



Data Sciences Center

Boston University

Application for Certificate of Appropriateness

May 20, 2019

submitted to the **Bay State Road / Back Bay West Architectural
Conservation District Commission**

submitted by **Trustees of Boston University**

prepared by **Fort Point Associates, Inc.**

in association with
KPMB Architects
Richard Burck Associates, Inc.
AECOM
Nitsch Engineering, Inc.
The Green Engineer



TABLE OF CONTENTS

SECTION 1 APPLICATION FORM

SECTION 2 FEE

SECTION 3 DESCRIPTION OF PROPOSED WORK

3.1	Introduction	3-1
3.2	Neighborhood Context	3-1
3.3	Project Site	3-3
3.4	Historic Resources in the District	3-4
3.5	Description of Proposed Work	3-4

SECTION 4 SUPPORTING GRAPHICS

1	Locus Map	
2	Neighborhood Context and Existing Conditions Photographs Key	
3	Existing Conditions Photographs	
4	Existing Conditions Photographs	
5	Existing Conditions Photographs	
6	Existing View West from Laneway	
7	Project Site Context	
8	Existing Conditions Plan	
9	Historic Resources in the Vicinity of the Project Site	
10	Project Site Plan	
11	North Elevation with Limits of Bay State Road Back Bay West Architectural Conservation District	
12	East Elevation with Limits of Bay State Road Back Bay West Architectural Conservation District	
13	West Elevation with Limits of Bay State Road Back Bay West Architectural Conservation District	
14	Mid-Building West Section with Limits of Bay State Road Back Bay West Architectural Conservation District	
15	North/South Cross Section with Lighting Features	
16	Materiality – Louvered Façade Assembly	
17	Materiality – Sawtooth Façade Assembly	
18	Public Realm from the South – Along Granby Street	
19	Public Realm from the South – Along Bicycle Parking	
20	View of Laneway Looking West	
21	View Looking South Toward Courtyard	
22	View Looking West in Courtyard	
23	View of Entrance off of Courtyard	
24	View of Parklet Looking South	
25	Exterior Lighting Plan	

26	Proposed Landscape Lighting
27	Grove Plan / Examples
28	View of Grove Looking North
29	View of Grove and Project Site Looking South
30	View of Project Site from Silber Way and Bay Stare Road
31	View of Project Site from 160 Bay State Road

SECTION 1

APPLICATION



APPLICATION
CERTIFICATE of APPROPRIATENESS-or-
DESIGN APPROVAL-or-EXEMPTION

Deliver or mail to:
Environment Department
Boston City Hall, Rm 709
Boston, MA 02201

For Office Use Only

APPLICATION # _____
RECEIVED _____
FEE _____
HEARING DATE _____

DO NOT RETURN THIS FORM BY FAX OR EMAIL

DO NOT STAMP THIS BOX

I. PROPERTY ADDRESS _____

NAME of BUSINESS/PROPERTY _____

The names, telephone numbers, postal and e-mail addresses requested below will be used for all subsequent communications relating to this application. Environment Department personnel cannot be responsible for illegible, incomplete or inaccurate contact information provided by applicants.

II. APPLICANT _____

CONTACT NAME _____ RELATIONSHIP TO PROPERTY _____

MAILING ADDRESS _____ ZIP _____

PHONE _____ EMAIL _____

PROPERTY OWNER _____ CONTACT NAME _____

MAILING ADDRESS _____ ZIP _____

PHONE _____ EMAIL _____

ARCHITECT _____ CONTACT NAME _____

MAILING ADDRESS _____ ZIP _____

PHONE _____ EMAIL _____

CONTRACTOR _____ CONTACT NAME _____

MAILING ADDRESS _____ ZIP _____

PHONE _____ EMAIL _____

III. DESCRIPTION OF PROPOSED WORK

A BRIEF OUTLINE OF THE PROPOSED WORK *MUST* BE GIVEN IN THE SPACE PROVIDED BELOW, OR THE APPLICATION WILL *NOT* BE ACCEPTED. This description provides the basis for the official notice and subsequent decision, and it must clearly represent the entirety of the project. Additional pages may be attached, if necessary, to provide more detailed information.

REQUIRED DOCUMENTATION: Please include all required documentation with this application; review instructions carefully for details.

ESTIMATED COST OF PROPOSED WORK: \$289,000,000.00

IV. DULY AUTHORIZED SIGNATURES (both required)

The facts set forth above in this application and accompanying documents are a true statement made under penalty of perjury.

APPLICANT *Jason A. Makler* OWNER* *Gary W. Nickles*
 *(If building is a condominium or cooperative, the chairman must sign.)

PRINT Jason A. Makler, Attorney PRINT Gary W. Nickles, Senior Vice President and Assistant Treasurer

Environment Department personnel cannot be responsible for verifying the authority of the above individuals to sign this application. Misrepresentation of signatory authority may result in the invalidation of the application.

UNSIGNED OR PARTIALLY SIGNED FORMS WILL BE REJECTED

THIS APPLICATION IS NOT COMPLETE WITHOUT SIGNATURES, FEES AND REQUIRED DOCUMENTATION.

The checklist below is for reference only: Please refer to the detailed application instructions for deadlines, fee schedule and required documentation specific to your proposal.

- COMPLETED APPLICATION FORM
- APPLICATION FEE (Check or money order made payable to City of Boston; see fee schedule in Instructions)
- DESCRIPTION OF WORK (A brief description must be included on the front page; additional pages of detailed information may be attached. **Applications that only note "see attached" will not be accepted.**)
- PHOTOS OF EXISTING CONDITIONS
- DRAWINGS AND SPECIFICATIONS AS REQUIRED (See "documentation requirements" in instructions)

SECTION 2

FEE

VENDOR NO. 0030006010

BOSTON UNIVERSITY ACCOUNTS PAYABLE DEPARTMENT

CHECK NO. 3430169

DOCUMENT NUMBER	INVOICE NUMBER	P. O. NUMBER	INVOICE DATE	GROSS	DISC.DED AMOUNT	NET AMOUNT	TEXT
1900713716	27478389		05/17/2019	5,000.00	0.00	5,000.00	*RUTH 3-6500
TOTALS				5,000.00	0.00	5,000.00	

Vintage Graphic Solutions

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000859768



Trustees of Boston University
Boston, Massachusetts 02215-1301

CHECK VOID AFTER 120 DAYS
TWO HANDWRITTEN SIGNATURES
REQUIRED WHEN AMOUNT IS
OVER \$20,000

56-1544
441

DATE
05/20/2019

CHECK NO.
3430169

CHECK AMOUNT
\$5,000.00

*** FIVE THOUSAND Dollars and 00 Cents ***

PAY TO THE ORDER OF
City of Boston
Boston City Hall, Rm 805
Boston MA 02201

PAYABLE AT
JPMORGAN CHASE


Authorized Signature

DOCUMENT CONTAINS COLORED PANTOGRAPH & MICROPRINTING. BACK HAS THERMOCHROMIC INK & A WATERMARK, HOLD AT AN ANGLE TO VIEW. VOID IF NOT PRESENT.

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SECTION 3

DESCRIPTION OF PROPOSED WORK

SECTION 3: DESCRIPTION OF PROPOSED WORK

3.1 INTRODUCTION

Trustees of Boston University (the “Applicant”) propose to construct a new 305,000 square foot (sf) 305-foot-high building (the “Project”) located on a 47,700 square foot parcel at 665 Commonwealth Avenue (the “Site”). A portion of the Site is located within the Bay State Road/Back Bay West Area Architectural Conservation District (BSRACDC or the “District”). The northern footprint of the building is located just within the District (overall one-to-two feet for a length of approximately 95 feet), and 8 floors of the cantilevered tower structure above the building’s podium structure extend 26 feet in depth and 95 feet in length into the District. See supporting text in this section and graphics in Section 4, Supporting Graphics for a detailed description of work within the District.

3.2 NEIGHBORHOOD CONTEXT

Boston University has developed its campus vision in consideration of its mission, riverfront location, proximity to historic neighborhoods, and the inclusion of major transportation infrastructure within the heart of its Charles River Campus (CRC or the “Campus”). This section describes the unique character of each of the distinctive areas surrounding the Campus and the District.

3.2.1 COMMONWEALTH AVENUE

Extending approximately 1.5 miles from Kenmore Square to Packard’s Corner, the physical identity of the CRC is strongly influenced by Commonwealth Avenue. This thoroughfare/boulevard serves as both a major transportation spine for both bicycles and vehicular circulation, and the spine of the campus.

The historic Marsh Chapel Plaza anchors Boston University’s first constructed buildings on the CRC, which were designed by architects Cram and Ferguson in the mid-1940’s. Adjacent and farther west on Commonwealth Avenue is the George Sherman Union (GSU) Plaza, an important public space on the northern edge of Commonwealth Avenue. The Plaza acts as an entry point to Josep Lluís Sert’s congregation of mid-century modern structures that comprise the Boston University School of Law and serve the students of the University who utilize the GSU and Mugar Memorial Library. The architectural character and urban form of this section of Commonwealth Avenue is very distinct from the monumental Back Bay section with its uniform building scale and continuous “street wall” with median open space.

