



West End Civic Association

Committed to protect and enhance the quality of life in the West End

May 30, 2017

Michael Rooney, Project Manager
Boston Planning & Development Agency
Boston City Hall, 9th Floor
Boston, MA 02201
BY EMAIL

Re: 50 Staniford Street
First Amendment to the Amended and Restated Development Plan
for Planned Development Area No. 7

Dear Mr. Rooney,

This is an updated comment from the West End Civic Association (WECA). Our first letter was sent to Edward McGuire on December 2, 2016. It commented on the initial informal proposal from Deutsche Asset Management that was presented to our Zoning & Planning committee on November 3, 2016.

Comments 1-4 have not changed. WECA has voted to add comments 5 and 6 based on the presentation at the May 17, 2017 Public Meeting.

1. WECA believes that the outward extension of the ground floor so as to completely fill the plinth is unobjectionable. While this would eliminate the arcade which surrounds the building, this walkway is rarely used at present (except for smokers).
2. The extension onto the very wide sidewalk along Staniford Street creates more problems, but WECA similarly feels that it can be tolerated, as it still leaves an adequate sidewalk. However, we want the BPDA to understand that this would preclude any future diminution of the sidewalk, such as for creating a bike stand. It would also hinder the vision of drivers making a right turn onto Cardinal O'Connell Way.
3. We heartily applaud the creation of a new drop-off point in the open area behind the building and also the creation of a two-way entrance to this space off O'Connell Way opposite Regina Cleri. This will allow several vehicles to discharge infirm patients at the same time in a safe environment.



West End Civic Association

Committed to protect and enhance the quality of life in the West End

4. We strongly object to allowing two street-side drop-off spots on O'Connell Way after the opening of the rear drop-off point. This two-lane street, with no parking allowed during the week, is vital in allowing traffic to flow from Cambridge/Staniford to Storrow Drive whenever Charles Circle becomes jammed. The drop-off of infirm patients is inevitably a lengthy process and can block this vital artery. We particularly object to the existence of the drop-off opposite the loading docks for Whole Foods. Massive trucks block the opposite lane for frequent and lengthy periods.

5. We are also extremely concerned about the proposed loading dock on William Cardinal O'Connell Way. As noted in #4, this is a narrow street critical to traffic flow. It already has a loading dock used by Whole Foods. The addition of a second loading dock will further impede traffic to an unacceptable extent.

6. The West End Civic Association would not oppose this project if patient drop-offs are allowed only from the rear of the building and if the proposed loading dock is not used during peak traffic hours (7am – 10am, 3pm – 7pm) or when the Whole Foods dock is active.

Susann C. Benoit
President, West End Civic Association

Email cc: Councilor Josh Zakim
Maria Lanza

downtown north association

December 2, 2016

Mr. Jeffrey Hampton
Zoning Commission
Boston Planning and Development Agency

Re: **50 Staniford Street**

Dear Mr. Hampton

On behalf of the Downtown North Association, I am writing to support the proposed project at 50 Staniford Street by RREEF Management.

This project was presented to the Downtown North Association Board of Directors on September 28, 2016 and was unanimously supported by those in attendance.

The proposed changes to the building will not only be more aesthetically pleasing but will improve vehicular and pedestrian connections on Staniford and O'Connell Way. The project will also bring additional office, and commercial space as well as accessory retail, which were welcomed by our association.

Throughout the review process RREEF Management and their representatives have worked cooperatively with our and other neighborhood associations and institutions. We are pleased that they are taking these steps to improve the property and look forward to working with them as they continue these improvements.

Thank you for your consideration.

Sincerely,

Jay Walsh
Executive Director
Downtown North Association

150 Staniford Street, #900
Boston, MA 02114
December 2, 2016

Mr. Jeffrey Hampton, Deputy Director of Zoning
BPDA
One City Hall Plaza
Boston, MA

RE: 50 Staniford Street

Dear Mr. Hampton,

As an 18-year resident of West End Place, I look forward to the upgrade that Deutsch Asset Management has proposed for 50 Staniford Street.

The design they have shared with the community will bring the building more in tune with the new construction that is going on in the West End. The current building is a product of an era when architects did not look at the aesthetics of a property, rather they were more concerned with the function. 50 Staniford Street has served the community well for the past 50 years but it is now time for it to be refreshed.

