendly alleyway between the project site and the Trilogy building. The addition of outdoor seating will add more vibrancy to this corridor. The pedestrian realm in this area will benefit from these thoughtful and innovative design elements.

We understand that this parcel is situated in a Gateway Development Area Overlay District, allowing heights of up to 250 feet. While this is the as-of-right zoning for the entire parcel, it is nearly 100 feet taller than any other building in the area, and many residents and business owners have expressed concern over the impact a building this tall will have on the neighborhood. We cannot, of course, undo the zoning for this site, but certain design gestures would make the building fit more respectfully into the surrounding urban fabric. At the proponent’s presentation of the project last year, our Urban Village Committee suggested that **the height could step down toward the rear of the site to more closely match the prevailing cornice line along Boylston Street.** We continue to feel this gesture would create a better transition to the surrounding context and urge the BRA and the proponent to consider it carefully.

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<sup>2</sup> Fenway CDC Data, 2012. This figure was derived from BRA data on the number of market-rate and on-site inclusionary development units proposed at the time of project approval.

## Environmental Sustainability and Transportation

The proposed LEED certifiability represents an important component of the project, although we would prefer to see actual certification and commissioning studies to fine-tune the building's operations for maximum energy efficiency once it begins operating. We applaud the green roof and the related proposal for rainwater harvesting and reuse. We hope future developments in the neighborhood will follow Samuels and Associate's lead on these particular measures.

As noted earlier, we support the plan not to include any additional parking on-site. We support any measures to discourage auto usage and ownership in the neighborhood—particularly for a site that sits on six bus lines and within a 10-minute walk of three rapid-transit lines. We would very much like to see the proponent introduce incentives for tenants to use alternate modes of transportation, such as subsidized T-passes, subsidized Hubway memberships, state-of-the-art bike facilities, and additional car-share spaces in the Trilogy garage. These measures will help ensure that the lack of parking spaces does not increase congestion in the neighborhood.

We have concerns about the loss of the right-hand-turn lane and cutout from Boylston Street onto Brookline Avenue. This could cause traffic impacts that the PNF does not fully address. We request that this alteration be studied more thoroughly and that alternative solutions be explored with resident input.

## Construction impacts

Construction of this project will create noise, dust, and air-quality impacts on nearby residents and businesses, and it may cause traffic problems, especially during Red Sox games. Given the nearby construction on at 1325 Boylston Street and the Muddy River Restoration Project, this area will be severely affected by yet another construction site. We ask that Samuels and Associates take all necessary measures to reduce potential negative impacts and to develop a detailed construction-management plan with community input. Once construction begins, we would like to see reliable communication with the community, as Samuels and Associates has done in the past, including notification of construction progress, schedules, changes, or delays, as well as institution of a website or hotline to which abutters can report construction-related problems.

## Community Input

Response to Comments: Our primary concern with Article 80 for this project is the condensed public process associated with the Expanded PNF, especially if the BRA waives further review of the project. We have a responsibility to hear and convey the concerns of the community. This is by far the largest development project in the neighborhood, and for this reason it deserves exceptional scrutiny and should afford sufficient opportunity for feedback from the residents it will affect. We understand the appeal of the Expanded PNF—it offers time and financial savings. Nevertheless, for a development of this size and impact, the BRA should guarantee that community input actually influences project plans.

We expressed our concerns about Expanded PNFs in a letter to Peter Meade on March 15, and we wish to underscore that our concern lies with the Expanded PNF practice in general, and not this project or developer. Samuels has very been responsive to community concerns in the past, but because the Expanded PNF process diminishes public input, we want to feel confident that concrete measures will be in place to continue to make that responsiveness possible. **For this reason, should the BRA decide to waive further review, we request a "Response to Comments" from the proponent after the close of the public comment period in May.**

Zoning and Planned Development Area: We would like the BRA to provide further clarification on the zoning and PDA review process. Our understanding of the Article 80 Process suggests that a PDA must be reviewed either prior to or simultaneous with the project review. In this case, however, the project will undergo Large Project Review before the PDA zoning for the site has been approved. This leads us to believe that the BRA already intends to approve the PDA, and that public comment for the upcoming PDA amounts to a mere formality. **We request an explanation of the process from the BRA, and if there are concerns with the PDA from the community, we would like an additional Response to Comments about the PDA.**

Thank you for considering our concerns. We look forward to working with the BRA and Samuels and Associates to move the project forward in a way that addresses these community issues.

Sincerely,



Manuel Delgado  
Chair, Urban Village Committee



Dharmena Downey  
Executive Director, Fenway CDC

cc: Senator William Brownsberger; Senator Sonia Chang-Diaz; Representative Gloria Fox;  
Representative Byron Rushing; City Councilor Mike Ross; City Councilor Tito Jackson



Thomas M. Menino  
Mayor

## Article 37 Interagency Green Building Committee

March 26, 2013

Steven Samuels  
Samuels Associates  
333 Newbury Street  
Boston, MA 02115

Re: The Point, Brookline Avenue and Boylston Street- Article 37, Boston Zoning Code

Dear Mr. Samuels:

The Boston Interagency Green Building Committee (IGBC) has reviewed your February 15, 2013 Expanded Project Notification Form (Expanded PNF) and LEED checklist for compliance with Boston Zoning Article 37 Green Building.

The LEED Checklist shows the intent to earn 45 points. Due in part to the normal complexities of construction, the IGBC has found projects tend to earn fewer points at completion than planned and that a buffer is necessary for assuring compliance with Article 37. As 40 points is the minimum requirement for a certifiable project, the project design and green building strategies are a concern and IGBC advises revising them as the project moves forward.

The submitted LEED checklist shows the following deficiencies:

- The number of points earned from Energy and Atmosphere (EA) Credit 1, Optimize Energy Performance, is one (1). This represents an increase of 8 percent in the level of energy performance beyond the prerequisite standard. As the Stretch Energy Code, adopted by the City of Boston, requires a 20 percent increase, EA Credit 1 must be revised. However, the IGBC advises going above the 20% requirements by the Stretch Energy Code. The IGBC recognizing that your project committed to 23% above code in the narrative and would like to see that reflected in the checklist.

Please provide further explanation on the following credits:

- TDM plan (Boston Modern Mobility) and Building Downsizing in Innovation and Design Process

The IGBC is working under the direction of Mayor Thomas M. Menino as part of his plan to reduce Boston's GHG emissions by 25 percent by 2020 and 80 percent by 2050. Constructing an exemplary green building will maximize the project's value to the Proponent, residents and retail/restaurant patrons.

The IGBC strongly advises your project to pursue the following credits and related strategies to improve the building performance and meet Mayor Menino's sustainability goals.

- As the Stretch Energy Code, adopted by the City of Boston, requires a 20% increase over the base energy code, the IGC advises going well above 5 credits for Optimize Energy Performance in Energy and Atmosphere
- Water Use Reduction and Innovative Wastewater Technologies in Water Efficiency
- On-Site Renewable Energy, Enhanced Commissioning, Measurement and Verification and Green Power in Energy and Atmosphere.
- Outdoor Air Delivery Monitoring in Indoor Environmental Quality due to the level of traffic in the project area.
- Heat Island Effect – Roof in Sustainable Sites

IGBC looks forward to your project revisions. Please contact us through your Project Manager if you have any further questions.

Sincerely,  
Article 37 Interagency Green Building Committee



MEDICAL ACADEMIC AND SCIENTIFIC COMMUNITY ORGANIZATION, INC.

People / Places / Plans / Future

May 2, 2013

**Member Institutions**

- Beth Israel Deaconess Medical Center
- Boston Children's Hospital
- Brigham and Women's Hospital
- Dana-Farber Cancer Institute
- Emmanuel College
- Harvard Medical School
- Harvard School of Dental Medicine
- Harvard School of Public Health
- Isabella Stewart Gardner Museum
- Joslin Diabetes Center
- Judge Baker Children's Center
- Massachusetts College of Art and Design
- Massachusetts College of Pharmacy and Health Sciences
- Massachusetts Department of Mental Health
- Simmons College
- Temple Israel
- Wentworth Institute of Technology
- Wheelock College
- The Winsor School

**Associate Members**

- Blue Cross Blue Shield of Massachusetts
- Harvard Vanguard Medical Associates
- Merck Research Laboratories

John FitzGerald  
 Senior Project Manager  
 Boston Redevelopment Authority, 9<sup>th</sup> Floor  
 One City Hall Square  
 Boston, MA 02201

RE: The Point

Dear Mr. FitzGerald,

The proposed project, at a gateway to both the West Fens and Longwood Medical and Academic Area, is thoughtfully designed. The developer is to be commended for trying to create a new 'landmark' whose height and mass doesn't overwhelm pedestrians, the historic park system or the adjacent neighborhoods, by carefully setting back taller building masses from a three story base building and streetwall. Vertical components of the façade in a sawtooth pattern will serve to effectively break down the visual mass of the building and differentiate between retail and housing uses. The site plan will significantly improve conditions over existing conditions along both Brookline Ave. and Boylston Street by: widening sidewalks, adding landscaping and street trees, replacing an unsightly parking and loading area on Boylston St. that creates uncomfortable grade and other issues for pedestrians, and by installing seating in a sidewalk café area.

We are supportive of the project and have met with representatives of Samuels and Associates to discuss several concerns:


- 1) The wind analysis shows that the project will mitigate several existing areas of uncomfortable wind, specifically two spots in the Sears Rotary Emerald Necklace park, and one dangerous area (at the "point"), however there will continue to be areas rated uncomfortable: at the bus stop on Brookline Ave. at the site, a new area across the street on the Landmark Center sidewalk, and an existing area crossing the "point" on the Boylston Street side to the gas station. These are all heavily used pedestrian areas now and more use is anticipated in the future. We understand that the developer is continuing to look at appropriate wind mitigation – either vegetative matter or building architectural approaches. Mitigation at the bus stop might include an exploration of sheltering options along the building façade. We

suggest that any trees planted here be species particularly resilient to wind, desiccation and scorch.

- 2) The project accommodates many loading activities off-street and further designates an on-street loading zone on Brookline Ave. for larger trucks that cannot access the off-street docks. These plans will reduce potential conflicts between loading vehicles and vehicle flows on Brookline Ave. and especially on Boylston Street where uses are currently serviced by vehicles parking perpendicular, across the sidewalk. It will be important to ensure that the on-street loading zone is utilized and managed by the developer in a way that does not conflict with the curbside MBTA stop, where public and private buses pick-up and drop passengers, or impact Brookline Avenue traffic. Time of day limitations to ensure that the majority of trucks occur well out of peak periods (7-9 AM; 3:30– 6:00 PM) would help to address some potential issues.
  
- 3) The geometry of the “point” will be changed, to extend the point and remove the right turn cut at the pedestrian island on Boylston St. outbound to Brookline Ave. inbound. We are supportive of the improvements that will result for pedestrians as a result of extending the pedestrian plaza at this location and removing the island. On the other hand we are very concerned that the final radius not be designed to be so acute as to make it impossible for cars or trucks to make the turn around the reconfigured “point” in the future. The alley will be accessed off of Brookline Avenue and onto Boylston Street with a right only exit, which makes sense to ameliorate impacts on Boylston Street by prohibiting left turns. By forcing trucks to exit by a right turn, any geometry that complicates right turns at the “point” would cause more trucks to potentially have to use the section of Brookline Avenue into the Longwood Medical and Academic Area as well as perhaps Longwood Avenue. These corridors are already overburdened because of the limitations to truck and bus travel on nearby roadways.

Thank you for the opportunity to comment. Samuels and Associates is a thoughtful developer and a good neighbor. We support approval of their project with the successful resolution of these items.

Sincerely,



Sarah J. Hamilton  
Vice President,  
Area Planning and Development



# BOSTON

Thomas M. Menino, Mayor

March 29, 2013

Mr. Brian Golden  
Boston Redevelopment Authority  
City Hall, Ninth Floor  
Boston, MA 02201

**RE: The Point – Expanded Project Notification Form Comments  
Fenway**

Dear Mr. Golden,

The Boston Parks and Recreation Department is responding herewith to the Expanded Project Notification Form issued for the mixed-use project at 176-200 Brookline Avenue and 1383-1395 Boylston Street in Boston.

It's clear from the 1959 Takings Plan (see attached) that DCR owns the right of way immediately adjacent to the project area on both Brookline Avenue and Boylston Street. The project team should confirm the precise limits of the *parkway* with DCR to ensure that the project is in compliance with the height restrictions adjacent to parkways.

The Boston Parks Commission will review the project in accordance to City Ordinance 7-4.11, with particular attention to the treatment of the ground-level open space areas and proposed streetscape improvements as well as any project impacts to the adjacent parkland.

Please contact this Department with any questions.