The activity of student life along the Commonwealth Avenue boulevard makes this length of Commonwealth Avenue unique. In addition to the Green Line trolley, the pedestrian traffic of over 2,000 people/hour during peak hours makes Commonwealth Avenue one of the most vibrant and heavily-travelled streets in the City of Boston. Recognizing the importance of Commonwealth Avenue, a highly successful public-private partnership was initiated by Boston University, the City of Boston's Department of Public Works and Transportation Department, and the state's Executive Office of Transportation that resulted in a significant investment by the University in major safety, aesthetic, and transportation improvements to the portion of Commonwealth Avenue from Kenmore Square to the BU Bridge. These improvements were accomplished through the installation of wider sidewalks, tree plantings on both sides of Commonwealth Avenue and median, period-appropriate streetlights, and articulated crosswalks. The removal of an unnecessary third travel lane allowed for the installation of the first bicycle lanes in the City of Boston and effectively improved safety conditions for pedestrians and cyclists. Boston University contributed funds toward the design and construction of this phase of improvements and provides ongoing maintenance of the plantings along this segment of the Commonwealth Avenue corridor. The same planning and treatment are currently being advanced by the University in conjunction with the same stakeholders noted above for the area stretching from the BU Bridge to Packard's Corner.

3.2.2 BAY STATE ROAD

Bay State Road weaves together historic brownstones and a mix of newer institutional buildings. The elegant, attractive, and charming brownstones overlook a tree-lined street and the Charles River; these University-owned as well as privately-owned properties have been restored and upgraded over the years using historically appropriate methods and materials. In 1994, the Boston Preservation Alliance awarded Boston University its preservation award "for the outstanding restoration and stewardship of the many historic properties of Bay State Road." A BPA Preservation Achievement Award in 2015 acknowledged the University's work on The Alan and Sherry Leventhal Center at 225 Bay State Road. The Yawkey Center for Student Services at 100 Bay State Road was constructed in 2005 and was designed to respect the urban design of the street with appropriately scaled setbacks and bay sizes.

More recently, Boston University completed a major renovation of Myles Standish Hall, which included a complete upgrade to the exterior of the building as well as public realm improvements, including the installation of new sidewalks and associated amenities that are consistent with conditions seen elsewhere around the Charles River Campus and the District, including the distinctive red brick strip along the curb edge. New street trees, lighting, benches, bicycle racks, and porous pavement have been installed along the perimeter of the Myles Standish building, including a realigned curb at the southeast corner of Raleigh Street and Bay State

Road. Boston University has invested significant resources into creating a unified urban character to the main thoroughfare of Boston University's east and central campuses. In addition to streetscape improvements, the Myles Standish project included the creation of a unique, 5,500 square foot open space plaza to provide an attractive landscaped public area. The new plaza replaced the existing striped section of the Beacon Street/Bay State Road intersection with a far more contextually appropriate use of the awkward and unsafe travel way. The Myles Standish project was completed in Summer 2018.

3.2.3 CHARLES RIVER ESPLANADE

The Charles River, while not a neighborhood, serves as a strong geographic element in the identities of Boston University and the City of Boston. The Charles River is an actively used recreational area, with sailing, rowing, and boating activities underway on an almost year-round basis. The Dr. Paul Dudley White bike path forms an 18.2-mile loop along the length of the Charles River. The Boston and Cambridge shorelines are also popular sightseeing spots. The open space along the southern bank of the Charles River abuts the University's campus, with pedestrian overpasses providing connections to the riverside parkland. The Charles River Basin is listed in the National Register of Historic Places and is managed by the state's Department of Conservation and Recreation (DCR). Dating back to 1892, when Frederick Law Olmsted designed Charlesbank, the Charles River Esplanade was designated as a Boston Landmark by the Bost Landmarks Commission in in 2009.

See Figure 1, Locus Map; Figure 2, Neighborhood Context and Existing Conditions Photographs Key.

3.3 PROJECT SITE

Located at the intersection of Commonwealth Avenue and Granby Street, the Site consists of an existing surface parking lot with 126 parking spaces and a small area of paved open space with benches. Prior to its acquisition by the Applicant, the Site was utilized for commercial uses, including a gas station and a fast food restaurant. The surface parking lot is bordered by three curb cuts on Commonwealth Avenue and two on Granby Street. A significant change in grade occurs at the north property line, where a retaining wall and slopes accommodate a change in elevation that ranges from 2 feet at Granby Street to 8 feet at the eastern property boundary.

3.3.1 OFF-SITE IMPROVEMENT LOCATIONS

Areas within the vicinity of the Site located within the District will be reconstructed or improved as part of the Project development. These areas include University-owned land to the north of the Site and the layout of Granby Street between Commonwealth Avenue and Bay State Road.

See Figures 3 – 5, Existing Conditions Photographs; Figure 6, Existing View West from Laneway; Figure 7, Project Site Context; and Figure 8, Existing Conditions Plan.

3.4 HISTORIC RESOURCES IN THE DISTRICT

Designated as a Local Historic District in 1979, the District includes approximately 200 properties located along Bay State Road. Most buildings in the District, many of which are owned and maintained by the University, were constructed in the late 19th century in a variety of revival styles. These buildings have been well maintained and improved by both the University and private owners, including the recently restored and renovated Myles Standish Hall and Dahod Family Alumni Center.

The Project will be located adjacent to the block of University-owned brick townhouses fronting on Bay State Road, west of Granby Street. These buildings will not be affected by the Project, but improvements will be made to the landscape, accessibility, and back entry features of these buildings and to the laneway between the townhouses and the Site.

See Figure 9, Historic Resources in the Vicinity of the Project Site, and Figure 10, Project Site Plan.

3.5 DESCRIPTION OF PROPOSED WORK

With the initiation of the Project, the Applicant will create a dynamic center for interdisciplinary innovation that will support the first major teaching center on the CRC in a half century, and the most visible building on campus. By bringing the mathematics and statistics and computer science departments under one roof, Boston University furthers its efforts to become one of the country's leading urban interdisciplinary research institutions in the country.

The Project will bring together closely allied disciplines, providing a new platform for collaboration and innovation in the data sciences. The academic, office, and research and training space will serve the College of Arts and Sciences departments of Mathematics & Statistics and Computer Science as well as the Hariri Institute. The Project will allow these academic and research entities to consolidate from five different locations across the campus to one building, which is a critical factor for units that are highly collaborative in their field. Key to the design of is the ability to feature opportunities for open, structured, and serendipitous collaboration.

3.5.1 SITE AND PUBLIC REALM IMPROVEMENTS

Development of the Project will require removal of the existing parking lot and closing of the curb cuts on Commonwealth Avenue as well as one curb cut on Granby Street. The removal of the curb cuts will create an uninterrupted sidewalk along Commonwealth Avenue between Silber Way and Granby Street.

The building's five-story podium, which occupies approximately half of the Site area, is designed to provide street frontage on both Commonwealth Avenue and Granby Street. The configuration of the ground floor is such that the width of the pedestrian-accessible areas on Granby Street, and on roughly half of the Commonwealth Avenue building frontage is increased at the street level, with upper floors extending over the ground level at a height of approximately 15 feet. The enhanced pedestrian environment features a significantly wider pedestrian accessible area, much of which has overhead protection from the elements. The building footprint does not extend to the easternmost boundary of the Site, and thus creates a 3,600 sf pedestrian space that will be open to pedestrians and bicycles between the Data Sciences Center and the Sargent College building. This connection will create a new north-south link to a courtyard located on the north side of the building as well as the laneway and University-owned townhouses on Bay State Road. The large courtyard space on the north façade will be set at the elevation of the building's ground floor and will be fully accessible directly from the central atrium. Offering outdoor seating for groups and individuals, the space will be planted with trees and paved with large stone or concrete pavers. While the improvements described above do not fall within the District, they support and enhance those site elements within that District that will be greatly improved.

The existing 16' wide service alley that connects Silber Way to Granby Street, which is located within the District, will be transformed to a pedestrian-focused laneway. New trees and plantings will line the laneway behind the building, which will allow for improved vehicular, pedestrian, and bicycle circulation as well as direct vehicular connections to the Project's service areas. Pedestrians will be able to enter the building from both the corner of Granby Street and Commonwealth Avenue and midblock from the new pedestrian open space connection beside the Sargent College building. The ground floor entrances and the laneway will be accessible via a sloped walkway which will connect the courtyard and the laneway.

Granby Street and Bay State Road

A portion of Granby street is located within the District. Proposed improvements to Granby Street will include: a change from a two-lane, one-way configuration to a two-way orientation with exclusive bicycle lanes on both sides of the street, and new street trees. The pavement layout from curb to curb is proposed to be reduced from 40 feet to 34 feet for the length of the street. The Boston University-owned open space area at the corner of Granby Street and Bay State Road, which is located within the District, will be reconstructed and improved with new plantings, paving, and site amenities. The existing curb cut to access the reconstructed 16-foot-wide laneway will be reconstructed and repaved with a combination of pervious pavers and concrete and bituminous concrete pavement.

Commonwealth Avenue

Commonwealth Avenue will be animated by the Project's activities and transparency, its open visible accessible entrances at both the eastern and western limits of the Site, and a new outdoor landscaped pedestrian connection to the laneway between the Sargent College building and the Data Sciences Center.