Additionally, Deutsch Asset Management is proposing moving the main entrance of the property so that vehicles do not park on the sidewalk on Cardinal O'Connell Way as they now do when they drop people off or when there are deliveries. There will be an accessible entrance within the courtyard area where people can be dropped off. Additionally, the corner of the building site line will improve driver and pedestrian visibility at one of the currently dangerous curves on Cardinal O'Connell Way across from the access to the Charles River Plaza. I'm sure the West End community as well as people visiting the various offices in the building will be pleased by that aspect.

I encourage you to approve this project within our West End community.

Sincerely,

Jane Forrestall

Cc: Councilor Josh Zakim
Maria Lanza, Mayor's Office of Neighborhood Services
Edward McGuire, BPDA Project Manager
Sean Curran, Waterville Consulting

Dear Michael: I apologize for missing the deadline for comments on 50 Staniford Street. I'm having shoulder replacement surgery tomorrow and have been overloaded with appointments.

However, I do want to say that the lack of advance public notice of the May 17 meeting and the abbreviated comment period is problematic. I also noted at the meeting that the Hawthorne Place Board expected some updated contact given that we met with the 50 Staniford representatives many months ago and having to learn about the recent hearing through the neighborhood grapevine is most unfortunate.

We communicated many concerns to Sean Curran during his meeting with the Hawthorne Board followed by several emails. We did not communicate with the BPDA because we were told by the representatives that they were not even approaching the City until they had gotten feedback from the neighborhood. Thus the May 17 meeting came not only as a complete surprise, but the fact that the project as currently proposed completely ignores our concerns with respect to traffic impacts on the part of Cardinal O'Connell Way closest to our neighborhood is most disappointing.

The Hawthorne Place Board remains opposed to the use of the rear of 50 Staniford for car entry and exit for drop offs, pickups, and limited parking. We feel this simply moves the problem congestion from one part of O'Connell Way to another. Traffic would now be entering and exiting onto the part of O'Connell Way which is between two right angle turns on this extremely narrow two way street adding to the dangers already posed by the increasing usage of this street as a cut-through from Staniford and Cambridge Streets to Storrow Drive. We are particularly concerned for the safety of our pedestrians, many of whom are elderly, who use O'Connell Way extensively to access local shopping at Charles River Plaza as well as the entryway to Government Center and downtown Boston. In that regard, the elimination of the walkway through the two Staniford Street buildings will be an inconvenience to the countless residents and others who walk through this area on a daily basis.

We acknowledge that the current entrance to 50 Staniford Street and its use as a pickup and drop off point is extremely problematic. However, we believe that the solution proposed needs to be reexamined so that the end result does not negatively impact our residential neighborhood.

Thank you for the opportunity to comment on behalf of Hawthorne Place.

Sincerely, Linda Ellenbogen



Project Comment Submission: First Amendment to PDA #7

1 message

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

Fri, May 19, 2017 at 11:28 AM

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

CommentsSubmissionFormID: 1762

Form inserted: 5/19/2017 11:27:32 AM

Form updated: 5/19/2017 11:27:32 AM

Document Name: First Amendment to PDA #7

Document Name Path: /Development/Development Projects/First Amendment to PDA #7

Origin Page Url: /projects/development-projects/first-amendment-to-pda-7

First Name: Maryann

Last Name: Aakjar

Organization: (self)

Email: [REDACTED]

Street Address: 9 Hawthorne Place

Address Line 2: Apt. 3-P

City: Boston

State: MA

Phone: [REDACTED]

Zip: 02114

Opinion: Neutral

Comments: I attended the May 17 PDA meeting at the West End Museum. Too few people attended. I would have liked to have seen tenants from the building at the meeting, i.e., OCB, MGH. We would not have this problem if they were not tenants, and I think they could offer some insight, be helpful. 1. Equity once had a plan whereby to get traffic off Staniford Street, vehicles would enter the garage on Staniford Street and passengers would be dropped off at that point inside garage. Would this be available? 2. The large Mass. General buses (as opposed to vans) could leave Blossom Street and go directly to Cambridge Street. They do NOT need to use William Cardinal O'Connell Way. The O'Connell Way was never designed to accommodate the buses and they should be banned from this street due to hazard. 3. The sidewalk for pedestrians needs work! A cutout for drop-off on Wm. Cardinal O'Connell Way should not be allowed without a sidewalk. The presented plan needs more work. I realize we will not all be pleased with results but we can come to some conclusion that it's the best we can do. Thanks for letting me comment.

PMContact: michael.rooney@boston.gov

Project ID: 2561