

You, Susan (DEP)

From: Sherry, Olivia <Osherry@Relatedbeal.com>
Sent: Wednesday, October 4, 2023 4:24 PM
To: Padien, Daniel (DEP); You, Susan (DEP)
Cc: Faber, Stephen; Erik Rexford; Wang, Andrew; Robert Adams
Subject: 244-284 A Street - Follow Up to October 2, 2023 Public Meeting
Attachments: 244 284 A Street_Chapter 91 Diagrams.pdf

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Hi Daniel and Susan,

Thank you for hosting a productive Chapter 91 Meeting on Monday for the 244-284 A Street Project (Channelside). We are excited to be at this stage of the process with the State and look forward to continuing the good momentum.

There were a handful of items from Monday's two meetings we thought we could provide better clarity on for you. The public attendees' comments and questions raised are familiar to us, and we have been addressing the same individuals and their wishes over the years throughout the MEPA and Article 80 process via formal comment letters, BPDA sponsored public and IAG meetings, and Related Beal sponsored community meetings.

Please see below for additional clarity on storage for the community, the art launch, and the floating art pathway circulation.

- **Storage for Community:** Storage will be available for the community's use in the below-grade public parking garage. For more background, during the Article 80 community process, the various dragon boat organizations asked for approximately 80 to 100 SF of storage for their life jackets and paddles. We thought this request would help promote watersheet activation, and we are excited to program approximately 250 SF of dedicated storage area in our garage. I will also note we were requested for storage by the arts community and we are programming a separate approximate 1,500 SF of storage in the garage for their use. Pedestrian access would be via the public parking garage elevators in the G5 building, and the storage areas are near drive aisles for easy access to vehicles.
- **Art Launch:** We have worked with the community to address their request to make placing floating art into the Fort Port Channel in a more accessible and convenient method, and we made specific amendments to our building and site designs to accommodate this. We believe the art launch proposed on our site addresses the community's desire while balancing safety and practical concerns. The community originally requested an art ramp similar to a boat launch, but as detailed in the attached plans which were presented to FPAC and the same individuals, the site constraints and tidal conditions of the Channel make this request quite challenging. For safety concerns, the maximum slope an art ramp wants to be is 14% (or a ratio of approximately 1:7) (refer to slide 2). At this slope, the ramp projects 128 feet into the Fort Point Channel from the water's edge (refer to slide 5). In addition to this projection into the Channel being exorbitantly long, a ramp of this slope would not be ADA compliant and would exceed the maximum allowed slope for pedestrians by Code. While we understand the request, the project site and position of the Harborwalk and other site needs and desires requested by the BPDA and other community members make the ramp concept a particularly infeasible solution for this Project. We will continue to think about how we could assist to accommodate the launching of public art in the art we have designated.

- **Floating Art Pathway Circulation:** We also listened to the community to ensure pathways to the water's edge can accommodate transporting of floating art. Again, we have made modifications to our building massing and landscape pathways to ensure options are available. As shown on slide 6 of the attached package, there are several pathways with widths that would allow one to traverse to the watershed with floating art. This diagram has been shared with the community in the various Project filings and public meetings.