The existing Commonwealth Avenue streetscape improvements at the Site were constructed as part of Phase I of the \$13 million of the Commonwealth Avenue Improvement Project, completed in 2010. This project transformed the streetscape from Kenmore Square to the BU Bridge. The University contributed \$3.1 million to that project, which beautified the campus with new trees, shrubs, plantings, lighting, street furniture, raised planters, and sidewalk pavement treatments. Similar amenities will be part of Phase II, which was initiated in 2016 and is expected to be completed in summer 2019.

The streetscape improvements at the Site consist of a fifteen-foot-wide concrete sidewalk as well as a ten-foot-wide furnishing zone of granite tree planters, flush granite bands, brick paver accents and street lights, benches, and bicycle racks. Both the sidewalk and the furnishing zone will be demolished during construction. These features will be rebuilt to match the existing design intent, except for the three curb cuts to be closed along Commonwealth Avenue to allow an unbroken continuation of the sidewalk and longer tree planters that will infill these spaces. The signature furnishing zone along the street edge defines a buffer zone between the sidewalk and the street traffic.

Exterior Lighting

The exterior site lighting associated with the Project is designed to minimize light pollution, light trespass, and glare while creating a welcoming, safe, nighttime environment. The exterior area adjacent to street level storefront is illuminated with low wattage, LED downlights recessed into the overhead soffit. The fixtures are well shielded to prevent glare to pedestrians and motorists. On the north side of the podium where there is no overhang, the feature bosque of trees is uplit with low wattage, LED well lights which provide a soft indirect light in the plaza. LED step lights supplement the light levels at stairs and ramps. The tree uplights will be turned off from midnight to sunrise to reduce sky glow and comply with the LEED Light Pollution Reduction Credit. The laneway is illuminated with full cut-off LED pole lights to provide safe light levels for pedestrians crossing the drive while minimizing spill light. The streets bounding the Site are illuminated with city standard pole lights using the DOT spacing guidelines.

The lighting for the building terraces is provided by very low wattage step lights that provide minimum egress light level requirements and do not obstruct the views out

from the building. The integral shielding and downward orientation of the light source further reduces any possibility of light pollution from the fixtures.

See Figure 15, North/South Cross Section with Lighting Features; Figure 25, Exterior Lighting Plan; and Figure 26, Proposed Landscape Lighting.

3.5.2 BUILDING DESIGN

The Project is located in a part of the University's CRC characterized by a range of buildings that vary substantially in height, age, and style. The area, which was historically built-up by mid-rise townhouses and industrial buildings, has been interspersed over time with punctuating buildings of increasing height and contemporary design. In its history as a landowner in this architecturally diverse neighborhood, Boston University has invested considerable resources in the acquisition, restoration, and protection of historic buildings and, when appropriate, has introduced diversity in massing and scale to the neighborhood that is dominated by the University and its academic buildings.

The massing and siting of the Data Sciences Center is intended to enhance the public realm through scale, animation in the program of the ground floor and podium floors, transparency, and accessibility. The height of the five-story podium relates directly to the height and massing of the red brick masonry Sargent College building and Questrom School of Business to the east and the limestone clad Stone Science building to the west and directly to the south. The 14 tower levels are set back from the podium to mitigate impact on the street, and the massing is carefully developed to establish alignments of height with the buildings along Commonwealth Avenue. The design balances opacity and transparency to simultaneously respond to, and act as a counterpoint to, the solidity of frontages along Commonwealth Avenue.

The first floor is set back approximately 11 feet from the Site boundary at its closest point to Commonwealth Avenue. The building setback increases to approximately 27 feet at the intersection of Commonwealth Avenue and Granby Street. The ground floor setback continues at 27 feet down the length of Granby Street, significantly increasing the pedestrian circulation areas and view corridor beyond the public sidewalks extending to the Charles River.

On the fifth floor, where the 14 tower levels become articulated, a glass pavilion is set back from the south and east façades of the podium. The pavilion is surrounded by roof gardens and accessible outdoor terraces. The footprint of the tower levels is relatively small at 120 feet by 120 feet and approximately 14,000 sf. At six different levels, the floor plan is shifted horizontally in one direction to create a dynamic, complex form. This cantilevering of various floor plates creates five outdoor terraces at levels 7, 10, 12, 15, and 17. The terraces will combine green roof space with hard surface space for people, which will further animate the building on the skyline.

Views of the building, which is located at the southwest limits of the District, are greatly minimized from within the District by the dense, mature street tree plantings and attached rowhouse configurations of the buildings.

Building Materials

The podium and tower levels will be unified in the singular use of a unitized glass curtain wall system. Approximately one half of the façades will be screened by steeply sloped vertical shading fins (louvers) made of prefinished aluminum. The fins will have a terra cotta color that complements the adjacent building materials of red brick and limestone. The spacing of the fins has been expanded on both the podium levels fronting on Commonwealth Avenue, and the three topmost stories facing north on the Charles River where they terminate at and reveal the Sky Court located on the east facing facade.

The remainder of the façades will be clad in an alternating pattern of vertical full-height panels of open vision glass and vertical full-height panels of shaped prefinished metal. The color of the prefinished metal panels will be light in tone to have an affinity to the color and partial reflectivity of the vision glass panels. The overall impression of the glass will be light and transparent with some reflectivity due to the protective coatings on the glass. The use of the sloped louvers and the vertical shading fins realizes the solar shading strategy, which utilizes the sloped louvers in the deep floor plate zones to cut the solar gain and extend daylight into the building. The vertical shading fins are shallow bay floor plates zones where daylight does not need to penetrate as deeply.

The ground floor glazing provides maximum transparency. It consists of a structural glass system with low iron double glazed units with a light heat gain control coating.

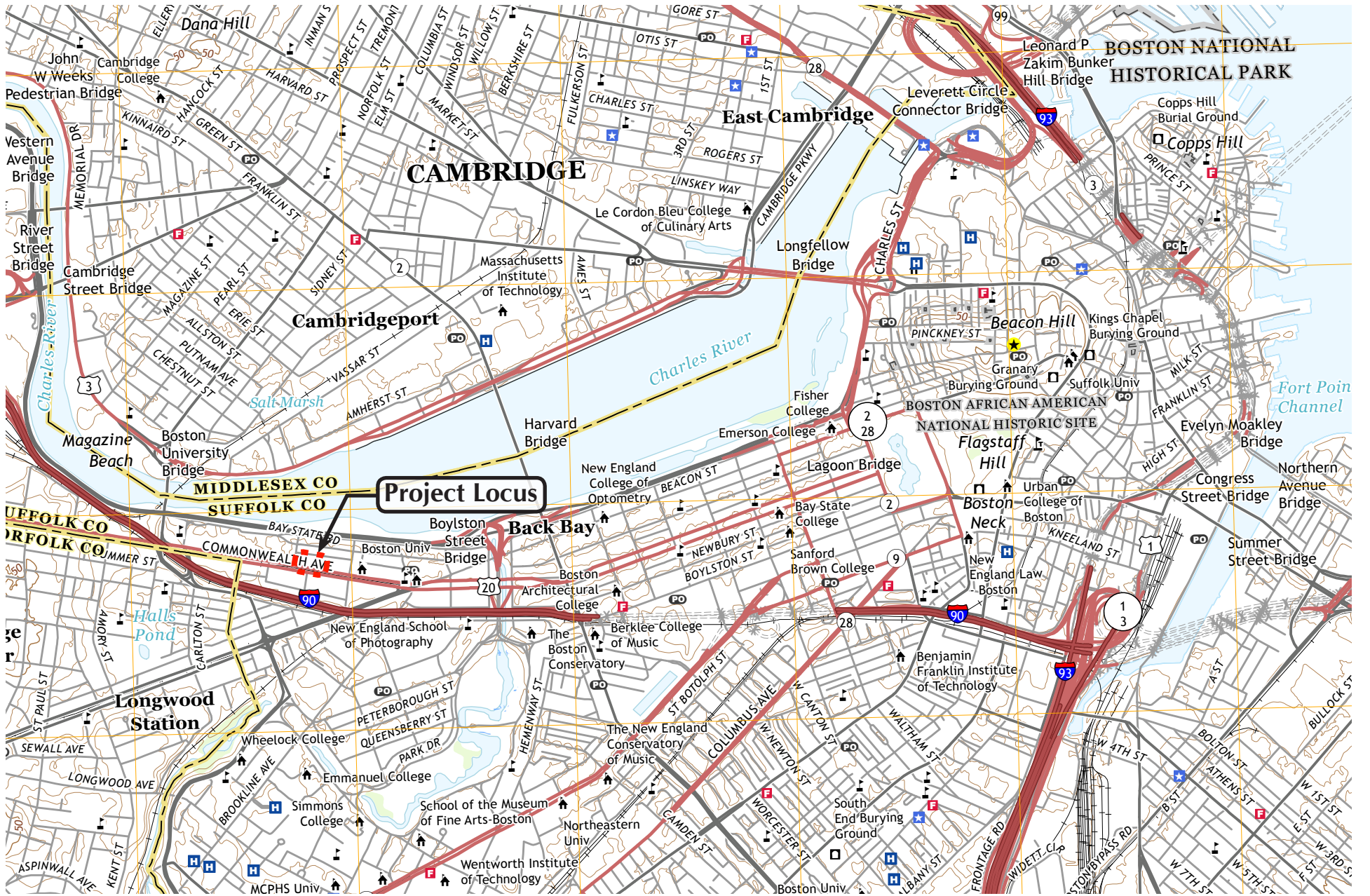
The corners of the building have been rounded at the ground level to reflect a welcoming gesture, with transparency allowing views into and through the building to the open interior and courtyard beyond. The wood soffit on the podium is composed of wood planks in a natural finish. The soffits on the tower floors will be comprised of a reflective material that will mirror the activity of the street below.