Regards,



Liza Meyer, ASLA  
Chief Landscape Architect  
Boston Parks and Recreation

CC: Antonia M. Pollak, Commissioner, Boston Parks and Recreation Department  
John Fitzgerald, Boston Redevelopment Authority

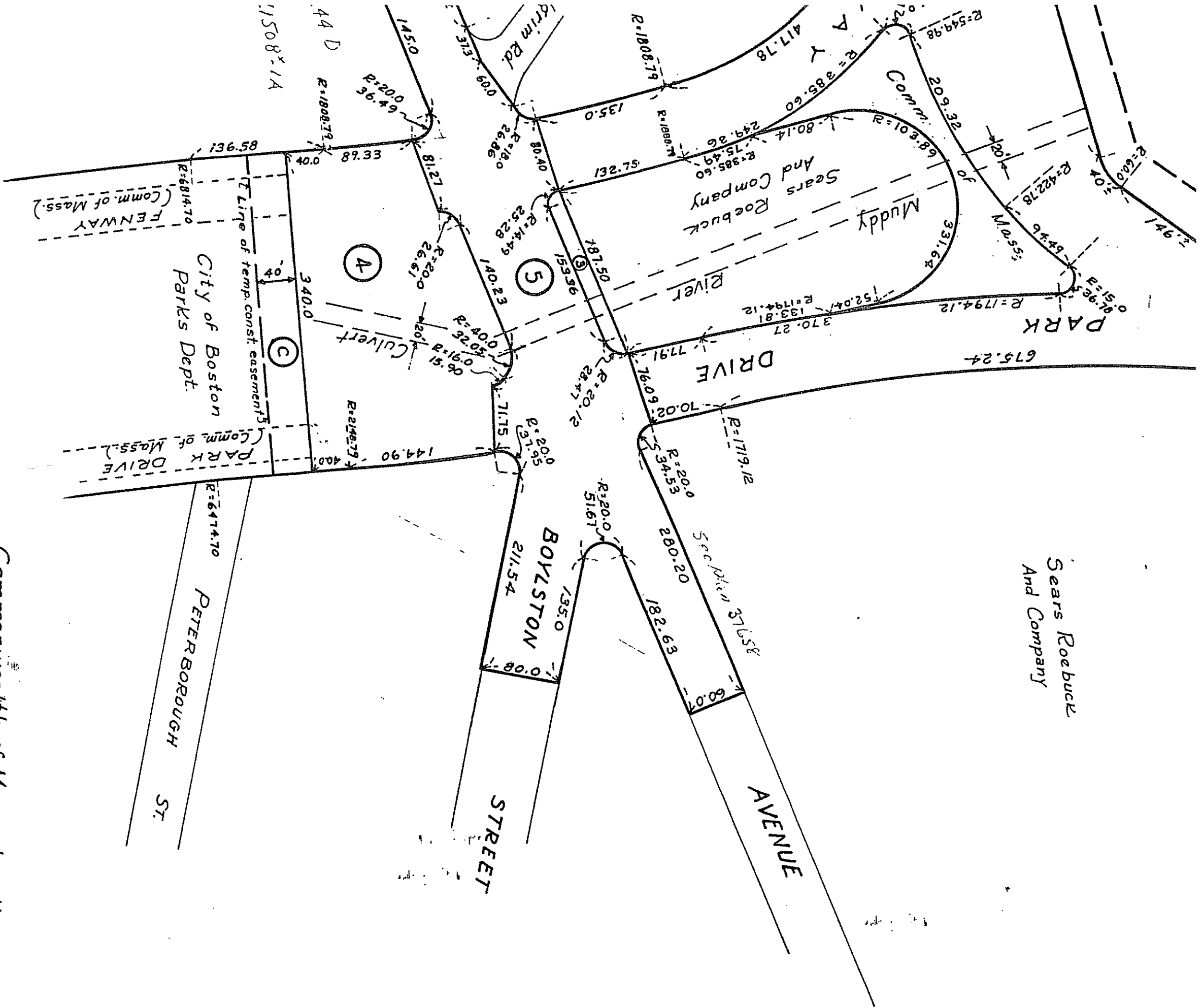


**Boston Parks and Recreation Department**

Antonia M. Pollak, Commissioner

1010 Massachusetts Avenue, Boston MA 02118/ 617.635.4505





Sears Roebuck  
And Company

Commonwealth of Massachusetts  
METROPOLITAN DISTRICT COMMISSION  
Parks Division

**RIVERWAY - PARK DRIVE - FENWAY**  
BOSTON

Plan of Taking From  
City of Boston Parks Department and  
City of Boston Department of Public Works

Scale 1"=100'

February 25, 1959

*Benjamin W. Fink* Director of Park Engineering

37657 V.T.

1290

May 6, 2013

John Fitzgerald, Senior Project Manager  
Boston Redevelopment Authority  
One City Hall Square  
Boston, MA 02201

Reference: The Fenway Point  
Project Notification Form

Dear Mr. Fitzgerald

Thank you for the opportunity to comment on the proposed Fenway Point project PNF Dated February 15, 2013

The Public Works Department (PWD) has reviewed the document and has the following comments:

1. During the scoping session the project proponent commented that the private way between Fenway Point and Trilogy will be constructed as with a level surface and have the appearance of a pedestrian way. We recommend that there still be a clearly marked accessible pedestrian path of travel along the building edge so that there is a refuge available for when the ally is active with vehicular traffic.
2. Any specialty pavers or porous type sidewalk treatments within the City Right of Way shall first be approved by the Engineering Section of the Public Works Department.

In addition to the above comments the Project Proponent shall follow PWD's Standard Policy and Procedures for the Construction of Article 80 (Large Project and Small Project Reviews) Projects in the City of Boston which is currently being updated. Attached is a draft copy.

The PWD looks forward to working with the proponents of the Fenway Point and the BRA to ensure successful review and approval. If you have any comments please do not hesitate to contact the Public Works Department.

Very Truly Yours,  
**Public Works Department**



William R. Egan, PE  
Chief Civil Engineer

attachments

cc: Para Jaysinghe, PE, City Engineer



**PUBLIC WORKS DEPARTMENT** / Boston City Hall / City Hall Square 02201  
Joanne P. Massaro, Commissioner of Public Works  
617-635-4900 Fax 617-635-7499



# City of Boston Public Works Department

## Standard Policy and Procedures for the Construction of Article 80 (Large Project and Small Project Reviews) Projects in the City of Boston

October 2011

The following policies and procedures shall act as a guide for proponents of private development projects (Article 80) in the City of Boston.

### Sidewalk Construction

- Americans with Disabilities Act (ADA) compliance; all new construction in the city is required to meet the latest standards of the (ADA). The primary standards/specifications that the City of Boston designs to with respect to the public realm are CMR 521 and the proposed Accessibility guidelines for Pedestrian Facilities in the Public Right of Way, July 26, 2011. Other comments or questions regarding ADA accessibility issues can be addressed to the City's Commissioner for Persons with Disabilities (617)-635-3682.
- Pavers; In general, the city constructs sidewalks with concrete and does not use any pavers or bricks on local or collector roads outside of historic districts. If a developer is proposing to construct a new sidewalk in front of their development with pavers then the material itself shall be approved by the City of Boston Persons with Disabilities and the City's Public Improvement Commission. When proposing a public way that is not constructed with concrete, both the City's Disability Commission and the Public Works Department shall approve that alternative.
- Bricks; Brick pavers may only be used in the City's historic districts when the sidewalk, prior to construction of a particular development, has a brick sidewalk. The only type of brick that the City accepts are wire cut brick pavers (Endicott, Medium Ironspot, No. 46 or Pine Hall, Traditional Edge Paver, Pathway Full Range South Carolina or an approved equal). The use of brick where
- Concrete Sidewalks; The city uses a standard 4,000 psi mix for concrete sidewalks. Sidewalks are to be raked finished with 3/8 inch toweled joints. New sidewalks are to be 6 inches thick and are to be placed on a bed of 6 inches of compacted gravel.
- Pedestrian Ramps; Construction of Pedestrian Ramps shall be based on CMR 521. If a new ramp is constructed to replace an existing ramp, then the receiving ramp across the street shall be reconstructed if it does not meet the latest CMR 521 guidelines.
- Curb cuts; New curb cuts shall be approved by the City's Public Improvement Commission.

**Standard Policy and Procedures for Article 80 Projects in the City of Boston  
October 2011**

- Trees: All trees species shall be approved by the Parks Department. Tree pits shall be designed to allow for maximum water filtration and route saturation. If the tree roots do not get sufficient water then the roots rise to the ground surface and push up/warp the sidewalk.
- Bike racks and street furniture: All bike racks, benches or other street furniture shall be approved by the City's Public Improvement Commission. Street furniture shall be placed along the curb line. For sidewalks with width's that are greater than 10 feet street furniture shall be placed along the back of sidewalk. When determining the location of street furniture, keep in mind that a consistent/straight 4 foot path of travel shall be maintained along the entire length of the sidewalk.

**Roadway and Street Maintenance**

- Maintenance and care of roadway during construction: For development projects under construction, the developer shall ensure that the roadway adjacent to the construction site is maintained in such a manor that the roadway surface shall be drivable. Any potholes and ruts that are the result of construction vehicles shall be patched as soon as practicable.
- Street sweeping: During construction, particularly during the excavation and foundation installation stages, trucks leaving the site shall be hosed down to prevent dirt and construction remnants from being tracked onto the street. The developer shall ensure that material, dropped or tracked onto the street shall be swept off of the street with a street sweeper.
- Final condition: Upon completion of the project the developer shall ensure that the sidewalks and road adjacent to the construction project a restored to the same or better condition as the city's road and sidewalk assets were prior to construction.
- Utility work: Trench excavation in the street or sidewalk shall be fully supported and designed in accordance with AASHTO Guidelines. Backfilling of all trenches shall be done in accordance with the "Rules and Specifications for Excavation Activity in the City of Boston. Public Works has a 100% haul away policy for all excavated materials. All backfill shall be clean, well graded fill compacted to ASTM T-120.
- Construction – No construction work such as pre assembly of building elements shall be done outside the fenced in limits of the project site without prior approval of the Public Works Department or the Boston Transportation Department.

**Dewatering during construction**

- For any project that requires dewatering during construction, the developer shall prepare a dewatering plan which shall be reviewed by the Boston Groundwater Trust (bgwt.org). The plan shall show the methodology for

dewatering, steps taken to limit drawdown of the water table outside of the construction area and the groundwater methodology.

### **Effects of Support of Excavation during Construction on City Streets**

- When support of excavation is required to allow for the construction of a foundation it shall be designed for minimal deflection or disruption to the soil it is laterally supporting. If cracks or settlement of the adjacent roadway occurs during construction the project proponent will be responsible for reconstructing the roadway to its original condition. If it is determined by the City Engineer that extensive settlement and cracking of the roadway has occurred the proponent may be required to fully reconstruct the roadway and sub-base and compact the underlying soil.

### **Crane Use on City Streets**

- Portable cranes brought to the site that are placed in the street for the purpose of lifting into place building materials or other construction components shall have a predetermined maximum lifting capacity based on the type of crane, its maximum reach and the size of the project area. The developer shall ensure that at all times there is sufficient factor of safety during raising or lowering material or equipment to eliminate the possibility of overturning or other failure of the crane apparatus'. The developer shall also determine the bearing capacity of the soil under the crane and that a cribbing system shall be installed when necessary to prevent settlement of the soil or potential crushing of underground utilities.

### **Demolition/Hazardous Materials Removal**

- All hazardous materials being removed from the site shall be properly disposed of. Collection of hazardous materials shall meet all city, state and federal guidelines.

### **Drainage**

- Water generated from construction activities shall be filtered through sedimentation basins prior to draining to the city's drainage system. The developer will be responsible for retaining an EPA NPDES Construction General Permit. <http://cfpub.epa.gov/npdes/stormwater/cgp.cfm>

### **Street lighting**

- For projects where the developer will be installing street lighting on City sidewalks; the City of Boston street light standards, drawings and

**Standard Policy and Procedures for Article 80 Projects in the City of Boston  
October 2011**

specifications are available from the street light section located on Frontage Road in South Boston. All street lighting plans, weather standard or non-standard equipment, shall be reviewed and approved prior to construction by the City's street lighting group.

**Utilities**

- Excavation in the public way for replacement or connection to utilities shall be approved by both the Public Works Department and the Boston Transportation Department. The Public Works Department issues a permit to perform excavation and utility work. The Transportation Department approves the hours that the work can be performed and the traffic management plan. Excavation and backfilling shall be in accordance with the City's Rule and Specifications for Excavation Activity within the City of Boston guide dated 2-10-2009.

**Reference Documents**

- Pavement Guide for the Reconstruction and Overlay of City of Boston Streets. October 2011
- Sidewalk Guide for the Reconstruction of Sidewalks in the City of Boston, October 2011
- Excavation and backfilling shall be in accordance with the City's Rule and Specifications for Excavation Activity within the City of Boston guide, 2-10-2009.
- City of Boston Public Works Department Sidewalk Construction and Rehabilitation Policy for Non-Arterial (local and collector) Streets, September 2011
- City of Boston Street Lighting Specifications



# Responses to Comments

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## Introduction

Fenway Venture Point Properties, LLC, an affiliate of Samuels & Associates (the “Proponent”), proposes a mixed-use project known as The Point (the “Project”) located in Boston’s Fenway neighborhood at the juncture of Boylston Street and Brookline Avenue on an approximately 0.6-acre triangular parcel at 176-200 Brookline Avenue and 1383-1395 Boylston Street (the “Project Site”).

The following presents a copy of each comment letter received by the Boston Redevelopment Authority (BRA) during the public review period for the ‘expanded’ Project Notification Form (PNF), which was filed on February 15, 2013. Each comment letter received is listed in Table 1 below.

**Table 1**  
**Comment Letters Index**

Letter No.	Commenter
1	Boston Water and Sewer Commission, May 3, 2013
2	Boston Parks and Recreation Department, March 29, 2013
3	Boston Public Works Department, May 6, 2013
4	Article 37 Interagency Green Building Committee, March 26, 2013
5	Emerald Necklace Conservancy, May 2, 2013
6	Fenway CDC, May 10, 2013
7	MASCO, May 2, 2013
8	Audubon Circle Neighborhood Association, May 6, 2013
9	Dolores Boogdanian, May 10, 2013
10	Boston Transportation Department, May 22, 2013

Each comment is assigned a number, appearing in at the top of the relative comment letter. Appearing after each comment letter is a section that provides a copy of each substantive comment with a direct narrative response. The enumerated comments/responses correlate with the code numbers that appear on the comment letters.