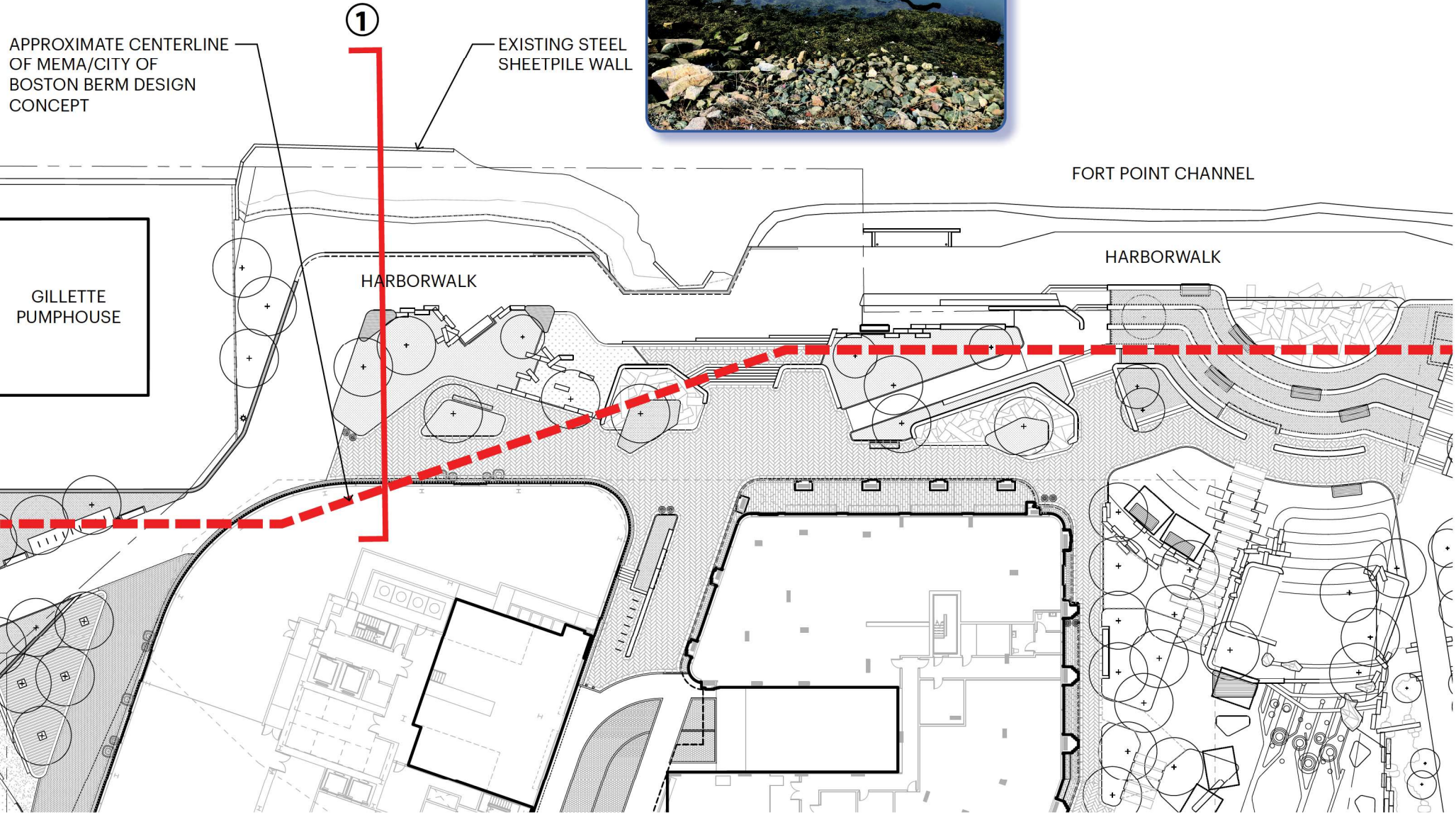
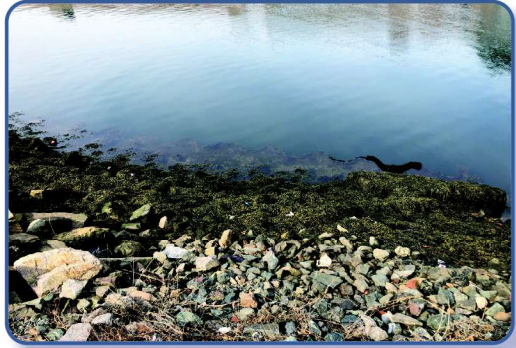
Please let us know if there are any questions.