See Figure 11, North Elevation with Limits of Bay State Road Bay West Area Conservation District; Figure 12, East Elevation with Limits of Bay State Road Bay West Area Conservation District; Figure 13, West Elevation with Limits of Bay State Road Bay West Area Conservation District; Figure 14, Mid-Building West Section with Limits of Bay State Road Bay West Area Conservation District; Figure 16, Materiality – Louvered Façade Assembly; Figure 17, Materiality – Sawtooth Façade Assembly; Figure 18, Public Realm Area from South – Along Granby Street; Figure 19, Public Realm from the South – Along Bicycle Parking; Figure 20, View of Laneway Looking West; Figure 21, View Looking South Toward Courtyard; Figure 22, View Looking West in Courtyard; Figure 23, View of Entrance off of Courtyard; Figure 24, View of Parklet Looking South; Figure 27, Grove Plan / Examples; Figure

28, View of Grove Looking North; Figure 29, View of Grove and Project Site Looking North; Figure 30, View of Project Site from Silber Way and Bay State Road; and Figure 31, View of Project Site from 160 Bay State Road.

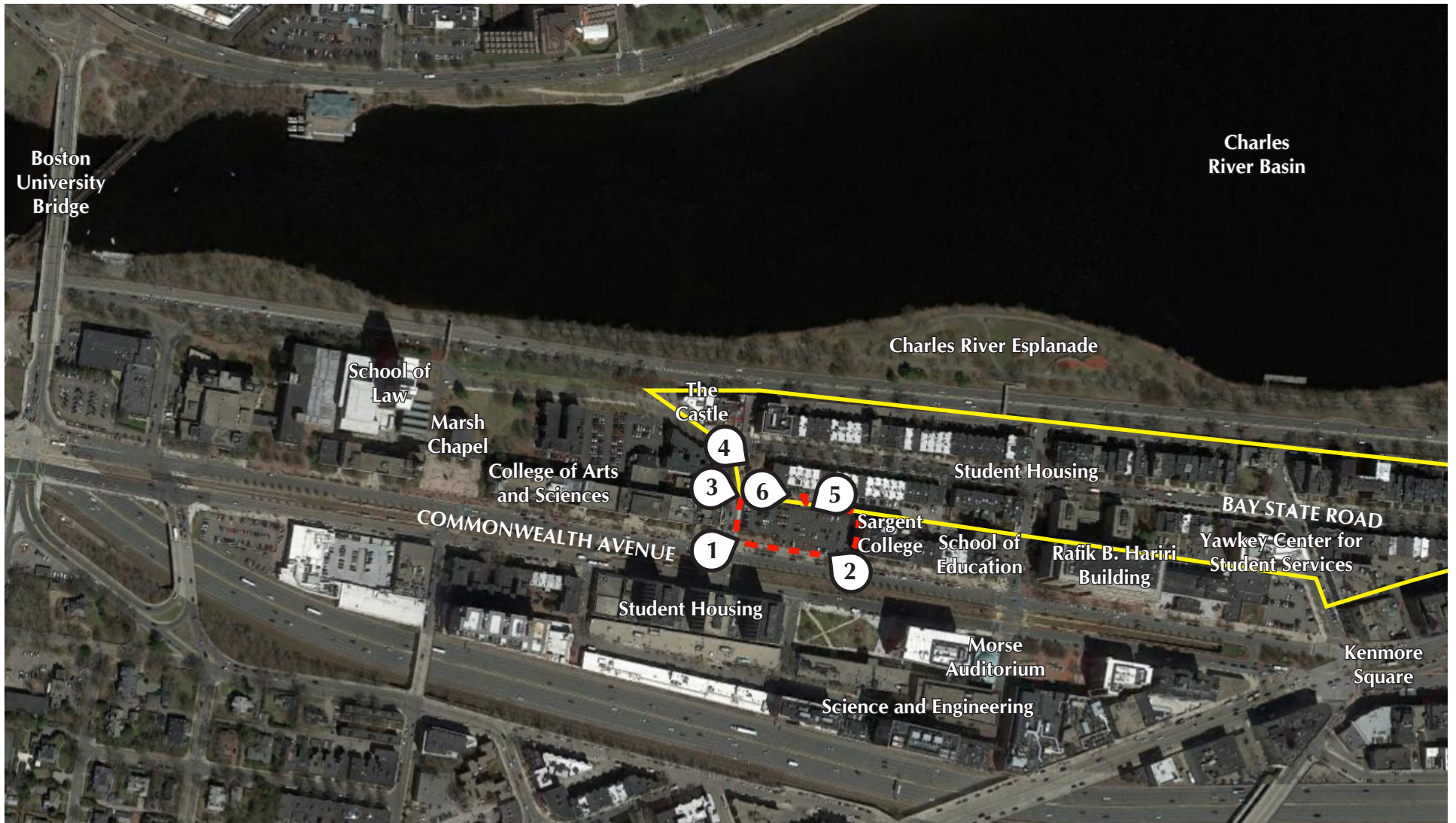
SECTION 4

SUPPORTING GRAPHICS



Boston, Massachusetts

Figure 1
Locus Map
Source: USGS, 2015



— Limits of BSRACD



Existing Photograph 1: View Looking Northeast Toward Project Site/ACD



Existing Photograph 2: View Looking Northwest Toward Project Site/ACD



Existing Photograph 3: View Looking East Toward Alley and Project Site



Existing Photograph 4: View Looking Southeast Toward Pocket Park



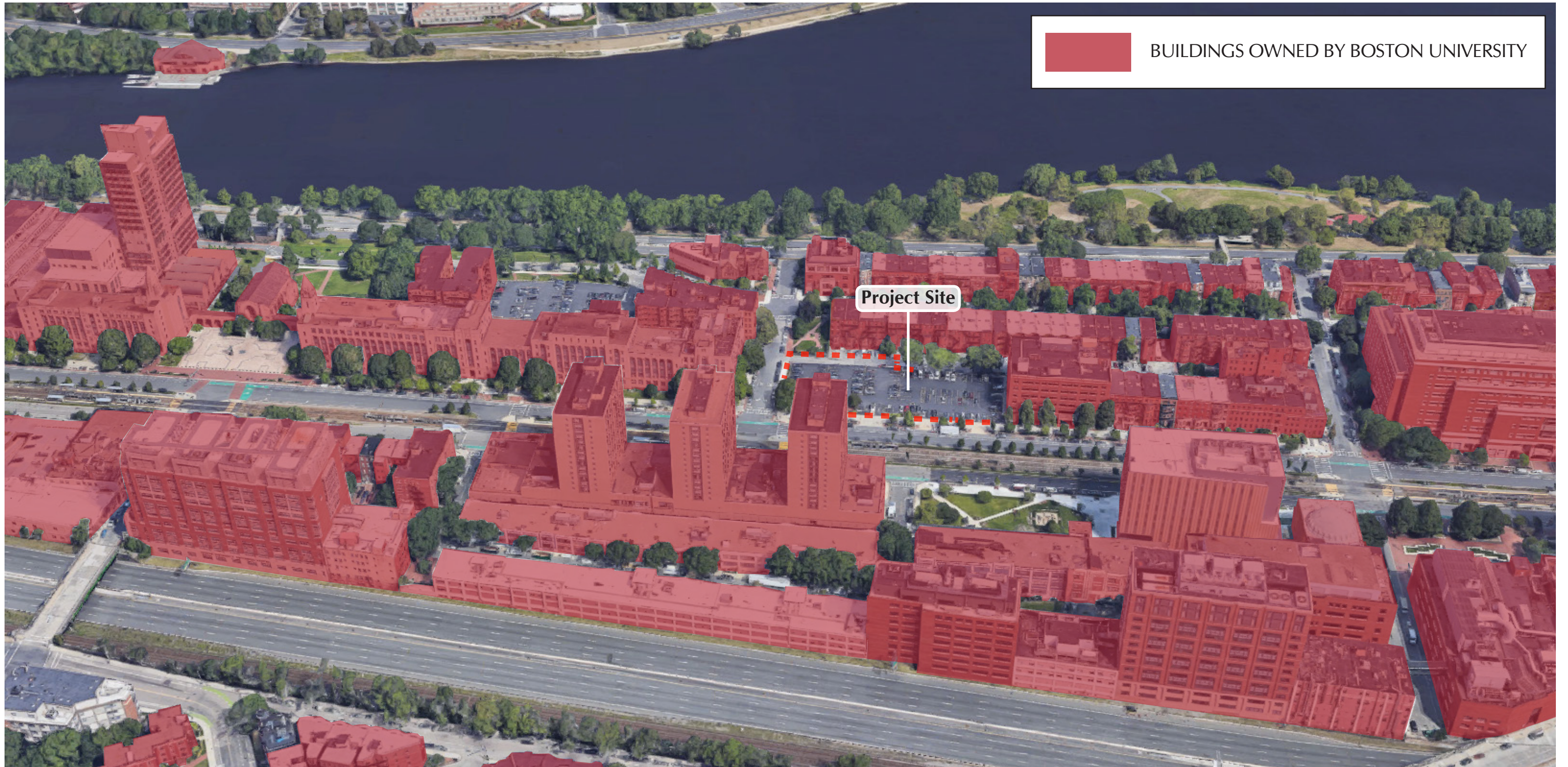
Existing Photograph 5: View Looking Southwest in Alley