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**Boston Water and  
Sewer Commission**



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

May 3, 2013

Mr. John FitzGerald  
Senior Project Manager  
Boston Redevelopment Authority  
One City Hall Square  
Boston, MA 02201-1007

*To Leslie*

Re: The Fenway Point, Fenway/Kenmore  
Project Notification Form

Dear Mr. FitzGerald:

The Boston Water and Sewer Commission (Commission) has reviewed The Fenway Point Project Notification Form (PNF). This letter provides the Commission's comments on the PNF.

The proponent, Fenway Venture Point Properties, LLC, proposes a mixed use project known as The Point to be located in Boston's Fenway neighborhood at the juncture of Boylston Street and Brookline Avenue on an approximately 0.6 acre triangular parcel at 176-200 Brookline Avenue and 1383-1395 Boylston Street. The proposed project consists of the demolition of the existing single story buildings and the construction of a 22-story mixed use building with first and second floor retail and residential on the upper floors. The commercial space will consist of approximately 33,000 square feet suitable for retail and/or restaurant uses. The residential component will consist of 320 units totaling approximately 269,000 square feet with a mix of studio, one-, two-, three- and/or four-bedroom layouts.

The water demand for the proposed project is estimated at no more than 62,838 gallons per day (gpd), depending if a restaurant is included in the project. The sewage generation is estimated at no more than 57,125 gpd.

The project site is located within the Groundwater Conservation Overlay District (GCOD).

There is no new parking associated with the proposed project.

The Commission has the following comments regarding the PNF:

General



1. All new or relocated water mains, sewers and storm drains must be designed and constructed at Fenway Venture Point Properties' expense. They must be designed and constructed in conformance with the Commission's design standards, Water Distribution System and Sewer Use Regulations, and Requirements for Site Plans. To assure compliance with the Commission's requirements, the proponent must submit a site plan and a General Service Application to the Commission's Engineering Customer Service Department for review and approval when the design of the new water and wastewater systems and the proposed service connections to those systems are 50 percent complete. The site plan should include the locations of new, relocated and existing water mains, sewers and drains which serve the site, proposed service connections as well as water meter locations. **1.1**
  
2. The Department of Environmental Protection, in cooperation with the Massachusetts Water Resources Authority and its member communities, are 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 this regard, DEP has been routinely requiring proponents proposing to add significant new wastewater flow to assist in the I/I reduction effort to ensure that the additional wastewater flows are offset by the removal of I/I. Currently, DEP is typically using a minimum 4:1 ratio for I/I removal to new wastewater flow added. The Commission supports the DEP/MWRA policy, and will require Fenway Venture Point Properties 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. **1.2**
  
3. The design of the project should comply with the City of Boston's Complete Streets Initiative, which requires incorporation of "green infrastructure" into street designs. Green infrastructure includes green spaces, such as trees, shrubs, grasses and other landscape plantings, as well as rain gardens and vegetative swales, infiltration basins, and paving materials and permeable surfaces. The proponent must develop a maintenance plan for the proposed green infrastructure. For more information on the Complete Streets Initiative see the City's website at <http://bostoncompletestreets.org/> **1.3**
  
4. Fenway Venture Point Properties should be aware that the US Environmental Protection Agency issued a draft Remediation General Permit (RGP) for Groundwater Remediation, Contaminated Construction Dewatering, and Miscellaneous Surface Water Discharges. If groundwater contaminated with petroleum products, for example, is encountered, Fenway Venture Point Properties will be required to apply for a RGP to cover these discharges. **1.4**
  
5. The project sites are located within Boston's Groundwater Conservation Overlay District (GCOD). The district is intended to promote the restoration of groundwater **1.5**



and reduce the impact of surface runoff. Projects constructed within the GCOD are required to include provisions for retaining stormwater and directing the stormwater to the groundwater table for recharge.

**1.5  
(continued)**

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

**1.6**

#### Water

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

**1.7**

**1.8**

**1.9**

**1.10**

#### Sewage / Drainage



1. A Total Maximum Daily Load (TMDL) for Nutrients has been established for the Lower Charles River Watershed by the Massachusetts Department of Environmental Protection (MassDEP). In order to achieve the reductions in Phosphorus loading required by the TMDL, phosphorus concentrations in the lower Charles River from Boston must be reduced by 64%. To accomplish the necessary reductions in phosphorus, the Commission is requiring developers in the lower Charles River watershed to infiltrate stormwater discharging from impervious areas in compliance with MassDEP. Fenway Venture Point Properties will be required to submit with the site plan a phosphorus reduction plan for the proposed development. Fenway Venture Point Properties must fully investigate methods for retaining stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer. **1.11**

In conjunction with the Site Plan and the General Service Application the Fenway Venture Point Properties will be required to submit a Stormwater Pollution Prevention Plan. The plan must: **1.12**

- Identifies best management practices for controlling erosion and for preventing the discharge of sediment and contaminated groundwater or stormwater runoff to the Commission's drainage system when the construction is underway.
  - Includes a site map which shows, at a minimum, existing drainage patterns and areas used for storage or treatment of contaminated soils, groundwater or stormwater, and the location of major control or treatment structures to be utilized during construction.
  - Provides a stormwater management plan in compliance with the DEP standards mentioned above. The plan should include a description of the measures to control pollutants after construction is completed.
2. Developers of projects involving disturbances of land of one acre or more will be required to obtain an NPDES General Permit for Construction from the Environmental Protection Agency and the Massachusetts Department of Environmental Protection. Fenway Venture Point Properties is responsible for determining if such a permit is required and for obtaining the permit. If such a permit is required, it is required that a copy of the permit and any pollution prevention plan prepared pursuant to the permit be provided to the Commission's Engineering Services Department, prior to the commencement of construction. The pollution prevention plan submitted pursuant to a NPDES Permit may be submitted in place of **1.13**



the pollution prevention plan required by the Commission provided the Plan addresses the same components identified in item 1 above.

3. The Commission encourages Fenway Venture Point Properties to explore additional opportunities for protecting stormwater quality on site by minimizing sanding and the use of deicing chemicals, pesticides, and fertilizers. **1.14**
4. The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission. Fenway Venture Point Properties is advised that the discharge of any dewatering drainage to the storm drainage system requires a Drainage Discharge Permit from the Commission. If the dewatering drainage is contaminated with petroleum products, Fenway Venture Point Properties will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge. **1.15**
5. Fenway Venture Point Properties must fully investigate methods for retaining stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. The site plan should indicate how storm drainage from roof drains will be handled and the feasibility of retaining their stormwater discharge on-site. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer. **1.16**
6. Sanitary sewage must be kept separate from stormwater and separate sanitary sewer and storm drain service connections must be provided. **1.17**
7. The Commission requests that Fenway Venture Point Properties install a permanent casting stating "Don't Dump: Drains to Charles River" next to any catch basin created or modified as part of this project. Fenway Venture Point Properties should contact the Commission's Operations Division for information regarding the purchase of the castings. **1.18**
8. If a cafeteria or food service facility is built as part of this project, grease traps will be required in accordance with the Commission's Sewer use Regulations. Fenway Venture Point Properties is advised to consult with the Commission's Operations Department with regards to grease traps. **1.19**
9. The Commission requires that existing stormwater and sanitary sewer service connections, which are to be re-used by the proposed project, be dye tested to confirm they are connected to the appropriate system. **1.20**

Thank you for the opportunity to comment on this project.



Yours truly,

A handwritten signature in black ink, appearing to read "John P. Sullivan". The signature is fluid and cursive, written over the printed name and title.

John P. Sullivan, P.E.  
Chief Engineer

JPS/ah

C: ✓ Joel Sklar, Fenway Venture Point Properties  
Kathleen Pedersen, BRA  
M. Zlody, BED  
P. Larocque, BWSC



# Letter 1

## Boston Water and Sewer Commission

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### Comment 1.1

*“All new or relocated water mains, sewers and storm drains must be designed and constructed at Fenway Venture Point Properties' expense. They must be designed and constructed in conformance with the Commission's design standards, Water Distribution System and Sewer Use Regulations, and Requirements for Site Plans. To assure compliance with the Commission's requirements, the proponent must submit a site plan and a General Service Application to the Commission's Engineering Customer Service Department for review and approval when the design of the new water and wastewater systems and the proposed service connections to those systems are 50 percent complete. The site plan should include the locations of new, relocated and existing water mains, sewers and drains which serve the site, proposed service connections as well as water meter locations.”*

### Response

Comment noted. The Proponent will submit a comprehensive Site Plan Review submission to Boston Water and Sewer Commission (BWSC) during the Design Development Phase of design.

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### Comment 1.2

*“The Department of Environmental Protection, in cooperation with the Massachusetts Water Resources Authority and its member communities, are implementing a coordinated approach to flow control in the MWRA regional wastewater system, particularly the removal of extraneous clean water (e.g., infiltration/inflow (III)) in the system. In this regard, DEP has been routinely requiring proponents proposing to add significant new wastewater flow to assist in the III reduction effort to ensure that the additional wastewater flows are offset by the removal of III. Currently, DEP is typically using a minimum 4:1 ratio for III removal to new wastewater flow added. The Commission supports the DEP/MWRA policy, and will require Fenway Venture Point Properties 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.”*

### Response

The Project will comply with the MA Department of Environmental Policy (DEP) policy, as applicable.



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### Comment 1.3

*“The design of the project should comply with the City of Boston's Complete Streets Initiative, which requires incorporation of "green infrastructure" into street designs. Green infrastructure includes greenscapes, such as trees, shrubs, grasses and other landscape plantings, as well as rain gardens and vegetative swales, infiltration basins, and paving materials and permeable surfaces. The proponent must develop a maintenance plan for the proposed green infrastructure. For more information on the Complete Streets Initiative see the City's website at <http://bostoncompletestreets.org/>”*

### Response

The project design, including streetscape configuration and elements, are being coordinated with the Boylston Street Improvement Project being led by the Boston Transportation Department (BTD). This corridor improvement has been designed following the Boston Complete Streets Initiative guidelines, including the incorporation of green infrastructure (i.e., trees, infiltration basins, paving materials and permeable surfaces), bike accommodations, and improved pedestrian facilities. This same approach will be carried through to the Brookline Avenue frontage. The final design will be coordinated with and reviewed by the Boston Public Works Department (BPWD) and BTD.

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### Comment 1.4

*“Fenway Venture Point Properties should be aware that the US Environmental Protection Agency issued a draft Remediation General Permit (RGP) for Groundwater Remediation, Contaminated Construction Dewatering, and Miscellaneous Surface Water Discharges. If groundwater contaminated with petroleum products, for example, is encountered, Fenway Venture Point Properties will be required to apply for a RGP to cover these discharges.”*

### Response

Comment noted. If contaminated soils are encountered at the Project Site appropriate procedures and notification requirements will be followed.

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### Comment 1.5

*“The project sites are located within Boston's Groundwater Conservation Overlay District (GCOD). The district is intended to promote the restoration of groundwater and reduce the impact of surface runoff. Projects constructed within the GCOD are required to include provisions for retaining stormwater and directing the stormwater to the groundwater table for recharge.”*





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## Response

The preliminary design of the Project incorporates infiltration facilities designed to direct site runoff to the groundwater table. The design of this system is expected to evolve with the project design. The final design will be included in the Project's BWSC Site Plan Review submission. The Proponent will coordinate with the Boston Groundwater Trust on this issue.

---

## Comment 1.6

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

## Response

As the project design develops, the Proponent will meet with the BWSC early in the Design Development Phase to review the Project and work with the Commission to identify any capacity issues in the municipal collection system.

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## Comment 1.7

*"Fenway Venture Point Properties must provide separate estimates of peak and continuous maximum water demand for residential, commercial, industrial, irrigation of landscaped areas, and air-conditioning make-up water for the project with the site plan. Estimates should be based on full-site build-out of the proposed project. Fenway Venture Point Properties should also provide the methodology used to estimate water demand for the proposed project."*

## Response

Comment noted. The Proponent will work with the site engineer and plumbing engineer to develop the requested information.

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## Comment 1.8

*"Fenway Venture Point Properties should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular, Fenway Venture Point Properties should consider outdoor landscaping which requires minimal use of water to maintain. If Fenway Venture Point Properties plans to install in-ground sprinkler systems, the Commission recommends that timers, soil moisture*



*indicators and rainfall sensors be installed. The use of sensor-operated faucets and toilets in common areas of buildings should be considered."*

## Response

Comment noted. Such measures are a part of the Project's overall sustainable design approach, which follows the Leadership in Energy and Environmental Design (LEED) requirements and assessment methodologies. The Proponent confirms that sensor-operated faucets and toilets will be used in common areas of the building. In addition, the proposed landscaping will include locally sourced, native, and drought-tolerant plants, as appropriate to the design, all of which will be well-suited for the location and application. The irrigation system will be designed to reduce the overall use of potable water while still providing irrigation to areas that require it. The irrigation system will include timers and moisture/rain sensor technologies with a minimum goal of reducing potable water use by 50 percent against a calculated baseline case.

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## Comment 1.9

*"Fenway Venture Point Properties is required to obtain a Hydrant Permit for use of any hydrant during the construction phase of this project. The water used from the hydrant must be metered. Fenway Venture Point Properties should contact the Commission's Operations Division for information on and to obtain a Hydrant Permit."*

## Response

Comment noted.