Olivia Sherry

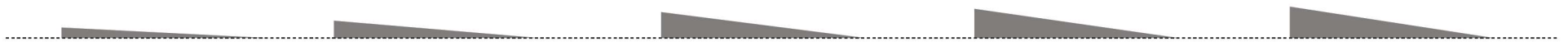
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Ramp Slopes

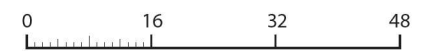
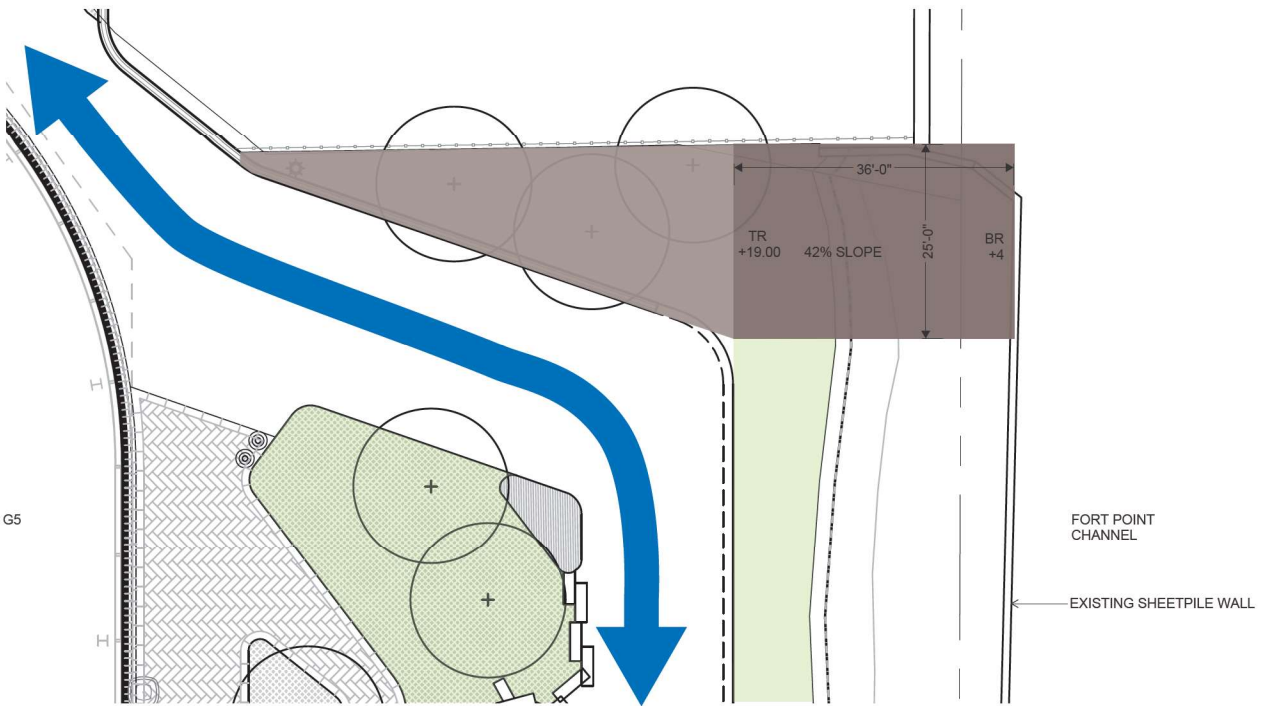
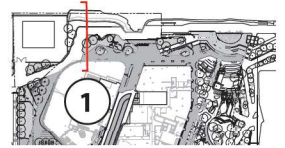
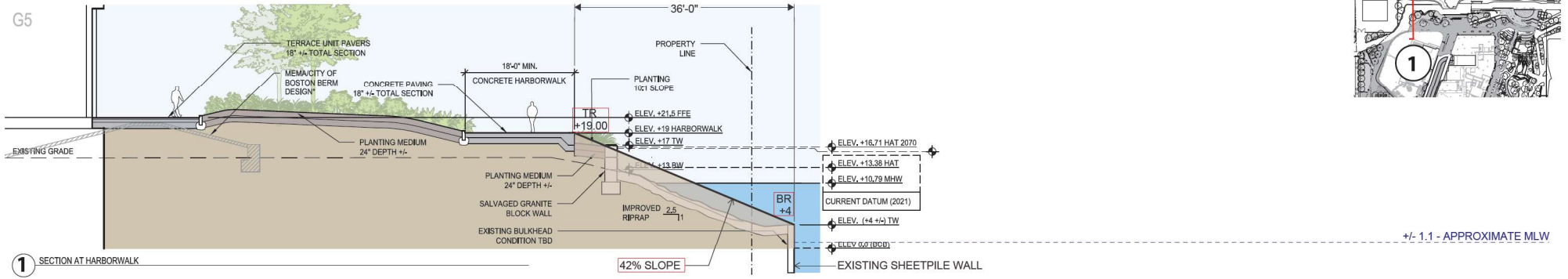