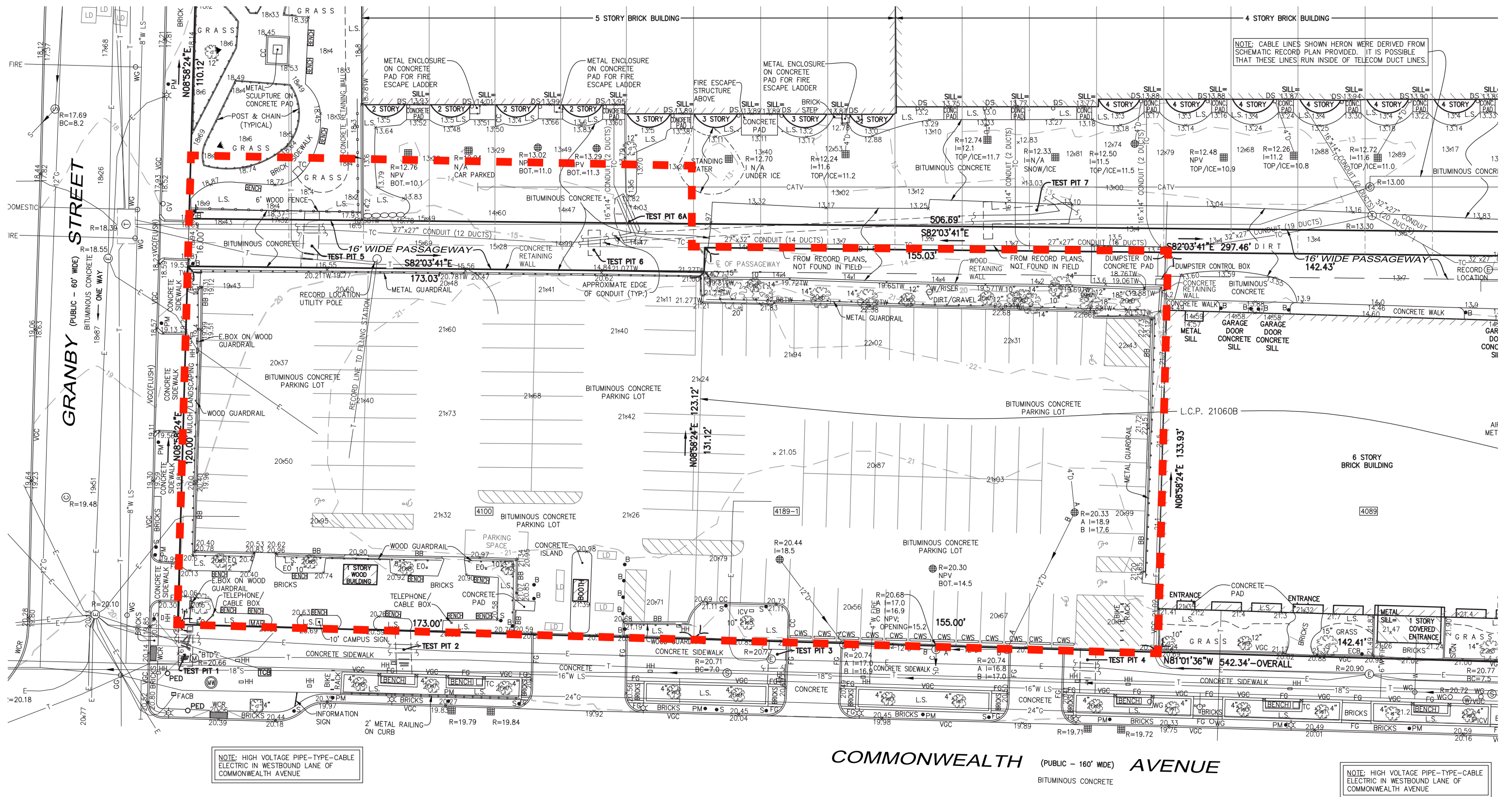


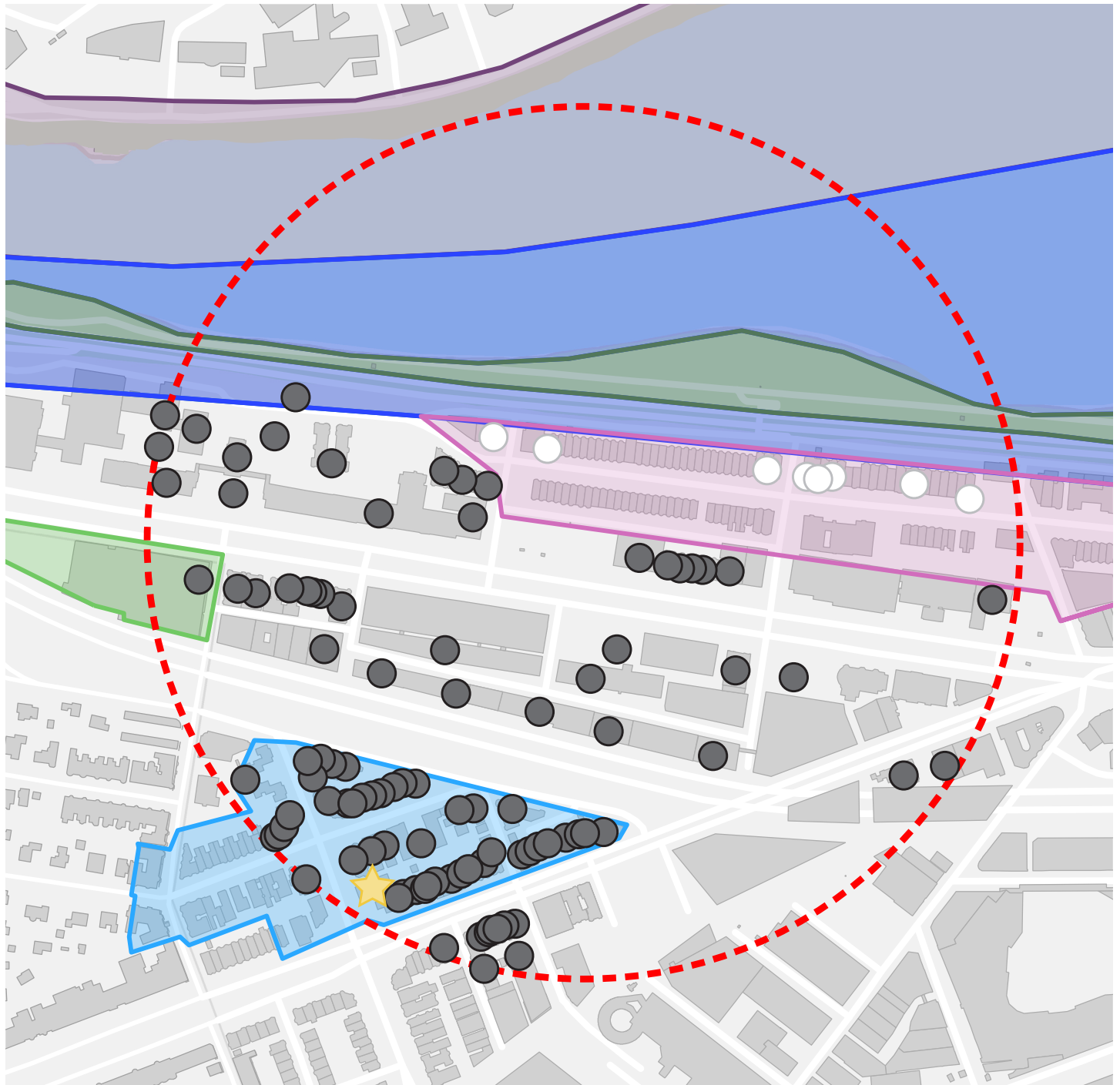
Existing Photograph 6: View Looking East in Alley