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## Comment 1.10

*"The Commission is utilizing a Fixed Radio Meter Reading System to obtain water meter readings. For new water meters, the Commission will provide a Meter Transmitter Unit (MTU) and connect the device to the meter. For information regarding the installation of MTUs, Fenway Venture Point Properties should contact the Commission's Meter Department."*

## Response

Comment noted.

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## Comment 1.11

*"A Total Maximum Daily Load (TMDL) for Nutrients has been established for the Lower Charles River Watershed by the Massachusetts Department of Environmental Protection*



*(MassDEP). In order to achieve the reductions in Phosphorus loading required by the TMDL, phosphorus concentrations in the lower Charles River from Boston must be reduced by 64%. To accomplish the necessary reductions in phosphorus, the Commission is requiring developers in the lower Charles River watershed to infiltrate stormwater discharging from impervious areas in compliance with MassDEP. Fenway Venture Point Properties will be required to submit with the site plan a phosphorus reduction plan for the proposed development."*

## Response

The Project will include facilities designed to treat phosphorous in stormwater runoff to address the Charles River nutrient TMDL, in accordance with BWSC design requirements. The final design of this system will be reviewed as part of the Site Plan Review Submission.

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### Comment 1.12

*"In conjunction with the Site Plan and the General Service Application the Fenway Venture Point Properties will be required to submit a Stormwater Pollution Prevention Plan. The plan must:*

- Identifies best management practices for controlling erosion and for preventing the discharge of sediment and contaminated groundwater or stormwater runoff to the Commission's drainage system when the construction is underway.*
- Includes a site map which shows, at a minimum, existing drainage patterns and areas used for storage or treatment of contaminated soils, groundwater or stormwater, and the location of major control or treatment structures to be utilized during construction.*
- Provides a stormwater management plan in compliance with the DEP standards mentioned above. The plan should include a description of the measures to control pollutants after construction is completed."*

## Response

The project team anticipates preparation of a Storm Water Pollution Prevention Plan (SWPPP) as part of the design package.

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### Comment 1.13

*"Developers of projects involving disturbances of land of one acre or more will be required to obtain an NPDES General Permit for Construction from the Environmental Protection Agency and the Massachusetts Department of Environmental Protection. Fenway Venture Point Properties is responsible for determining if such a permit is required and for obtaining the permit. If such a permit*



*is required, it is required that a copy of the permit and any pollution prevention plan prepared pursuant to the permit be provided to the Commission's Engineering Services Department, prior to the commencement of construction. The pollution prevention plan submitted pursuant to a NPDES Permit may be submitted in place of the pollution prevention plan required by the Commission provided the Plan addresses the same components identified in item 1 above."*

### Response

The Project Site is less than one acre which is below the permit threshold. Despite this, the Proponent anticipates preparing a SWPPP to provide a guideline for management of erosion and sedimentation during contraction.

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### Comment 1.14

*"The Commission encourages Fenway Venture Point Properties to explore additional opportunities for protecting stormwater quality on site by minimizing sanding and the use of deicing chemicals, pesticides, and fertilizers."*

### Response

Comment noted. The Proponent confirms that, in an effort to protect stormwater quality, it currently uses environmentally-friendly deicing chemicals, pesticides, fertilizers and minimizes sanding on its existing properties and will apply the same standard at the Project.

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### Comment 1.15

*"The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission. Fenway Venture Point Properties is advised that the discharge of any dewatering drainage to the storm drainage system requires a Drainage Discharge Permit from the Commission. If the dewatering drainage is contaminated with petroleum products, Fenway Venture Point Properties will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge."*

### Response

Comment noted.

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### Comment 1.16

*"Fenway Venture Point Properties must fully investigate methods for retaining stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. The site plan should indicate how storm drainage from roof drains*



*will be handled and the feasibility of retaining their stormwater discharge on-site. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer."*

### Response

The preliminary project design includes stormwater facilities which will retain stormwater on-site and direct it to an infiltration system. The final design of this system will be reviewed as part of the projects' Site Plan Review Submission.

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### Comment 1.17

*"Sanitary sewage must be kept separate from stormwater and separate sanitary sewer and storm drain service connections must be provided."*

### Response

Comment noted.

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### Comment 1.18

*"The Commission requests that Fenway Venture Point Properties install a permanent casting stating "Don't Dump: Drains to Charles River" next to any catch basin created or modified as part of this project. Fenway Venture Point Properties should contact the Commission's Operations Division for information regarding the purchase of the castings."*

### Response

Permanent castings stating "Don't Dump: Drains to Charles River" next to any catch basin created or modified will be include in the project design.

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### Comment 1.19

*"If a cafeteria or food service facility is built as part of this project, grease traps will be required in accordance with the Commission's Sewer use Regulations. Fenway Venture Point Properties is advised to consult with the Commission's Operations Department with regards to grease traps."*

### Response

Comment noted.



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## Comment 1.20

*“The Commission requires that existing stormwater and sanitary sewer service connections, which are to be re-used by the proposed project, be dye tested to confirm they are connected to the appropriate system.”*

### Response

Comment noted. The current design of the Project incorporates all new service connections.

March 29, 2013

Mr. Brian Golden  
Boston Redevelopment Authority  
City Hall, Ninth Floor  
Boston, MA 02201

**RE: The Point – Expanded Project Notification Form Comments  
Fenway**

Dear Mr. Golden,

The Boston Parks and Recreation Department is responding herewith to the Expanded Project Notification Form issued for the mixed-use project at 176-200 Brookline Avenue and 1383-1395 Boylston Street in Boston.

It's clear from the 1959 Takings Plan (see attached) that DCR owns the right of way immediately adjacent to the project area on both Brookline Avenue and Boylston Street. The project team should confirm the precise limits of the *parkway* with DCR to ensure that the project is in compliance with the height restrictions adjacent to parkways.

**2.1**

The Boston Parks Commission will review the project in accordance to City Ordinance 7-4.11, with particular attention to the treatment of the ground-level open space areas and proposed streetscape improvements as well as any project impacts to the adjacent parkland.

Please contact this Department with any questions.

Regards,



Liza Meyer, ASLA  
Chief Landscape Architect  
Boston Parks and Recreation

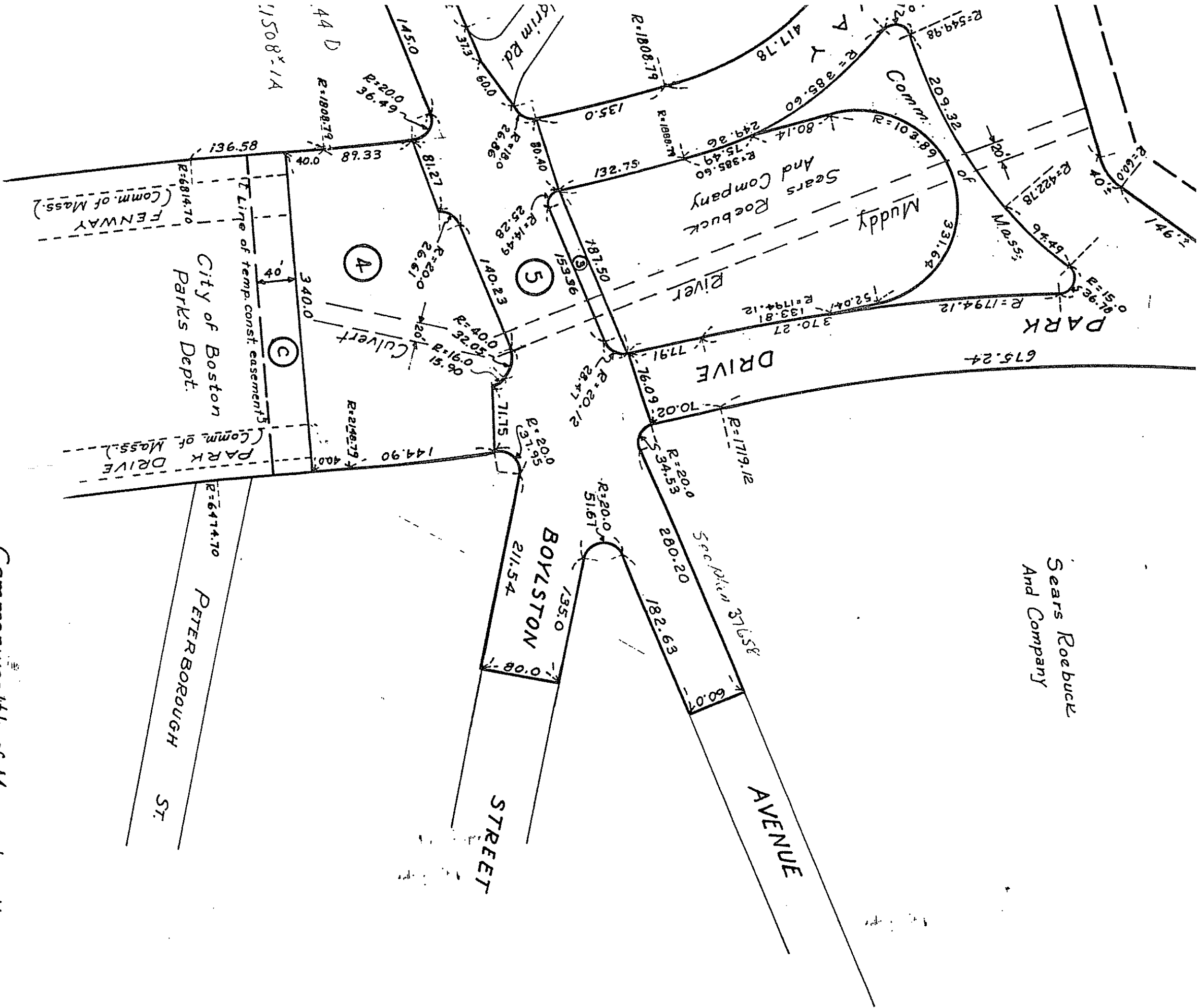
CC: Antonia M. Pollak, Commissioner, Boston Parks and Recreation Department  
John Fitzgerald, Boston Redevelopment Authority



**Boston Parks and Recreation Department**

Antonia M. Pollak, Commissioner

1010 Massachusetts Avenue, Boston MA 02118/ 617.635.4505



Commonwealth of Massachusetts  
 METROPOLITAN DISTRICT COMMISSION  
 Parks Division

**RIVERWAY - PARK DRIVE - FENWAY**  
 BOSTON

Plan of Taking From  
 City of Boston Parks Department and  
 City of Boston Department of Public Works

Scale 1"=100'

February 25, 1959

Benjamin W. Fink Director of Park Engineering

37657 V.T.

1290





# Letter 2

## Boston Parks and Recreation Department

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### Comment 2.1

*“It’s clear from the 1959 Takings Plan (see attached) that DCR owns the right of way immediately adjacent to the project area on both Brookline Avenue and Boylston Street. The project team should confirm the precise limits of the parkway with DCR to ensure that the project is in compliance with the height restrictions adjacent to parkways.”*

### Response

The Project complies with the height restrictions for projects adjacent to parkways. City of Boston Ordinance 7-4.10 establishes a maximum height of seventy feet (70') for buildings constructed on land that “abuts on and has an entrance into and is within a distance of one hundred feet (100') from” certain designated parkways. The designated parkways include some, but not all, of the roadways under DCR jurisdiction in the Fenway area. The parkways closest to the project that are subject to the height restrictions under Section 7-4.10 are the Riverway (including Park Drive) from Brookline Avenue to Beacon Street and The Fens. The project surveyor has confirmed that the proposed building is more than 100' from each of these designated parkways. In addition, the Project does not include any curb cuts onto the designated parkways or onto any other roadway under DCR jurisdiction.



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May 6, 2013

John Fitzgerald, Senior Project Manager  
Boston Redevelopment Authority  
One City Hall Square  
Boston, MA 02201

Reference: The Fenway Point  
Project Notification Form

Dear Mr. Fitzgerald

Thank you for the opportunity to comment on the proposed Fenway Point project PNF Dated February 15, 2013

The Public Works Department (PWD) has reviewed the document and has the following comments:

- 1. During the scoping session the project proponent commented that the private way between Fenway Point and Trilogy will be constructed as with a level surface and have the appearance of a pedestrian way. We recommend that there still be a clearly marked accessible pedestrian path of travel along the building edge so that there is a refuge available for when the ally is active with vehicular traffic. **3.1**
- 2. Any specialty pavers or porous type sidewalk treatments within the City Right of Way shall first be approved by the Engineering Section of the Public Works Department. **3.2**

In addition to the above comments the Project Proponent shall follow PWD's Standard Policy and Procedures for the Construction of Article 80 (Large Project and Small Project Reviews) Projects in the City of Boston which is currently being updated. Attached is a draft copy. **3.3**

The PWD looks forward to working with the proponents of the Fenway Point and the BRA to ensure successful review and approval. If you have any comments please do not hesitate to contact the Public Works Department.

Very Truly Yours,  
Public Works Department

William R. Egan, PE  
Chief Civil Engineer

attachments

cc: Para Jaysinghe, PE, City Engineer



**PUBLIC WORKS DEPARTMENT** / Boston City Hall / City Hall Square 02201  
Joanne P. Massaro, Commissioner of Public Works  
617-635-4900 Fax 617-635-7499



# City of Boston Public Works Department

## Standard Policy and Procedures for the Construction of Article 80 (Large Project and Small Project Reviews) Projects in the City of Boston

October 2011

The following policies and procedures shall act as a guide for proponents of private development projects (Article 80) in the City of Boston.