5%	8.3%	12.5%	14%	15%+
1:20 Inclined Ramp	1:12 ADA Ramp	1:8 Non-ADA Pedestrian Ramp	1:7.1 Vehicle Ramp	1:6.6 Steep Ramp
Handrails not required	Maximum allowed by ADA Handrails required	Maximum allowed by Code for Pedestrians	Maximum Recommended in Garages	Not recommended for Pedestrians or Vehicles

ADA Accessible

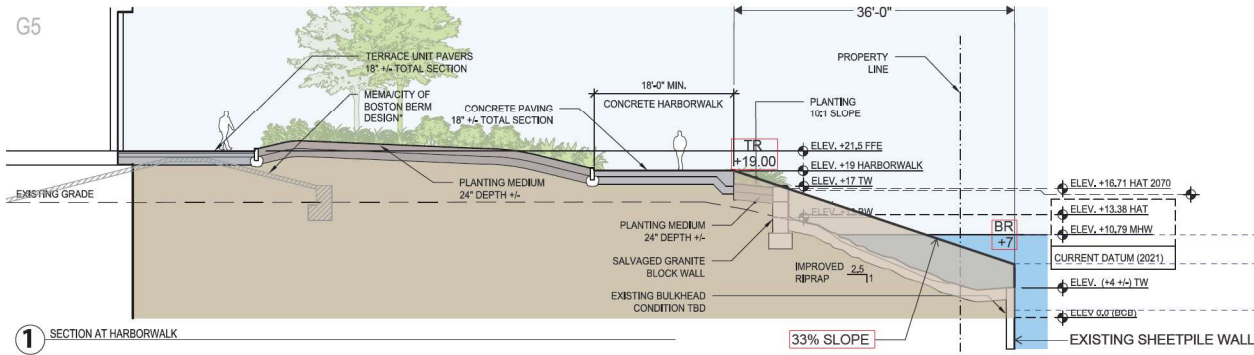
*MEMA/CITY OF BOSTON BERM DESIGN SECTION PROFILE SHOWN IN COMPARISON TO PROJECT DESIGN LANDSCAPE