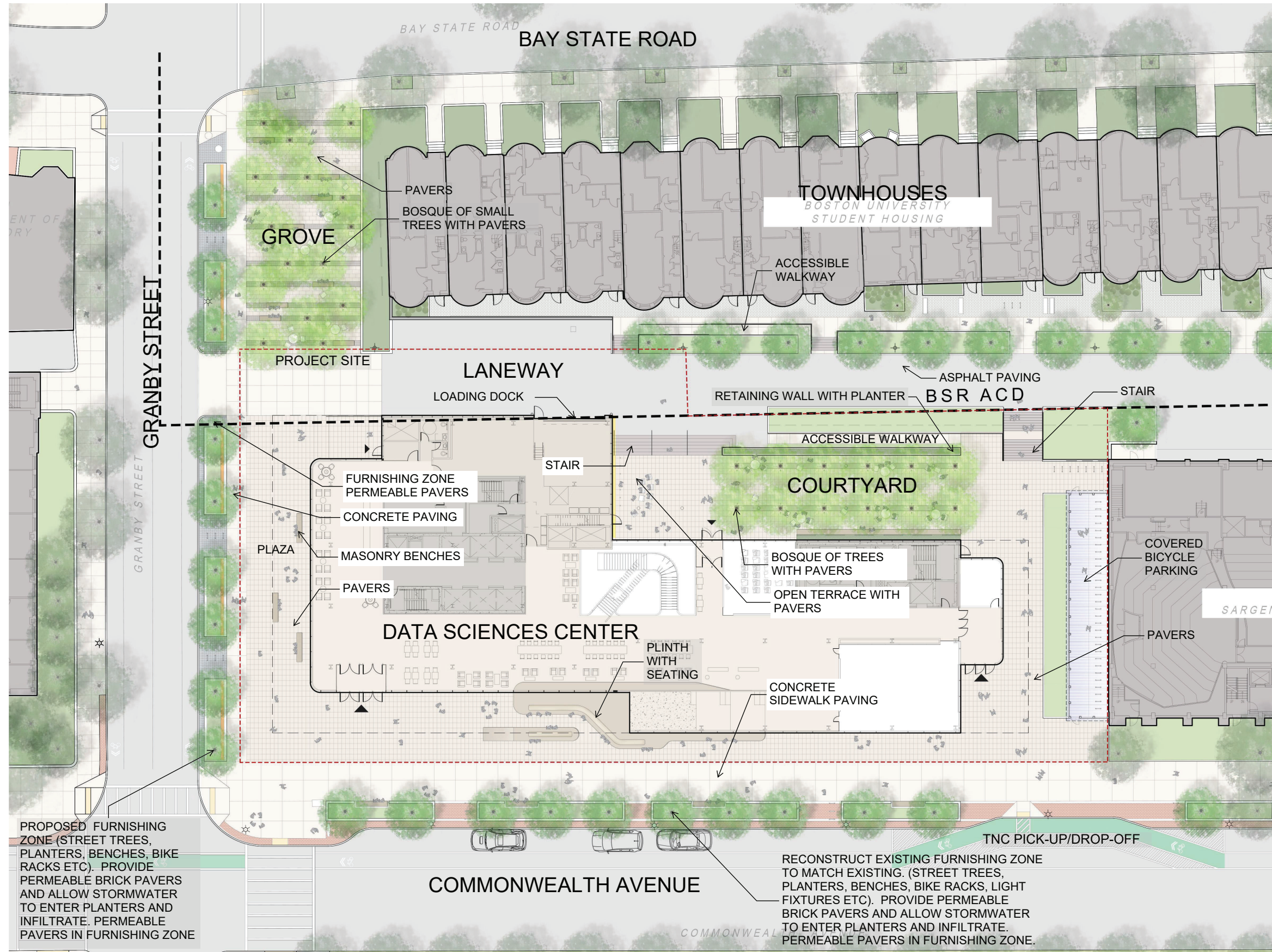
Approximate limit of Architectural Conservation District