### Sidewalk Construction

- Americans with Disabilities Act (ADA) compliance; all new construction in the city is required to meet the latest standards of the (ADA). The primary standards/specifications that the City of Boston designs to with respect to the public realm are CMR 521 and the proposed Accessibility guidelines for Pedestrian Facilities in the Public Right of Way, July 26, 2011. Other comments or questions regarding ADA accessibility issues can be addressed to the City's Commissioner for Persons with Disabilities (617)-635-3682.
- Pavers; In general, the city constructs sidewalks with concrete and does not use any pavers or bricks on local or collector roads outside of historic districts. If a developer is proposing to construct a new sidewalk in front of their development with pavers then the material itself shall be approved by the City of Boston Persons with Disabilities and the City's Public Improvement Commission. When proposing a public way that is not constructed with concrete, both the City's Disability Commission and the Public Works Department shall approve that alternative.
- Bricks; Brick pavers may only be used in the City's historic districts when the sidewalk, prior to construction of a particular development, has a brick sidewalk. The only type of brick that the City accepts are wire cut brick pavers (Endicott, Medium Ironspot, No. 46 or Pine Hall, Traditional Edge Paver, Pathway Full Range South Carolina or an approved equal). The use of brick where
- Concrete Sidewalks; The city uses a standard 4,000 psi mix for concrete sidewalks. Sidewalks are to be raked finished with 3/8 inch toweled joints. New sidewalks are to be 6 inches thick and are to be placed on a bed of 6 inches of compacted gravel.
- Pedestrian Ramps; Construction of Pedestrian Ramps shall be based on CMR 521. If a new ramp is constructed to replace an existing ramp, then the receiving ramp across the street shall be reconstructed if it does not meet the latest CMR 521 guidelines.
- Curb cuts; New curb cuts shall be approved by the City's Public Improvement Commission.

**Standard Policy and Procedures for Article 80 Projects in the City of Boston  
October 2011**

- Trees: All trees species shall be approved by the Parks Department. Tree pits shall be designed to allow for maximum water filtration and route saturation. If the tree roots do not get sufficient water then the roots rise to the ground surface and push up/warp the sidewalk.
- Bike racks and street furniture: All bike racks, benches or other street furniture shall be approved by the City's Public Improvement Commission. Street furniture shall be placed along the curb line. For sidewalks with width's that are greater than 10 feet street furniture shall be placed along the back of sidewalk. When determining the location of street furniture, keep in mind that a consistent/straight 4 foot path of travel shall be maintained along the entire length of the sidewalk.

**Roadway and Street Maintenance**

- Maintenance and care of roadway during construction: For development projects under construction, the developer shall ensure that the roadway adjacent to the construction site is maintained in such a manor that the roadway surface shall be drivable. Any potholes and ruts that are the result of construction vehicles shall be patched as soon as practicable.
- Street sweeping: During construction, particularly during the excavation and foundation installation stages, trucks leaving the site shall be hosed down to prevent dirt and construction remnants from being tracked onto the street. The developer shall ensure that material, dropped or tracked onto the street shall be swept off of the street with a street sweeper.
- Final condition: Upon completion of the project the developer shall ensure that the sidewalks and road adjacent to the construction project a restored to the same or better condition as the city's road and sidewalk assets were prior to construction.
- Utility work: Trench excavation in the street or sidewalk shall be fully supported and designed in accordance with AASHTO Guidelines. Backfilling of all trenches shall be done in accordance with the "Rules and Specifications for Excavation Activity in the City of Boston. Public Works has a 100% haul away policy for all excavated materials. All backfill shall be clean, well graded fill compacted to ASTM T-120.
- Construction – No construction work such as pre assembly of building elements shall be done outside the fenced in limits of the project site without prior approval of the Public Works Department or the Boston Transportation Department.

**Dewatering during construction**

- For any project that requires dewatering during construction, the developer shall prepare a dewatering plan which shall be reviewed by the Boston Groundwater Trust (bgwt.org). The plan shall show the methodology for

dewatering, steps taken to limit drawdown of the water table outside of the construction area and the groundwater methodology.

### **Effects of Support of Excavation during Construction on City Streets**

- When support of excavation is required to allow for the construction of a foundation it shall be designed for minimal deflection or disruption to the soil it is laterally supporting. If cracks or settlement of the adjacent roadway occurs during construction the project proponent will be responsible for reconstructing the roadway to its original condition. If it is determined by the City Engineer that extensive settlement and cracking of the roadway has occurred the proponent may be required to fully reconstruct the roadway and sub-base and compact the underlying soil.

### **Crane Use on City Streets**

- Portable cranes brought to the site that are placed in the street for the purpose of lifting into place building materials or other construction components shall have a predetermined maximum lifting capacity based on the type of crane, its maximum reach and the size of the project area. The developer shall ensure that at all times there is sufficient factor of safety during raising or lowering material or equipment to eliminate the possibility of overturning or other failure of the crane apparatus'. The developer shall also determine the bearing capacity of the soil under the crane and that a cribbing system shall be installed when necessary to prevent settlement of the soil or potential crushing of underground utilities.

### **Demolition/Hazardous Materials Removal**

- All hazardous materials being removed from the site shall be properly disposed of. Collection of hazardous materials shall meet all city, state and federal guidelines.

### **Drainage**

- Water generated from construction activities shall be filtered through sedimentation basins prior to draining to the city's drainage system. The developer will be responsible for retaining an EPA NPDES Construction General Permit. <http://cfpub.epa.gov/npdes/stormwater/cgp.cfm>

### **Street lighting**

- For projects where the developer will be installing street lighting on City sidewalks; the City of Boston street light standards, drawings and

**Standard Policy and Procedures for Article 80 Projects in the City of Boston  
October 2011**

specifications are available from the street light section located on Frontage Road in South Boston. All street lighting plans, weather standard or non-standard equipment, shall be reviewed and approved prior to construction by the City's street lighting group.

**Utilities**

- Excavation in the public way for replacement or connection to utilities shall be approved by both the Public Works Department and the Boston Transportation Department. The Public Works Department issues a permit to perform excavation and utility work. The Transportation Department approves the hours that the work can be performed and the traffic management plan. Excavation and backfilling shall be in accordance with the City's Rule and Specifications for Excavation Activity within the City of Boston guide dated 2-10-2009.

**Reference Documents**

- Pavement Guide for the Reconstruction and Overlay of City of Boston Streets. October 2011
- Sidewalk Guide for the Reconstruction of Sidewalks in the City of Boston, October 2011
- Excavation and backfilling shall be in accordance with the City's Rule and Specifications for Excavation Activity within the City of Boston guide, 2-10-2009.
- City of Boston Public Works Department Sidewalk Construction and Rehabilitation Policy for Non-Arterial (local and collector) Streets, September 2011
- City of Boston Street Lighting Specifications



# Letter 3

## Boston Public Works Department

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### Comment 3.1

*“During the scoping session the project proponent commented that the private way between Fenway Point and Trilogy will be constructed as with a level surface and have the appearance of a pedestrian way. We recommend that there still be a clearly marked accessible pedestrian path of travel along the building edge so that there is a refuge available for when the ally is active with vehicular traffic.”*

#### Response

Comment noted. The Proponent confirms that the design of this space will be further developed as the design evolves and that pedestrian comfort and safety is one of the primary factors in its design. This area will be included with plans prepared for Public Improvement Commission (PIC) and Boston Public Works Department (PWD) review.

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### Comment 3.2

*“Any specialty pavers or porous type sidewalk treatments within the City Right of Way shall first be approved by the Engineering Section of the Public Works Department.”*

#### Response

Comment noted.

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### Comment 3.3

*“In addition to the above comments the Project Proponent shall follow PWD's Standard Policy and Procedures for the Construction of Article 80 (Large Project and Small Project Reviews) Projects in the City of Boston which is currently being updated. Attached is a draft copy.”*

#### Response

The Proponent and project design team have reviewed the provided draft policy and will incorporate its requirements into the project design.





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Thomas M. Menino  
Mayor

**Letter 4**

## **Article 37 Interagency Green Building Committee**

March 26, 2013

Steven Samuels  
Samuels Associates  
333 Newbury Street  
Boston, MA 02115

Re: The Point, Brookline Avenue and Boylston Street- Article 37, Boston Zoning Code

Dear Mr. Samuels:

The Boston Interagency Green Building Committee (IGBC) has reviewed your February 15, 2013 Expanded Project Notification Form (Expanded PNF) and LEED checklist for compliance with Boston Zoning Article 37 Green Building.

The LEED Checklist shows the intent to earn 45 points. Due in part to the normal complexities of construction, the IGBC has found projects tend to earn fewer points at completion than planned and that a buffer is necessary for assuring compliance with Article 37. As 40 points is the minimum requirement for a certifiable project, the project design and green building strategies are a concern and IGBC advises revising them as the project moves forward.

The submitted LEED checklist shows the following deficiencies:

- The number of points earned from Energy and Atmosphere (EA) Credit 1, Optimize Energy Performance, is one (1). This represents an increase of 8 percent in the level of energy performance beyond the prerequisite standard. As the Stretch Energy Code, adopted by the City of Boston, requires a 20 percent increase, EA Credit 1 must be revised. However, the IGBC advises going above the 20% requirements by the Stretch Energy Code. The IGBC recognizing that your project committed to 23% above code in the narrative and would like to see that reflected in the checklist. **4.1**

Please provide further explanation on the following credits:

- TDM plan (Boston Modern Mobility) and Building Downsizing in Innovation and Design Process **4.2**

The IGBC is working under the direction of Mayor Thomas M. Menino as part of his plan to reduce Boston's GHG emissions by 25 percent by 2020 and 80 percent by 2050. Constructing an exemplary green building will maximize the project's value to the Proponent, residents and retail/restaurant patrons.

The IGBC strongly advises your project to pursue the following credits and related strategies to improve the building performance and meet Mayor Menino's sustainability goals. **4.3**

- As the Stretch Energy Code, adopted by the City of Boston, requires a 20% increase over the base energy code, the IGC advises going well above 5 credits for Optimize Energy Performance in Energy and Atmosphere
- Water Use Reduction and Innovative Wastewater Technologies in Water Efficiency
- On-Site Renewable Energy, Enhanced Commissioning, Measurement and Verification and Green Power in Energy and Atmosphere.
- Outdoor Air Delivery Monitoring in Indoor Environmental Quality due to the level of traffic in the project area.
- Heat Island Effect – Roof in Sustainable Sites

**4.3  
(continued)**

IGBC looks forward to your project revisions. Please contact us through your Project Manager if you have any further questions.

Sincerely,  
Article 37 Interagency Green Building Committee



# Letter 4

## Article 37 Interagency Green

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### Comment 4.1

*“The number of points earned from Energy and Atmosphere (EA) Credit 1, Optimize Energy Performance, is one (1). This represents an increase of 8 percent in the level of energy performance beyond the prerequisite standard. As the Stretch Energy Code, adopted by the City of Boston, requires a 20 percent increase, EA Credit 1 must be revised. However, the IGBC advises going above the 20% requirements by the Stretch Energy Code. The IGBC recognizing that your project committed to 23% above code in the narrative and would like to see that reflected in the checklist.”*

### Response

Based on preliminary building energy modeling conducted during conceptual design, the overall annual energy *cost* savings is estimated to be approximately 10 percent and the overall annual energy *use* efficiency is estimated to be approximately 23 percent, in compliance with the Stretch Energy Code. Therefore, the Project achieves the required minimum 10 percent energy *cost* savings to attain LEED Energy and Atmosphere (EA) Prerequisite 2. For Optimize Energy Performance (EA Credit 1), the Project is expected to achieve up to one LEED point for a 12 percent energy *cost* savings due to energy efficiency measures that will continue to be investigated and considered as building systems are evaluated and selected.

---

### Comment 4.2

*“Please provide further explanation on the following credits:*

*TDM plan (Boston Modern Mobility) and Building Downsizing in Innovation and Design Process”*

### Response

In March 2008, the U.S. Green Building Council issued an *Innovation in Design Credit Catalog* as a “brainstorming tool” to assist project teams in the development of new Innovation in Design (ID) credits for projects to consider. This catalog includes the “Building Downsizing” credit (refer to the attached page from the catalog). The intent of this credit is to: “identify opportunities to reduce the need for built space including shared facilities and better location.” This credit is applicable to the Project



because of the reduced need for built space, specifically, the on-site structured parking that is being provided through existing, shared facilities with the Trilogy building and proximity to public transportation. Specific environmental benefits of this strategy include reduced excavated material and building material (and its embodied energy) required for the structured parking garage as well as reduced air emissions due to reduced single-occupancy vehicle trips to/from the Project.

---

### Comment 4.3

*““The IGBC strongly advises your project to pursue the following credits and related strategies to improve the building performance and meet Mayor Menino’s sustainability goals.*

- As the Stretch Energy Code, adopted by the City of Boston, requires a 20% increase over the base energy code, the IGC advises going well above 5 credits for Optimize Energy Performance in Energy and Atmosphere*
- Water Use Reduction and Innovative Wastewater Technologies in Water Efficiency*
- On-Site Renewable Energy, Enhanced Commissioning, Measurement and Verification and GreenPower in Energy and Atmosphere.*
- Outdoor Air Delivery Monitoring in Indoor Environmental Quality due to the level of traffic in the project area.*
- Heat Island Effect – Roof in Sustainable Sites”*

### Response

The Proponent notes that the state’s Stretch Energy Code evaluates energy efficiency in terms of energy use, while LEED measures it in terms of energy cost savings. The Proponent and the design team will continue to evaluate sustainable strategies and technologies as the design evolves and will strive to select systems that optimize the Project’s performance, to the extent feasible. The exact nature and number of LEED credits will be determined as the design progresses.