Option A Ramp Terminates at Existing Sheetpile Wall

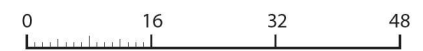
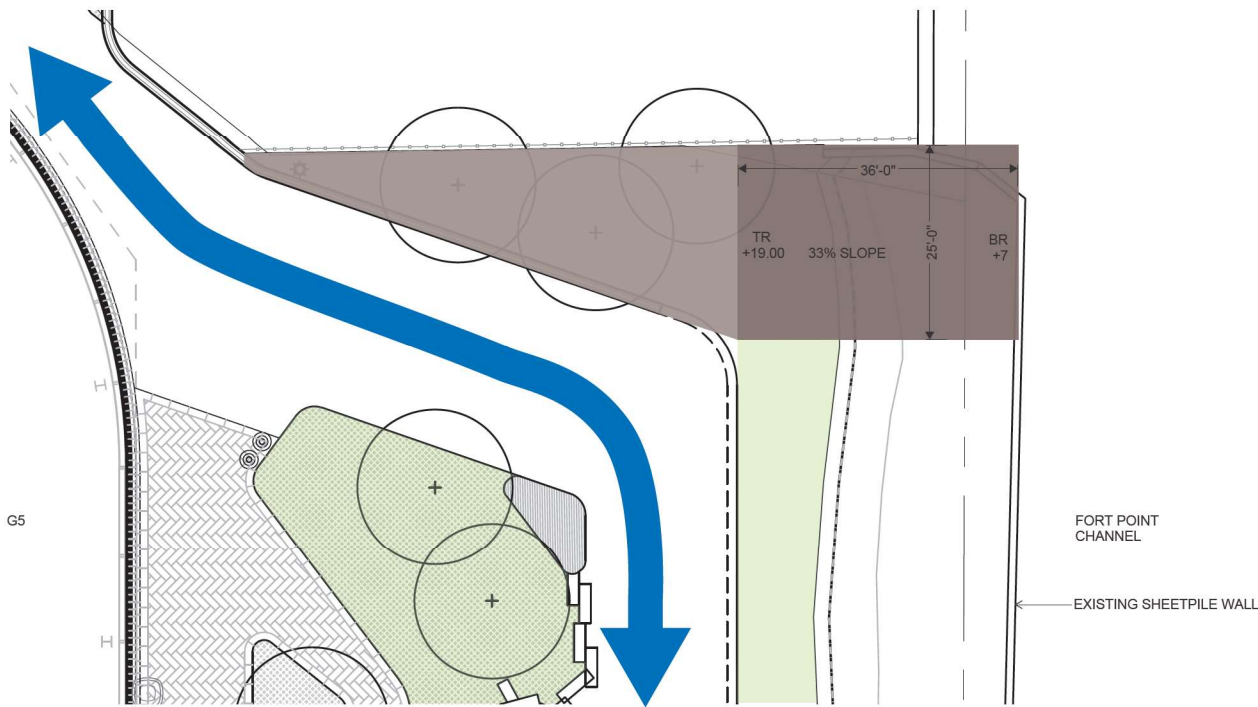