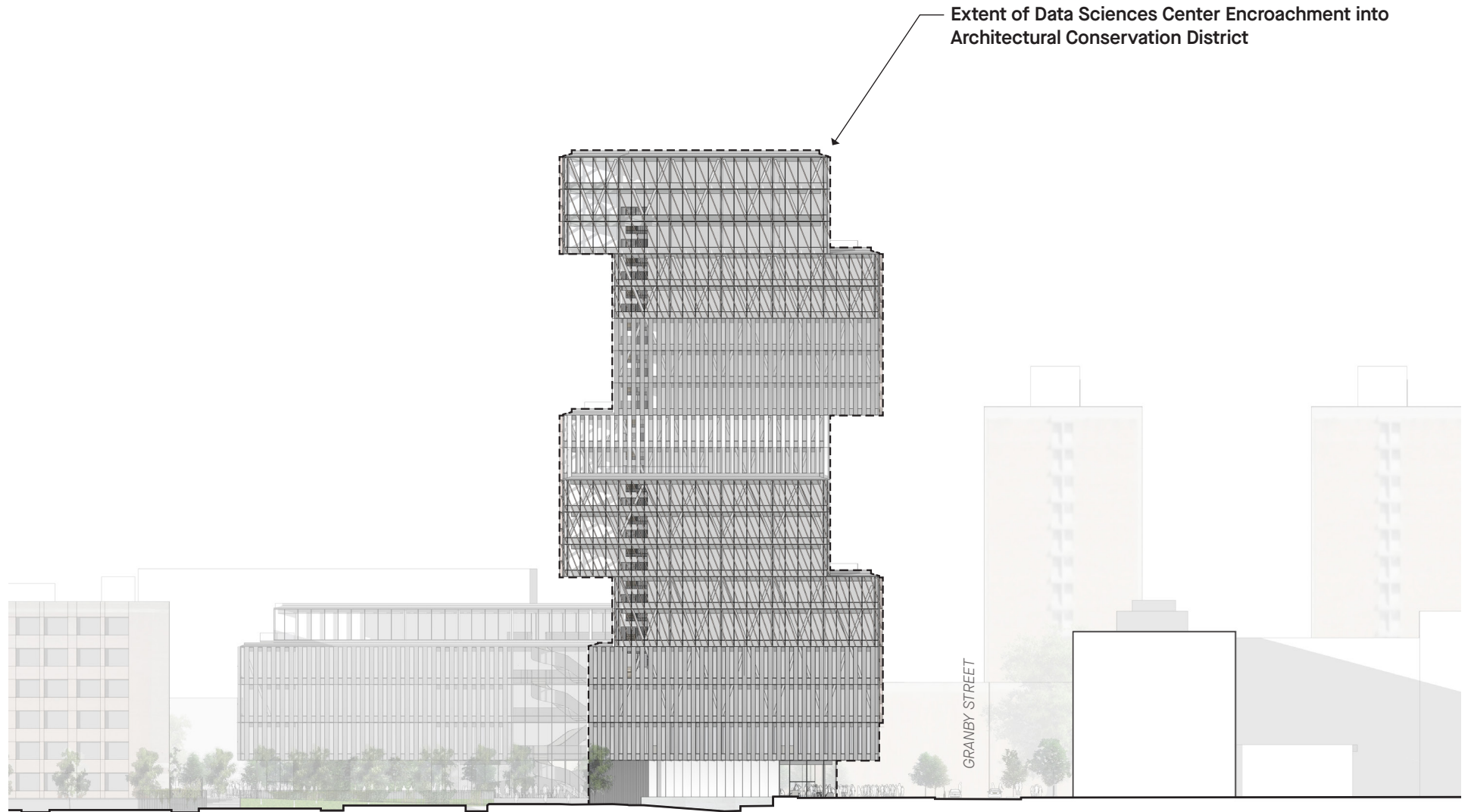


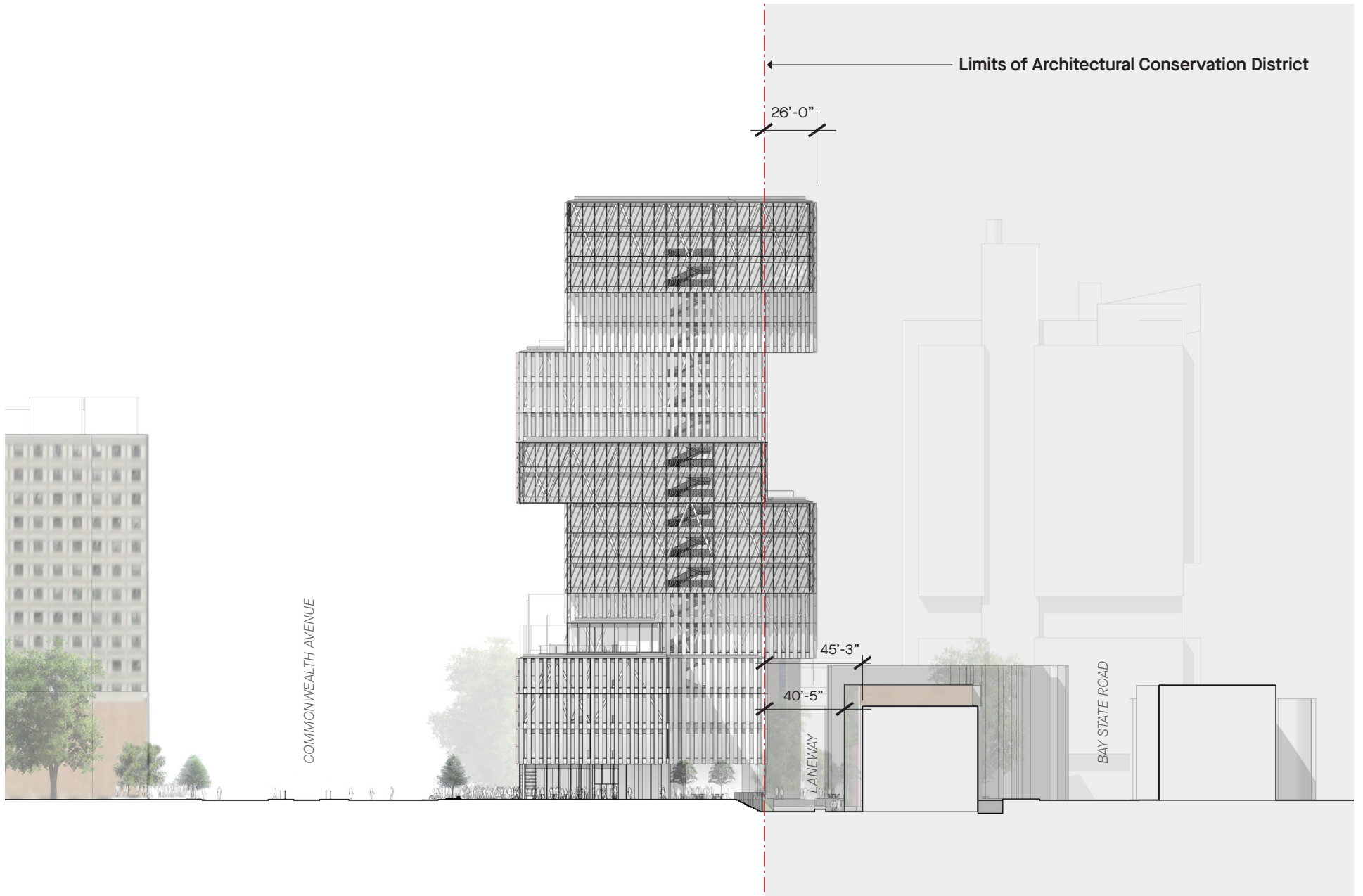


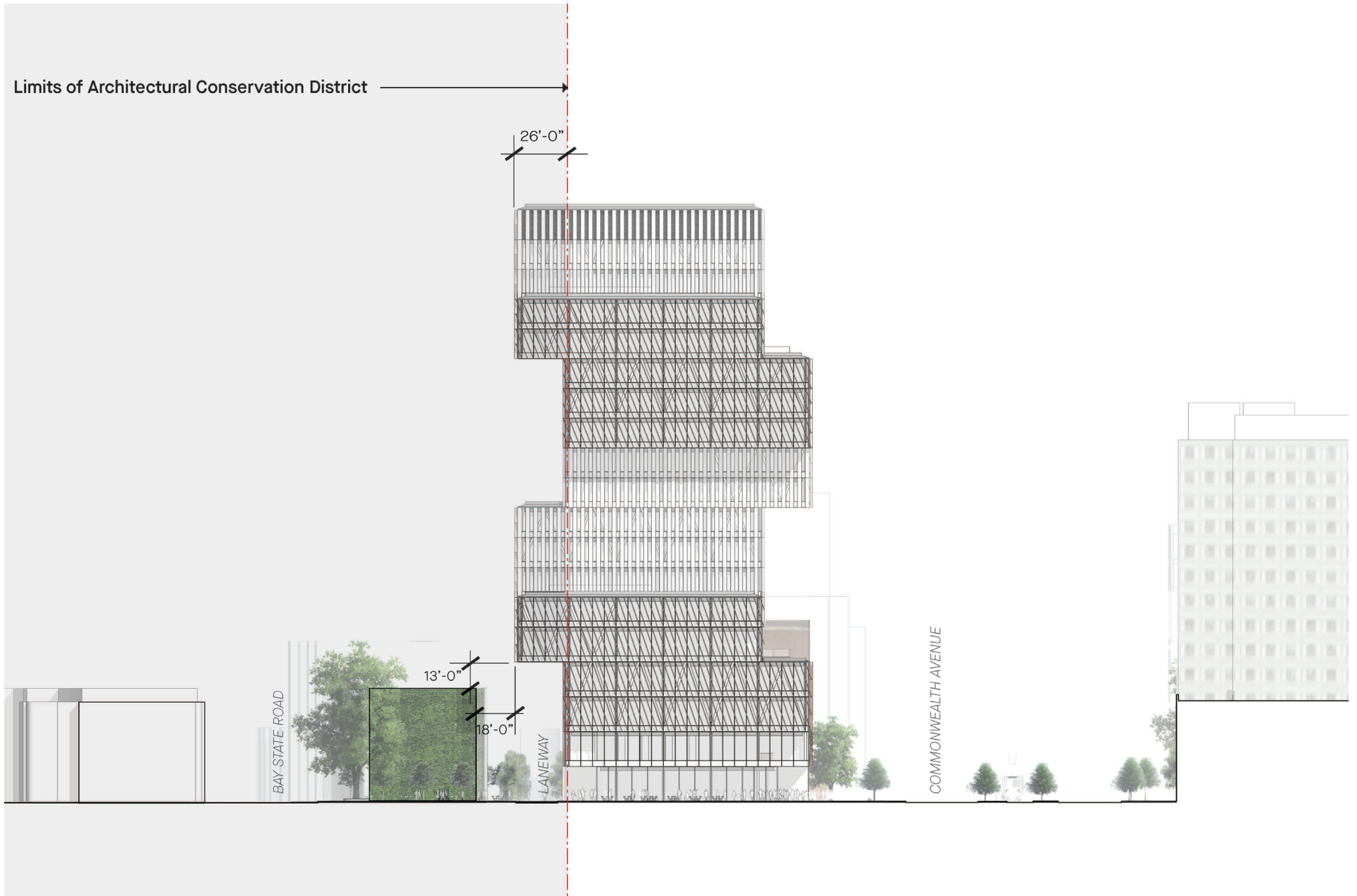


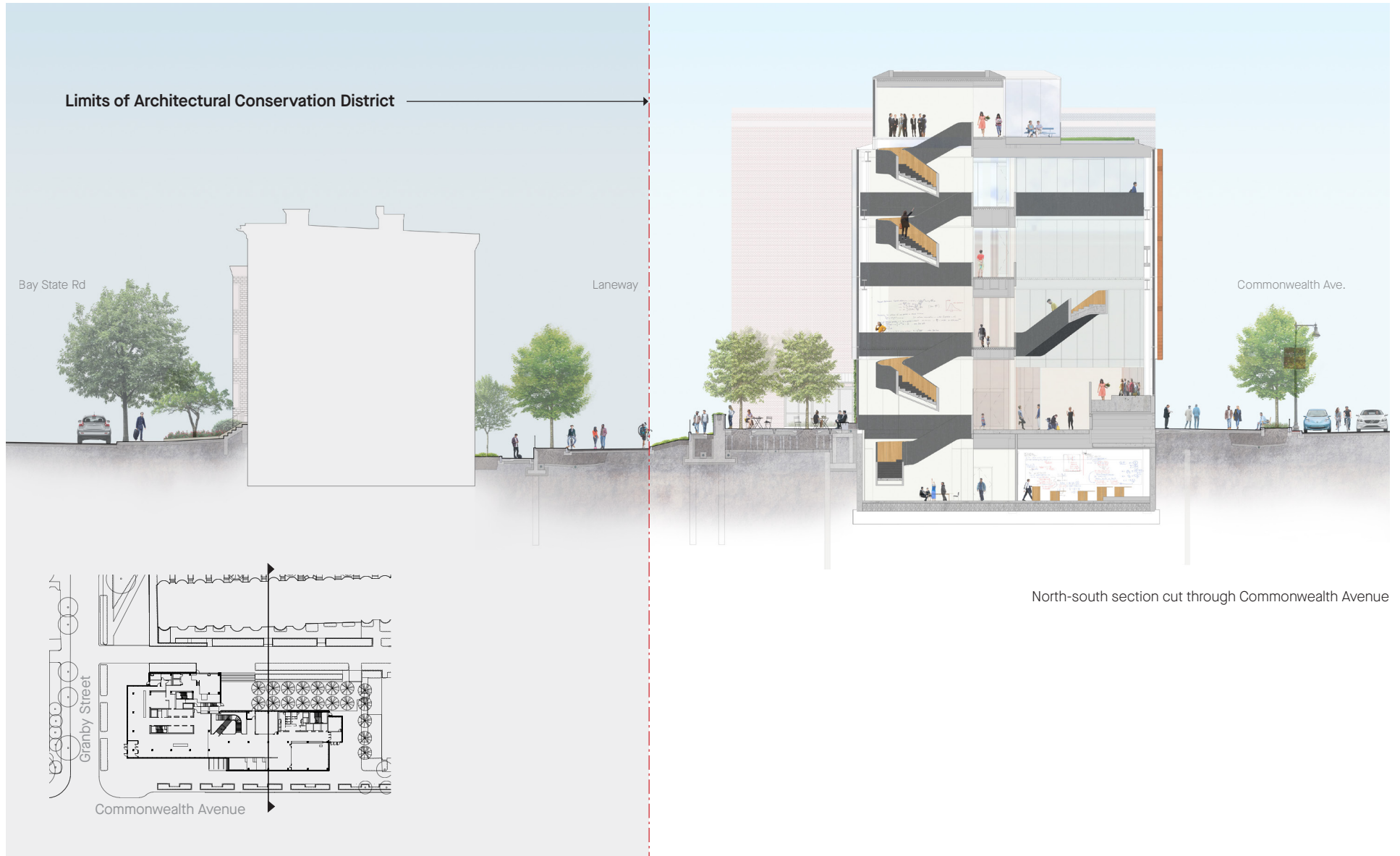
- | | | |
|--|---|---|
|  Inventory Area |  Charles River Basin Historic District - Cambridge |  Bay State Road/Back Bay West Architectural District |
|  Inventoried Property |  Charles River Basin Historic District - Boston |  Commonwealth Avenue Area |
|  Local Historic District |  Charles River Esplanade |  Audubon Circle |
|  National Register of Historic Places | | |