Measures to increase energy efficiency over the 23 percent already estimated may be investigated further as building systems are evaluated and selected. Appropriate low-flow and low-consumption plumbing fixtures for the apartment residential units may be considered to achieve a reduction in water usage of 30 to 40 percent over the baseline.

As currently designed, the roof over the 2-story retail podium is anticipated to be a green roof system using sedum planting material. Benefits of using sedum include tolerance to drought, frost, salt, heat, wind, disease, insects and sun. Installation of a



sedum roof will reduce stormwater runoff and ameliorate the "urban heat island" effect. The plants and soil absorb less heat than a conventional building roof material. In addition, a large portion of the tower roof is anticipated to be an accessible roof deck, which would include landscaping and other elements that absorb less heat than a conventional building roof material. While likely to achieve LEED credit SSc7.2, detailed calculations will be required in order to confirm that 75 percent of the roof area is covered by either white/reflective roof and/or green roof. As most of the roof areas are either visible and/or accessible by building residents, the design team will continue to evaluate the roof surface as the design evolves.



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The Emerald Necklace: Chosen as one of America's Top Ten Great Public Spaces for 2010  
– American Planning Association

BACK BAY FENS \* RIVERWAY \* OLMSTED PARK \* JAMAICA POND \* ARNOLD ARBORETUM \* FRANKLIN PARK

**President**

Julie Crockford

**Board of Directors**

Angela Menino *Honorary Director*

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Kathryn Cochrane Murphy

*Vice Chair and Clerk*

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Leo Swift *Treasurer*

Lee Albright

Janet Atkins

Peter Barber

Anne Connolly

John R. Cook, Jr.

Lynn A. Dale

Michael Dukakis

Courtney Forrester

Sarah Freeman

Carol Gladstone

Roger Harris

Janice Henderson

*Chair, Park Overseers*

James Hunnewell, Jr., AIA

Matthew Kiefer

Beth Krudys

Katherine Ramsey

Jane Roy

Greg Selkoe

Wendy Shattuck

Kay Sloan

Linda Edmonds Turner

Marjorie Bakken *Emerita*

**Park Overseers**

Arborway Coalition

Arnold Arboretum

Boston Committee of the

Garden Clubs of America

Boston Nature Center

of Mass Audubon

Boston Society of

Landscape Architects

Brookline Greenspace Alliance

Emerald Necklace

Greenway Project

The Fenway Alliance

Fenway Civic Association

Fenway CDC

Fenway Garden Society

Franklin Park Coalition

Franklin Park Zoo/  
Zoo New England

Friends of Jamaica Pond

Friends of Leverett Pond

Friends of the Muddy River

Garden Club Federation

of Massachusetts

Isabella Stewart Gardner

Museum

Jamaica Hills Association

Jamaica Pond Association

MASCO

Museum of Fine Arts Boston

Boston Redevelopment Authority

Attn: John Fitzgerald

One City Hall Square

Boston, MA 02201-1007

Re: Development at 1383 – 1395 Boylston St., The Fenway Point

May 2, 2013

Dear Mr. Fitzgerald:

We are writing to comment on the proposed development at 1383 – 1395 Boylston Street, Boston, known as The Fenway Point.

The Project Review Committee of the Emerald Necklace Conservancy met with the Samuels development team on February 28, 2013 to review the above project and submits our comments here. The Conservancy uses nine criteria by which we evaluate projects that abut the Emerald Necklace park system for potential impacts and benefits to the park. The criteria look at the consistency with Olmsted's vision of a green corridor and with the Emerald Necklace Master Plan, effects on the park user's experience and on access between and within parks, impacts to air and water quality, the creation of new noise and/or shadows, and the benefits provided to the park system. We also considered the effects of traffic and wind as they relate to the pedestrian experience adjacent to the building and between the building and the parkland.

We were encouraged by the conversation with the Samuels team and recognize a wonderful opportunity in this project to work collaboratively with the developer on a number of jointly advantageous issues. Parks access, the quality of the streetscape adjacent to the project, and improvements of the crossings to the parks from the project are all potential issues about which we hope to continue a conversation. We support the design of an iconic building as an entry point to Boston from points south of the city and find it an appropriate adjacency to one of Olmsted's iconic designs. The daylighting of the Muddy River will provide not only spectacular views from units of the proposed building but also new and accessible parkland to be enjoyed by the prospective tenants.



We appreciate the commitment that the Samuels team expressed to the area surrounding the project and look forward to seeing more detail of those elements as the design progresses. These included the following: **5.1**

1. Planting of new trees and other mitigation measures to deal with turbulent wind around the “prow” of the building.
2. A commitment to work with us on improvements to the crossing points into the parks.
3. We note that the expanded sidewalk area at the “prow” eliminates the right turn currently available to traffic turning from Boylston St. onto Brookline Ave.

Thank you for the opportunity to comment on this project. We encourage recognition of the parks as an invaluable amenity to a project in this location and the importance of mitigating any negative impacts as a result of adjacent development.

Sincerely,

A handwritten signature in cursive script that reads "Julie".

Julie Crockford  
President



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# Letter 5

## Emerald Necklace Conservancy

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### Comment 5.1

*"We appreciate the commitment that the Samuels team expressed to the area surrounding the project and look forward to seeing more detail of those elements as the design progresses. These included the following:*

- 1. Planting of new trees and other mitigation measures to deal with turbulent wind around the "prow" of the building.*
- 2. A commitment to work with us on improvements to the crossing points into the parks.*
- 3. We note that the expanded sidewalk area at the "prow" eliminates the right turn currently available to traffic turning from Boylston St. onto Brookline Ave."*

### Response

The Project landscape/streetscape improvements will include street trees and other wind mitigation elements at the western plaza area. Tree species resilient to wind, desiccation, and scorch will be considered, as appropriate to the design.

The Proponent notes that the plaza design and alignment is being coordinated with the City of Boston's plan for this area and that, although the pedestrian island will be eliminated, passenger vehicles will still be able to turn right from Boylston Street onto Brookline Avenue.



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70 BURBANK STREET  
BOSTON, MA02115  
617-267-4637  
[WWW.FENWAYCDC.ORG](http://WWW.FENWAYCDC.ORG)

May 10, 2013

John Fitzgerald  
Boston Redevelopment Authority  
One City Hall Square  
Boston, MA 02201

### **Comments on The Fenway Point Expanded PNF**

Dear John:

We submit this letter on behalf of the Fenway Community Development Corporation (FCDC), a 39-year-old, community-based organization that builds and preserves affordable housing and promotes projects that engage our full community in enhancing the neighborhood's diversity and vitality.

We reviewed the Project Notification Form for The Fenway Point against the FCDC's Urban Village Plan, a vision for the neighborhood as a smart-growth-oriented community that welcomes the broadest spectrum of residents.<sup>1</sup> The Fenway Point project is well-designed and will represent a significant improvement over the underutilized single-story building that currently occupies the site. We have concerns about the height of the building, however, and would like to see more details about how the project will meet Inclusionary Housing requirements.

Separate from the proposal itself, we are concerned with the expanded PNF process. Should the BRA decide to waive further review, as appears likely to be the case, we request that the proponent provide a response to the comments contained in this letter and other comments from the community. The normal Article 80 process would assure a response to the scoping determination, which typically incorporates comments from interested stakeholders. In its role as an honest broker, the BRA should provide a framework for assuring that the proponent can respond to community concerns.

We write in support of the project, given the following observations:

#### **Sufficient and Varied Housing Supply**

Unit Sizes: We appreciate the diversity of unit sizes contained in the proposal. With strong demand for housing in the Fenway from both students and young professionals, the availability of larger, family-sized units has decreased, posing obstacles for moderate- and low-income families who wish to remain in the Fenway. The inclusion of 2- and 3-bedroom units at this site will be a positive addition for families in the Fenway.

---

<sup>1</sup> <http://www.fenwaycdc.org/programs/urban-village>

Affordable Housing: We want to emphasize our members’ strong desire to see on-site provision of affordable housing. Currently, the proponent has indicated that a portion of the required 20 percent Inclusionary Development Units will be provided on-site, and the rest of the affordability requirement will be satisfied by the creation of off-site units or an in-lieu payment into the citywide IDP fund. We understand details about the affordable housing agreement will be worked out with the BRA once the PDA is filed, but **before the project is approved, we request specific information on the number of on-site units proposed, and how the remainder of the units will be provided.**

This proponent has essentially received a density bonus for this project because it is situated on a “gateway parcel” and the proponent will also gain significant financial savings by not being required to build on-site parking (which we support for other reasons). We estimate savings from the parking component alone could easily run to \$12 million or more (assuming a BRA requirement of 0.75 spaces/unit and using the high end of the commonly assumed cost range of \$35,000–50,000 per stall). Applying this cost savings to on-site affordability should enable the proponent to increase the full complement of affordable housing built on-site. **For these reasons, we request development of the entire 20 percent of affordable units on-site. If the BRA is unwilling to require this, we expect it to work with us to assure that the portion developed off-site is developed *in the Fenway and not elsewhere in the city.***

As market-rate development continues in the Fenway, the percentage of the neighborhood’s housing that is affordable has decreased from 17 percent to 14 percent in the last four years. According to our analysis, while the City has “urged” development of on-site inclusionary units, **in the Fenway the average percentage of on-site inclusionary units in new development since 2006 has reached only 6 percent.**<sup>2</sup> We cannot overemphasize the importance of developing these units either in the project or elsewhere in the Fenway. A project of this magnitude has the potential to serve as a model for future projects and set a precedent for affordability.

### Urban Design, Pedestrian Environment, and Neighborhood Context

The proposed project represents a significant improvement over the current building, which under no definition represents the highest and best use of the parcel at the corner of Brookline Avenue and Boylston Street. The architectural design appears very strong and reflects the depth of thought given to designing an elegant structure on this unusual site. We endorse the proposed improvements to the public realm, including the pedestrian-friendly alleyway between the project site and the Trilogy building. The addition of outdoor seating will add more vibrancy to this corridor. The pedestrian realm in this area will benefit from these thoughtful and innovative design elements.

We understand that this parcel is situated in a Gateway Development Area Overlay District, allowing heights of up to 250 feet. While this is the as-of-right zoning for the entire parcel, it is nearly 100 feet taller than any other building in the area, and many residents and business owners have expressed concern over the impact a building this tall will have on the neighborhood. We cannot, of course, undo the zoning for this site, but certain design gestures would make the building fit more respectfully into the surrounding urban fabric. At the proponent’s presentation of the project last year, our Urban Village Committee suggested that **the height could step down toward the rear of the site to more closely match the prevailing cornice line along Boylston Street.** We continue to feel this gesture would create a better transition to the surrounding context and urge the BRA and the proponent to consider it carefully.

<sup>2</sup> Fenway CDC Data, 2012. This figure was derived from BRA data on the number of market-rate and on-site inclusionary development units proposed at the time of project approval.

## Environmental Sustainability and Transportation

The proposed LEED certifiability represents an important component of the project, although we would prefer to see actual certification and commissioning studies to fine-tune the building's operations for maximum energy efficiency once it begins operating. We applaud the green roof and the related proposal for rainwater harvesting and reuse. We hope future developments in the neighborhood will follow Samuels and Associate's lead on these particular measures.

As noted earlier, we support the plan not to include any additional parking on-site. We support any measures to discourage auto usage and ownership in the neighborhood—particularly for a site that sits on six bus lines and within a 10-minute walk of three rapid-transit lines. We would very much like to see the proponent introduce incentives for tenants to use alternate modes of transportation, such as subsidized T-passes, subsidized Hubway memberships, state-of-the-art bike facilities, and additional car-share spaces in the Trilogy garage. These measures will help ensure that the lack of parking spaces does not increase congestion in the neighborhood.

6.3

We have concerns about the loss of the right-hand-turn lane and cutout from Boylston Street onto Brookline Avenue. This could cause traffic impacts that the PNF does not fully address. We request that this alteration be studied more thoroughly and that alternative solutions be explored with resident input.

6.4

## Construction impacts

Construction of this project will create noise, dust, and air-quality impacts on nearby residents and businesses, and it may cause traffic problems, especially during Red Sox games. Given the nearby construction on at 1325 Boylston Street and the Muddy River Restoration Project, this area will be severely affected by yet another construction site. We ask that Samuels and Associates take all necessary measures to reduce potential negative impacts and to develop a detailed construction-management plan with community input. Once construction begins, we would like to see reliable communication with the community, as Samuels and Associates has done in the past, including notification of construction progress, schedules, changes, or delays, as well as institution of a website or hotline to which abutters can report construction-related problems.

6.5

## Community Input

Response to Comments: Our primary concern with Article 80 for this project is the condensed public process associated with the Expanded PNF, especially if the BRA waives further review of the project. We have a responsibility to hear and convey the concerns of the community. This is by far the largest development project in the neighborhood, and for this reason it deserves exceptional scrutiny and should afford sufficient opportunity for feedback from the residents it will affect. We understand the appeal of the Expanded PNF—it offers time and financial savings. Nevertheless, for a development of this size and impact, the BRA should guarantee that community input actually influences project plans.