*MEMA/CITY OF BOSTON BERM DESIGN SECTION PROFILE SHOWN IN COMPARISON TO PROJECT DESIGN LANDSCAPE

Option B Ramp Terminates at Existing Sheetpile Wall At 3/4 Tide

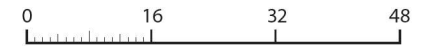
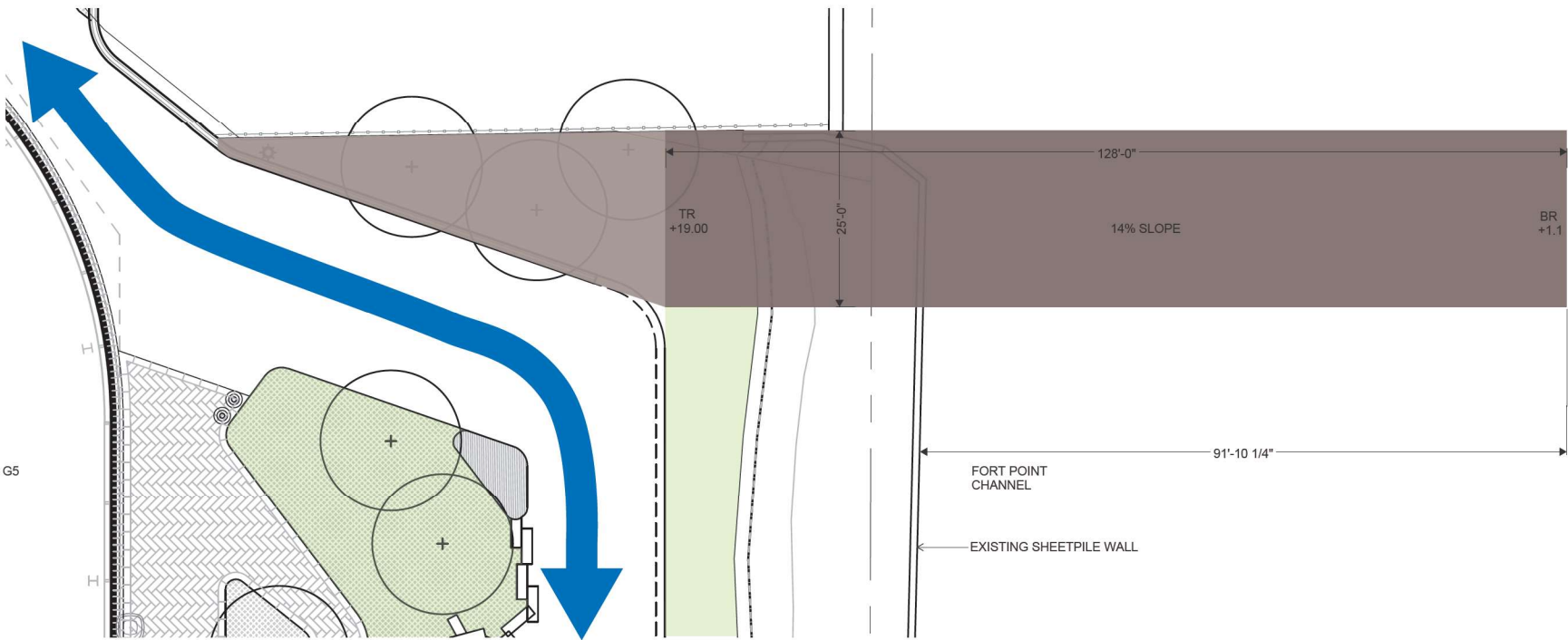
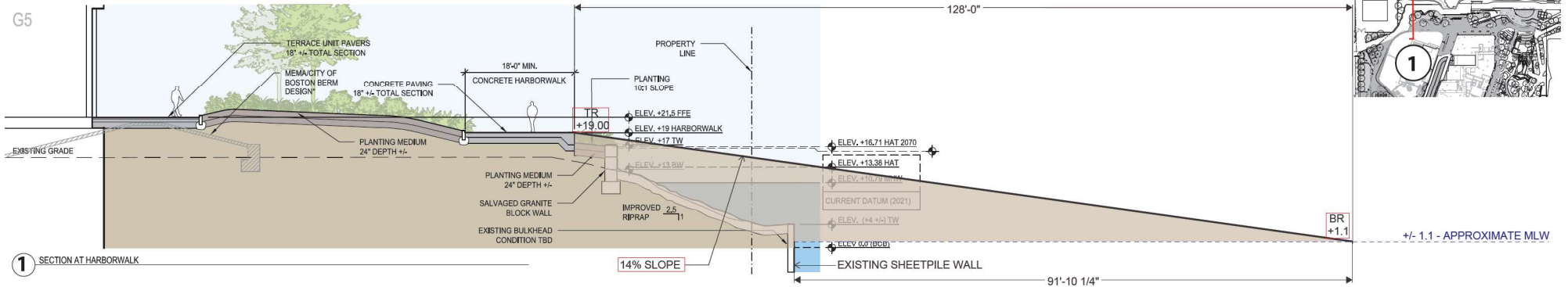


+/- 10.79 - APPROXIMATE MHW
 +/- 7 - APPROXIMATE 3/4 TIDE
 +/- 1.1 - APPROXIMATE MLW



*MEMA/CITY OF BOSTON BERM DESIGN SECTION PROFILE SHOWN IN COMPARISON TO PROJECT DESIGN LANDSCAPE

Option C
Ramp Shown at 14% Slope
Upper Limit of Standard Boat Ramp



Floating Art | Paths to the Waterfront