We expressed our concerns about Expanded PNFs in a letter to Peter Meade on March 15, and we wish to underscore that our concern lies with the Expanded PNF practice in general, and not this project or developer. Samuels has very been responsive to community concerns in the past, but because the Expanded PNF process diminishes public input, we want to feel confident that concrete measures will be in place to continue to make that responsiveness possible. **For this reason, should the BRA decide to waive further review, we request a "Response to Comments" from the proponent after the close of the public comment period in May.**

6.6

Zoning and Planned Development Area: We would like the BRA to provide further clarification on the zoning and PDA review process. Our understanding of the Article 80 Process suggests that a PDA must be reviewed either prior to or simultaneous with the project review. In this case, however, the project will undergo Large Project Review before the PDA zoning for the site has been approved. This leads us to believe that the BRA already intends to approve the PDA, and that public comment for the upcoming PDA amounts to a mere formality. **We request an explanation of the process from the BRA, and if there are concerns with the PDA from the community, we would like an additional Response to Comments about the PDA.**

Thank you for considering our concerns. We look forward to working with the BRA and Samuels and Associates to move the project forward in a way that addresses these community issues.

Sincerely,



Manuel Delgado  
Chair, Urban Village Committee



Dharmena Downey  
Executive Director, Fenway CDC

cc: Senator William Brownsberger; Senator Sonia Chang-Diaz; Representative Gloria Fox;  
Representative Byron Rushing; City Councilor Mike Ross; City Councilor Tito Jackson



# Letter 6

## Fenway CDC

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### Comment 6.1

*“We understand details about the affordable housing agreement will be worked out with the BRA once the PDA is filed, but before the project is approved, we request specific information on the number of on-site units proposed, and how the remainder of the units will be provided.”*

#### Response

The Proponent confirms that the provision of affordable housing will be outlined in the PDA and further detailed in the Affordable Housing Agreement with the BRA. Samuels & Associates has played a very significant role in increasing the supply of available affordable housing in the Fenway community, both through onsite affordable housing and through financial contributions to offsite affordable housing in the neighborhood. The Proponent intends to continue that commitment to increasing the supply of affordable housing opportunities in the Fenway with the Project.

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### Comment 6.2

*“We cannot, of course, undo the zoning for this site, but certain design gestures would make the building fit more respectfully into the surrounding urban fabric. At the proponent’s presentation of the project last year, our Urban Village Committee suggested that the height could step down toward the rear of the site to more closely match the prevailing cornice line along Boylston Street. We continue to feel this gesture would create a better transition to the surrounding context and urge the BRA and the proponent to consider it carefully.”*

#### Response

The Proponent and the design team have carefully considered the urban fabric around the Project and have worked hard to develop a design that is both contextually sensitive and visually compelling. In this regard, the tower portion of the Project is set back from the street on both the Boylston Street and Brookline Avenue, creating a comfortable pedestrian environment. While a physical set back at the rear of the sight is not possible since it would compromise the tower’s egress stair and violate life-safety code issues, the horizontal frame elements of the tower facade





make reference to the cornice line along Boylston Street, helping to ground it in the surrounding context.

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### Comment 6.3

*"We would very much like to see the proponent introduce incentives for tenants to use alternate modes of transportation, such as subsidized T-passes, subsidized Hubway memberships, state-of-the-art bike facilities, and additional car-share spaces in the Trilogy garage. These measures will help ensure that the lack of parking spaces does not increase congestion in the neighborhood."*

### Response

Incentives for alternate modes of transportation will continue to be evaluated as the Project develops. The Proponent confirms that the use of alternative modes of transportation will be encouraged through the development of a TDM Plan, as described in detail in PNF Chapter 3, *Transportation*. One example of a proposed TDM measure is for property management to coordinate and post public transportation information (i.e., MBTA subway and bus routes and schedules).

In addition, the Project will be connected to the existing Trilogy Garage, which currently houses four ZipCar® vehicles. The Proponent will review this existing service, which will be available to Project residents, and evaluate if demand warrants coordination of additional car-share service capacity.

Additionally, the Proponent will work with BTM to provide appropriate bicycle facilities, including on-site secure and covered bike parking for residents and bike racks for retail customers and employees. The Proponent currently sponsors the Hubway bike share station at Landmark Center. The Proponent agrees to evaluate its usage and provide space for additional Hubway bike share station(s), if demand warrants.

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### Comment 6.4

*"We have concerns about the loss of the right-hand-turn lane and cutout from Boylston Street onto Brookline Avenue. This could cause traffic impacts that the PNF does not fully address. We request that this alteration be studied more thoroughly and that alternative solutions be explored with resident input."*

### Response

The removal of the channelized right-turn lane was originally envisioned by the City of Boston as part of their Fenway-Longwood-Kenmore Transportation and Pedestrian Safety Action Plan to improve the pedestrian realm at the Sear's Rotary. With the Project, and as part of the aforementioned plan, the channelized right-turn



will be removed; however, the three approach lanes on Boylston Street will be maintained. In addition, the corner radius is being designed to allow passenger vehicles to continue to make the right turn from Boylston Street onto Brookline Avenue. Currently, only nine vehicles and 23 vehicles make this turn during the morning and evening peak hours. Respectively, this amount of right-turning traffic represents less than one percent of the morning peak hour traffic and two percent of the evening peak hour traffic on the westbound Boylston Street approach. The traffic model that was developed for the Project includes an assessment of this change. The Proponent believes that the pedestrian benefits gained by removing the channelized turn area outweigh any potential traffic impacts.

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### Comment 6.5

*“Once construction begins, we would like to see reliable communication with the community, as Samuels and Associates has done in the past, including notification of construction progress, schedules, changes, or delays, as well as institution of a website or hotline to which abutters can report construction-related problems.”*

### Response

The Proponent is committed to communicating with the local community on construction progress, as we have previously done on past projects.

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### Comment 6.6

*“...should the BRA decide to waive further review, we request a “Response to Comments” from the proponent after the close of the public comment period in May.”*

### Response

Direct responses to comments received on the February 2013 expanded PNF are provided herein.



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MEDICAL ACADEMIC AND SCIENTIFIC COMMUNITY ORGANIZATION, INC.

People / Places / Plans / Future

May 2, 2013

**Member Institutions**

- Beth Israel Deaconess Medical Center
- Boston Children's Hospital
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- Isabella Stewart Gardner Museum
- Joslin Diabetes Center
- Judge Baker Children's Center
- Massachusetts College of Art and Design
- Massachusetts College of Pharmacy and Health Sciences
- Massachusetts Department of Mental Health
- Simmons College
- Temple Israel
- Wentworth Institute of Technology
- Wheelock College
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**Associate Members**

- Blue Cross Blue Shield of Massachusetts
- Harvard Vanguard Medical Associates
- Merck Research Laboratories

John FitzGerald  
 Senior Project Manager  
 Boston Redevelopment Authority, 9<sup>th</sup> Floor  
 One City Hall Square  
 Boston, MA 02201

RE: The Point

Dear Mr. FitzGerald,

The proposed project, at a gateway to both the West Fens and Longwood Medical and Academic Area, is thoughtfully designed. The developer is to be commended for trying to create a new 'landmark' whose height and mass doesn't overwhelm pedestrians, the historic park system or the adjacent neighborhoods, by carefully setting back taller building masses from a three story base building and streetwall. Vertical components of the façade in a sawtooth pattern will serve to effectively break down the visual mass of the building and differentiate between retail and housing uses. The site plan will significantly improve conditions over existing conditions along both Brookline Ave. and Boylston Street by: widening sidewalks, adding landscaping and street trees, replacing an unsightly parking and loading area on Boylston St. that creates uncomfortable grade and other issues for pedestrians, and by installing seating in a sidewalk café area.

We are supportive of the project and have met with representatives of Samuels and Associates to discuss several concerns:

- 1) The wind analysis shows that the project will mitigate several existing areas of uncomfortable wind, specifically two spots in the Sears Rotary Emerald Necklace park, and one dangerous area (at the "point"), however there will continue to be areas rated uncomfortable: at the bus stop on Brookline Ave. at the site, a new area across the street on the Landmark Center sidewalk, and an existing area crossing the "point" on the Boylston Street side to the gas station. These are all heavily used pedestrian areas now and more use is anticipated in the future. We understand that the developer is continuing to look at appropriate wind mitigation – either vegetative matter or building architectural approaches. Mitigation at the bus stop might include an exploration of sheltering options along the building façade. We

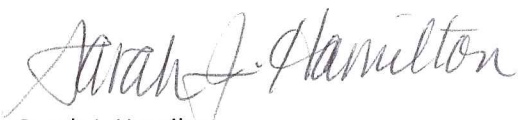
suggest that any trees planted here be species particularly resilient to wind, desiccation and scorch.

- 2) The project accommodates many loading activities off-street and further designates an on-street loading zone on Brookline Ave. for larger trucks that cannot access the off-street docks. These plans will reduce potential conflicts between loading vehicles and vehicle flows on Brookline Ave. and especially on Boylston Street where uses are currently serviced by vehicles parking perpendicular, across the sidewalk. It will be important to ensure that the on-street loading zone is utilized and managed by the developer in a way that does not conflict with the curbside MBTA stop, where public and private buses pick-up and drop passengers, or impact Brookline Avenue traffic. Time of day limitations to ensure that the majority of trucks occur well out of peak periods (7-9 AM; 3:30– 6:00 PM) would help to address some potential issues.
  
- 3) The geometry of the “point” will be changed, to extend the point and remove the right turn cut at the pedestrian island on Boylston St. outbound to Brookline Ave. inbound. We are supportive of the improvements that will result for pedestrians as a result of extending the pedestrian plaza at this location and removing the island. On the other hand we are very concerned that the final radius not be designed to be so acute as to make it impossible for cars or trucks to make the turn around the reconfigured “point” in the future. The alley will be accessed off of Brookline Avenue and onto Boylston Street with a right only exit, which makes sense to ameliorate impacts on Boylston Street by prohibiting left turns. By forcing trucks to exit by a right turn, any geometry that complicates right turns at the “point” would cause more trucks to potentially have to use the section of Brookline Avenue into the Longwood Medical and Academic Area as well as perhaps Longwood Avenue. These corridors are already overburdened because of the limitations to truck and bus travel on nearby roadways.

**7.1**

Thank you for the opportunity to comment. Samuels and Associates is a thoughtful developer and a good neighbor. We support approval of their project with the successful resolution of these items.

Sincerely,



Sarah J. Hamilton  
Vice President,  
Area Planning and Development





# Letter 7

## MASCO

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### Comment 7.1

*"The geometry of the "point" will be changed, to extend the point and remove the right turn cut at the pedestrian island on Boylston St. outbound to Brookline Ave. inbound. We are supportive of the improvements that will result for pedestrians as a result of extending the pedestrian plaza at this location and removing the island. On the other hand we are very concerned that the final radius not be designed to be so acute as to make it impossible for cars or trucks to make the turn around the reconfigured "point" in the future.*

### Response

The removal of the channelized right-turn lane was originally envisioned by the City of Boston as part of their Fenway-Longwood-Kenmore Transportation and Pedestrian Safety Action Plan to improve the pedestrian realm at the Sear's Rotary. The current design has been modified to allow ample room for a passenger vehicle to make the turn from Boylston Street to Brookline Avenue. The City's vision included prohibiting trucks from making a right-turn because of the acute angle. The Proponent will investigate the impact to the sidewalk area if single unit trucks were to be accommodated at this location as well.

Currently, only nine vehicles and 23 vehicles make this turn during the morning and evening peak hours, respectively. The traffic model that was developed for the Project includes an assessment of this change. The Proponent believes that the pedestrian benefits gained by removing the channelized turn area outweigh any potential traffic impacts.

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### Comment 7.2

*The alley will be accessed off of Brookline Avenue and onto Boylston Street with a right only exit, which makes sense to ameliorate impacts on Boylston Street by prohibiting left turns. By forcing trucks to exit by a right turn, any geometry that complicates right turns at the "point" would cause more trucks to potentially have to use the section of Brookline Avenue into the Longwood Medical and Academic Area as well as perhaps Longwood Avenue. These corridors are already overburdened because of the limitations to truck and bus travel on nearby roadways."*



## Response

The goal was to design a loading dock on a constrained site footprint that would offer some flexibility for drivers so that trucks would not load/unload on Boylston Street or Brookline Avenue. The loading dock design allows for smaller delivery vehicles to exit directly to Brookline Avenue. Only larger trucks will need to exit the driveway to Boylston Street. It is expected that larger trucks will be primarily move-in and move-out vehicles. These vehicles will occur infrequently and should have a minimal impact to the Longwood Medical and Academic Area.

May 6, 2013

Mr. John Fitzgerald  
Senior Project Manager  
Boston Redevelopment Authority  
One City Hall Square  
Boston, MA 02201

RE: Comments on the Fenway Point Project

Dear Mr. Fitzgerald:

Thank you for the opportunity to comment on the Fenway Point Project (“The Point”) proposed by Samuels & Associates. As you know, the Audubon Circle Neighborhood Association (ACNA), founded in 1982, is an all-volunteer association of residents, business people and institutions in Audubon Circle. This small “pocket neighborhood” is only 2 blocks from the proposed project site. Our neighborhood has three representatives on the IAG: Richard Ong, Patricia Johnson, and me (Alex Monreal). We are writing a joint comment.

Overall, we enthusiastically support the development of The Point. Given the examples of previous Samuels & Associates projects including Trilogy and 1330 Boylston, and how they have contributed to a renaissance of the Fenway and Audubon Circle neighborhoods, we look forward to having The Point serve as a true “Gateway” into Boston and the Fenway. In fact, some ACNA neighbors preferred the original “Gateway” design (reviewed at an ACNA Board meeting in Fall 2012) which presented as more interesting, sleek and “edgy”, standing apart from the surrounding architecture. Peter Sougarides of Samuels & Associates has demonstrated a sustained and genuine commitment to the neighborhood and to working with the ACNA Board on previous projects and we look forward to working with him and his team as this project gets underway.

In the interest of full disclosure and transparency, some ACNA Board members voiced concern regarding the suggestion that The Point does not need parking because existing, available parking at Trilogy would be sufficient. A building the size of The Point may attract residents with cars who may not want to pay to rent a parking space, but who may obtain Fenway/Kenmore parking permits and utilize street parking, exacerbating an already difficult resident parking situation.

8.1

Thank you again for the opportunity to comment on this major new project. We enthusiastically endorse and support the development of The Point and look forward to working with the BRA and Samuels & Associates as progress develops. A hard copy of this letter will follow.

Sincerely,

Mr. Alex Monreal, Board Member, ACNA  
Ms. Pat Johnson, Co-President, ACNA  
Mr. Richard Ong, Co-President, ACNA

Cc: Mr. Peter Sougarides, Samuels & Associates  
ACNA Board  
Councillor Michael Ross  
Councillor Stephen Murphy  
Councillor Felix Arroyo  
Councillor Ayanna Pressley  
Councillor John Connolly





# Letter 8

## Audubon Circle Neighborhood Association

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### Comment 8.1

*“In the interest of full disclosure and transparency, some ACNA Board members voiced concern regarding the suggestion that The Point does not need parking because existing, available parking at Trilogy would be sufficient. A building the size of The Point may attract residents with cars who may not want to pay to rent a parking space, but who may obtain Fenway/Kenmore parking permits and utilize street parking, exacerbating an already difficult resident parking situation.”*

### Response

The Proponent’s experience at the Trilogy building has shown that the percentage of residents owning cars is limited and, of those that do own cars, almost all choose the convenience of parking in the subterranean garage over street parking. The Proponent expects this will also be the case for the residents of the Project.



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Dolores Boogdanian  
452 Park Drive #16  
Boston MA 02215

May 10, 2013

Peter Meade, Director  
Boston Redevelopment Authority  
One City Hall Square  
Boston, MA 02201

RE: PNF on "The Point"  
Brookline Avenue and Boylston Street  
Boston

Dear Director Meade:

The proposed building at the intersection of Boylston Street and Brookline Avenue as currently designed by Fenway Venture Point Properties, LLC, is stunning; as in, the scale of the proposed building compared to what is there now and what has been the norm in this section of the Fenway is hard to believe. The proposed structure is certainly interesting, and creatively uses the unusual footprint. But it belongs somewhere in the financial district, or where skyscrapers find kindred structures, not on the edge of public open space, neighborhoods that are already vibrant (even before the development along Boylston Street or in the Longwood Medical Area), or where sight lines and an open sky are things one can still enjoy in the City. Why the BRA is bent on walling up every street in the City and turning them into dark wind tunnels is something I cannot understand, and the idea of "livable streets," "urban village," "walkable city," or "human scale" are merely phantoms, reminders of what was or could have been. The proposed building could be all it purports to be without being 22 stories tall –and taller, if one accounts for additional roof structures that will be installed.

The idea that either few people who live in the building will have cars or that those who do will park in the adjacent building – hence making additional parking unnecessary – is to ignore the fact that people in the city do have cars. And they like free parking. So, unless Fenway Ventures or its successor plans to offer free parking to its occupants, these new city residents will look for street parking. They will be entitled to City resident parking stickers in the Fenway-Kenmore Area, where available street parking is already – as in just about every other area of the City – extremely limited. So if the City really believes Fenway Ventures' claim that no new parking is needed, the only way to make sure the project doesn't create further demands on street parking is to make its residents INELIGIBLE for resident parking stickers. Otherwise the idea is merely foolish.

**9.1**

Rodent control is a real issue, and as a resident near current construction activities along the Muddy River and Park Drive can attest, it has gotten exponentially worse. But the building I live in has had to contact a private extermination company to deal with the problem, there being no evidence that whatever requirements the City is entitled to impose on the construction entity is either imposed or enforced. So, if anyone is serious about rodent control, these requirements must be put in place, and applied in an area well outside the immediate construction zone.

**9.2**

Mr. Peter Meade  
Page 2

The Construction Management Plan will hopefully be more instructive than the PNF's description of truck routes or vehicular traffic as being "from Boylston Street or Brookline Avenue." That is obvious. But how will construction vehicles get to the project site? I urge the City to limit use of the Park Drive extension (between the site and Beacon Street) by construction vehicles, as the bridge over the MBTA tracks at Fenway Station is not adequate for this type of load. Every passing truck of any weight makes the bridge bounce, and this is felt IN THE ADJACENT BUILDINGS. What constant movement may do to the roadway, the infrastructure or the abutting structures need not be tested if Park Drive is off limits.

**9.3**

There appears to be a lot more information needed to completely assess the impacts of the project, but the main point I wish to make is that the building can and should be shorter, as this in itself will reduce a number of negative impacts of such a large construction project. The BRA can do a better job of creating a truly enticing and lively residential area and "urban village" by making the scale of this and any other buildings in the area smaller and more intimate.

Thank you for your consideration of these comments.

Sincerely,

Dolores Boogdian



# Letter 9

## Dolores Boogdanian

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### Comment 9.1

*“The idea that either few people who live in the building will have cars or that those who do will park in the adjacent building – hence making additional parking unnecessary – is to ignore the fact that people in the city do have cars. And they like free parking. So, unless Fenway Ventures or its successor plans to offer free parking to its occupants, these new city residents will look for street parking.”*

### Response

The Proponent’s experience at the Trilogy building has shown that the percentage of residents owning cars is limited and, of those that do own cars, almost all choose the convenience of parking in the subterranean garage over street parking. The Proponent expects this will also be the case for residents of the Project.

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### Comment 9.2

*“Rodent control is a real issue, and as a resident near current construction activities along the Muddy River and Park Drive can attest, it has gotten exponentially worse. But the building I live in has had to contact a private extermination company to deal with the problem, there being no evidence that whatever requirements the City is entitled to impose on the construction entity is either imposed or enforced. So, if anyone is serious about rodent control, these requirements must be put in place, and applied in an area well outside the immediate construction zone.”*

### Response

In accordance with city requirements, the project construction manager will be required to develop a comprehensive rodent control program for on-site areas, for the duration of construction.

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### Comment 9.3

*“The Construction Management Plan will hopefully be more instructive than the PNF’s description of truck routes or vehicular traffic as being “from Boylston Street or Brookline Avenue.” That is obvious. But how will construction vehicles get to the project site? I urge*



*the City to limit use of the Park Drive extension (between the site and Beacon Street) by construction vehicles, as the bridge over the MBTA tracks at Fenway Station is not adequate for this type of load. Every passing truck of any weight makes the bridge bounce, and this is felt IN THE ADJACENT BUILDINGS. What constant movement may do to the roadway, the infrastructure or the abutting structures need not be tested if Park Drive is off limits."*

## **Response**

The BTB will require the proponent to develop a Construction Management Plan (CMP) that, among other things, includes a plan to route construction vehicles to and from the site. Any use of the restricted portions of Park Drive will require review by the Department of Conservation and Recreation.

**From:** Fleetwood, Charlotte [<mailto:Charlotte.Fleetwood@cityofboston.gov>]  
**Sent:** Wednesday, May 22, 2013 5:14 PM  
**To:** Donohoe, Ellen  
**Cc:** Gupta, Vineet; Fitzgerald, John BRA  
**Subject:** RE: Point - Comments

Hi Ellen,

Here are the comments we noted when we met with the team:

1. Be sure to meet the City's Bike Parking Guidelines. Some of the parking needs to be accommodated in the new building. **10.1**
2. Provide additional Hubway station in front of Landmark Center, if warranted. Confirm with Boston Bikes. **10.2**
3. Coordinate with Boylston Street plans for streetscape design **10.3**
  - Provide minimum 8' clear pedestrian zone
  - Provide pervious pavement strip in furnishing zone
  - Use sand-based structural soil to provide rooting environment for street trees
4. Commit to maintain streetscape in front of Samuels properties on Boylston Street **10.4**

Could you tell me again when this project is expected to break ground?

Thank you.

**Charlotte Fleetwood**  
Transportation Planner

Boston Transportation Department  
Boston City Hall, Room 721  
Boston, MA 02201  
617.635.2462  
[charlotte.fleetwood@cityofboston.gov](mailto:charlotte.fleetwood@cityofboston.gov)





# Letter 10

## Boston Transportation Department

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### Comment 10.1

*"Be sure to meet the City's Bike Parking Guidelines. Some of the parking needs to be accommodated in the new building."*

#### Response

The Proponent agrees that it is important to provide adequate bicycle storage for residents, retail tenants, and visitors. Due to the significant space constraints of the small site, the Proponent is investigating the possibility of providing the majority of long-term bicycle storage spaces at the Trilogy Building, which will be connected to the Project, as previously described. In addition, the Proponent is evaluating where some secure bicycle parking may be included inside the Project for routine bicycle commuters. The Proponent looks forward to working with the City and BTM to provide adequate secure bicycle storage for building residents and at-grade parking spaces for retail tenants, employees and visitors.

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### Comment 10.2

*"Provide additional Hubway station in front of Landmark Center, if warranted. Confirm with Boston Bikes."*

#### Response

The Proponent currently sponsors the Hubway bike share station at Landmark Center. The Proponent agrees to evaluate its usage and provide space for additional Hubway bike share station(s), if demand warrants.

---

### Comment 10.3

*"Coordinate with Boylston Street plans for streetscape design:*  
*- Provide minimum 8' clear pedestrian zone*  
*- Provide pervious pavement strip in furnishing zone*  
*- Use sand-based structural soil to provide rooting environment for street trees"*





## Response

The proposed sidewalk design will be coordinated with the Boylston Street plans for streetscape design and will include the following:

- A minimum 7-foot clear pedestrian zone, per confirmation with BTM through follow-up discussions;
- A pervious pavement strip in the furnishing zone; and
- Sand-based structural soils to provide rooting environment for the street trees.

---

## Comment 10.4

*“Commit to maintain streetscape in front of Samuels properties on Boylston Street.”*

## Response

The Proponent agrees to maintain the streetscape adjacent to the Project Site along Boylston Street.



BOSTON  
TRANSPORTATION  
DEPARTMENT

ONE CITY HALL SQUARE • ROOM 721  
BOSTON, MASSACHUSETTS 02201  
617-635-4680 • FAX 617-635-4295

July 2, 2013

John Fitzgerald  
Boston Redevelopment Authority  
One City Hall Square, 9<sup>th</sup> Floor

Dear John,

Thank you for the opportunity to comment on the Expanded Project Notification Form (PNF) for the Point Mixed-use Development Project on Boylston Street and Brookline Avenue in the Fenway. The project includes construction of a 22-story mixed-use building with 33,000 square feet of retail on the first and second story, and 320 residential units totaling 269,000 square feet on the upper floors.

Both projects will use existing parking at the adjacent Trilogy Garage; no new automobile parking is proposed as part of this project.

Analysis performed as part of the Expanded PNF will lead to a Transportation Access Plan Agreement (TAPA) for The Point, which will codify the project's transportation-related elements, including mitigation items. The following comments address issues needing clarification/confirmation and proposed mitigation items that will be addressed through the TAPA process.

#### **Garage Parking**

The proponent is commended for proposing no additional automobile parking, making use of excess capacity in the adjacent garage. As noted in the report, the site is well served by public transportation, including Hubway, and is readily accessible by bicycle. The TDM measures proposed in the PNF, including charging market rates for automobile parking in the garage, will encourage the use of alternative modes. These measures will be codified in the TAPA.

Free and convenient parking should be provided for bikes, scooters, and motorcycles in the Trilogy Garage, with appropriate wayfinding. Space should also be provided for car-share and electric vehicle charging.

#### **Bicycle Parking**

Bicycle parking should be provided in preferred areas, both secure/covered for residents and employees and outdoor near the entrance for visitors, consistent with the City of Boston Bike Parking Guidelines. It is understood that most of the secure/covered parking will be provided in the Trilogy Garage, however some must be provided in the new building.

THOMAS M. MENINO, Mayor  
Thomas J. Tinlin, Commissioner



**Transportation Demand Management**

TDM measures including charging market rates for automobile parking, encouraging on-site transit pass sales and 50 percent transit subsidies for employees, providing an on-site Transportation Coordinator, and providing an orientation package to new residents and tenants will be codified in the TAPA.

**Hubway**

There is currently a Hubway Station across from the project site, in front of the Landmark Center on Brookline Avenue. The Proponent should coordinate with Boston Bikes and Alta Planning to determine if additional Hubway capacity will be needed and if so, to provide it.

**Pedestrian Environment**

The proponent has worked cooperatively with BTM to design the sidewalk on Boylston Street to be consistent with the City's streetscape plan for the rest of Boylston Street. For consistency with our design, we recommend that a minimum 8' pedestrian clear zone be maintained, that sand-based structural soil be used to provide a rooting environment for the street trees, and that a pervious pavement strip be used in the furnishing zone for stormwater management and to irrigate the trees.

We recognize that most of this sidewalk is on property owned by DCR and must be reviewed and approved by DCR.

\* \* \*

The issues raised above should be addressed in the TAPA Agreement to be provided for The Point project. BTM looks forward to working collaboratively with the proponent and the community in review of this project to address any outstanding concerns.

Sincerely,



Charlotte Fleetwood  
Transportation Planner  
Policy and Planning Division