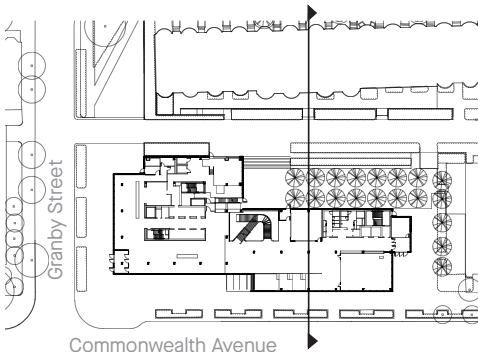


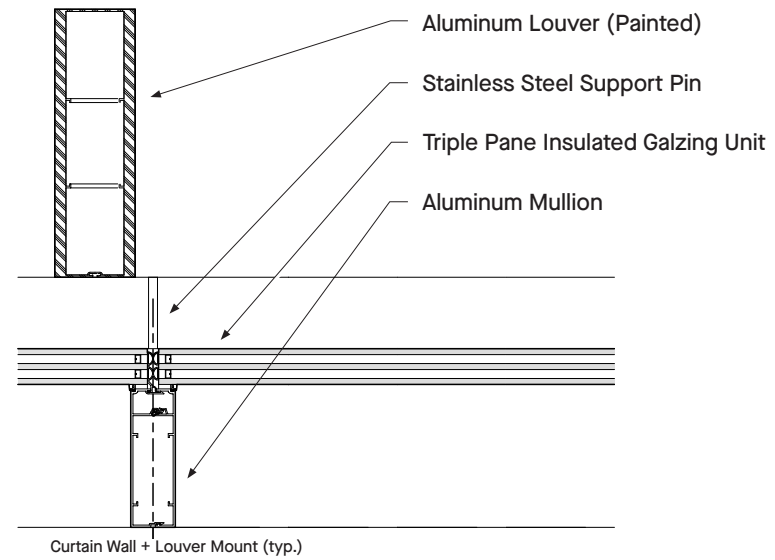
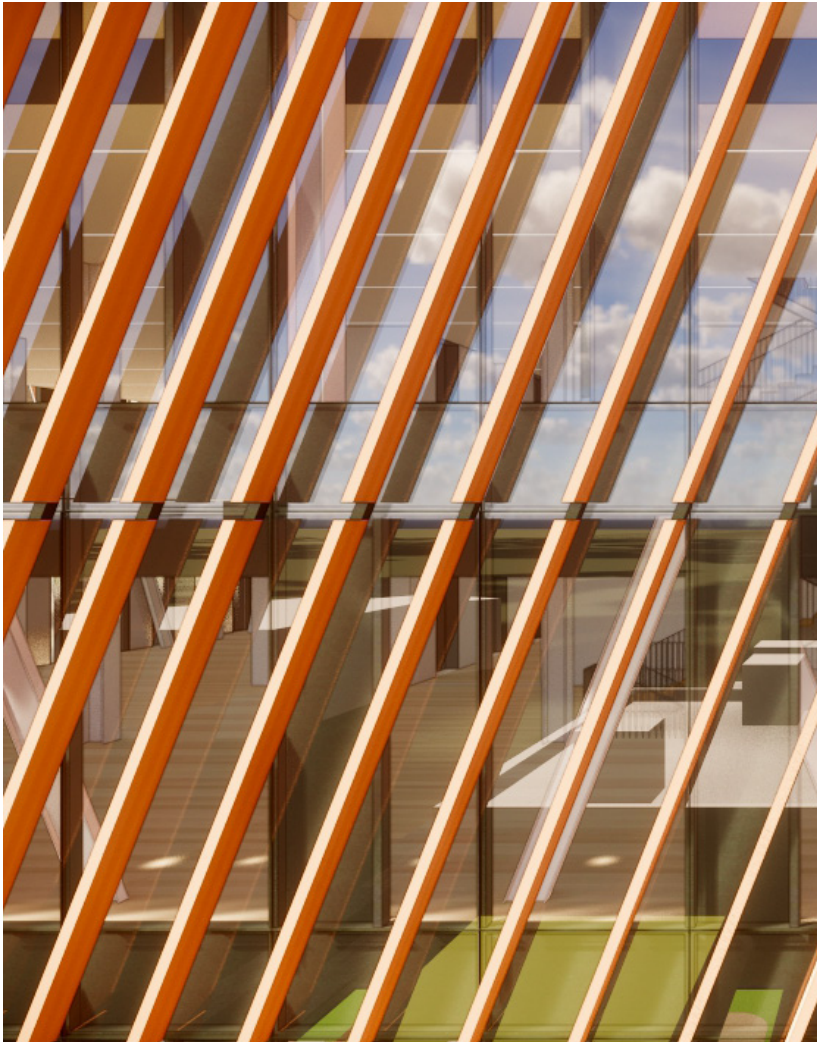


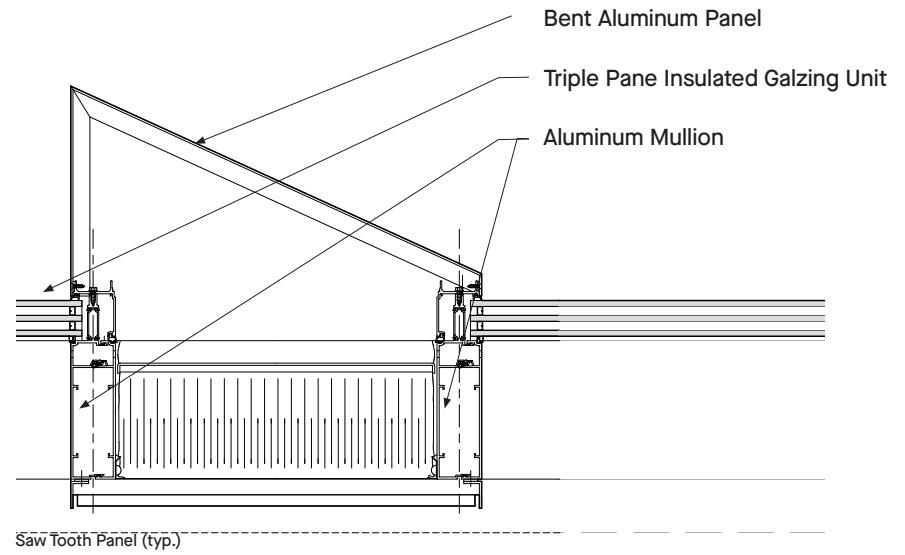
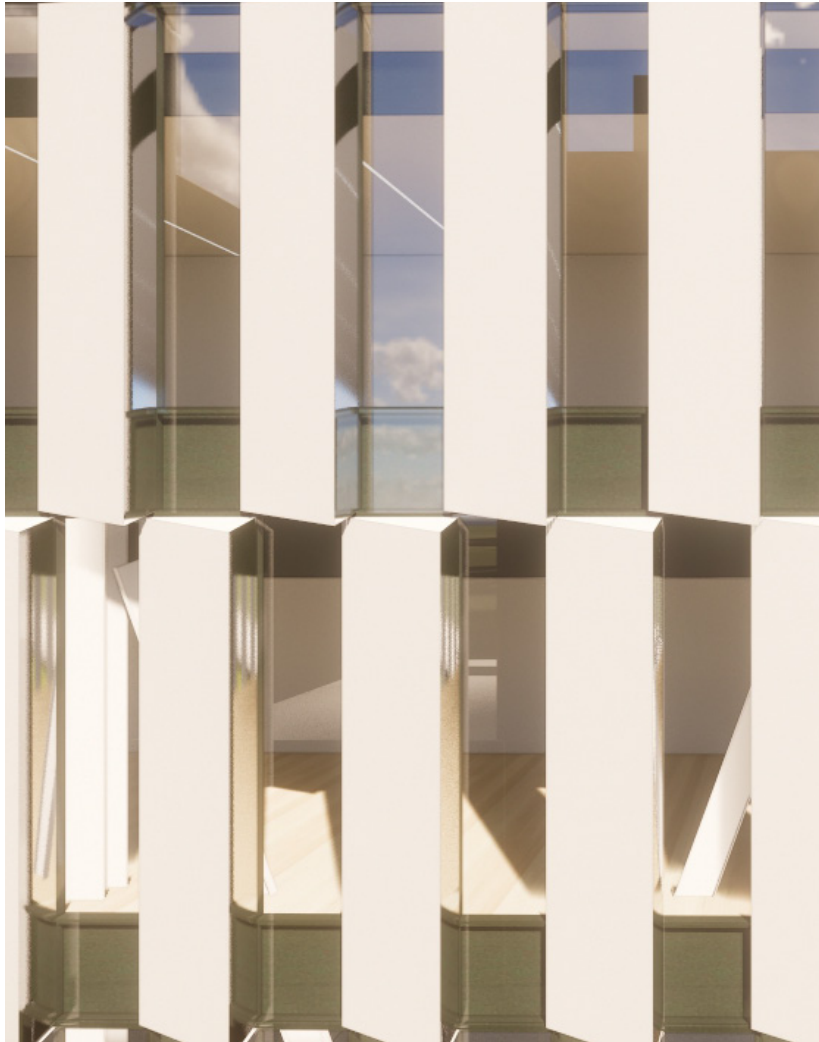
North-south section cut through Commonwealth Avenue



North-south section cut through Commonwealth Avenue









Boston, Massachusetts

Figure 18
Public Realm from the South - Along Granby Street
Source: KPMB Architects, 2019





Approximate limit of Architectural Conservation District





Boston, Massachusetts

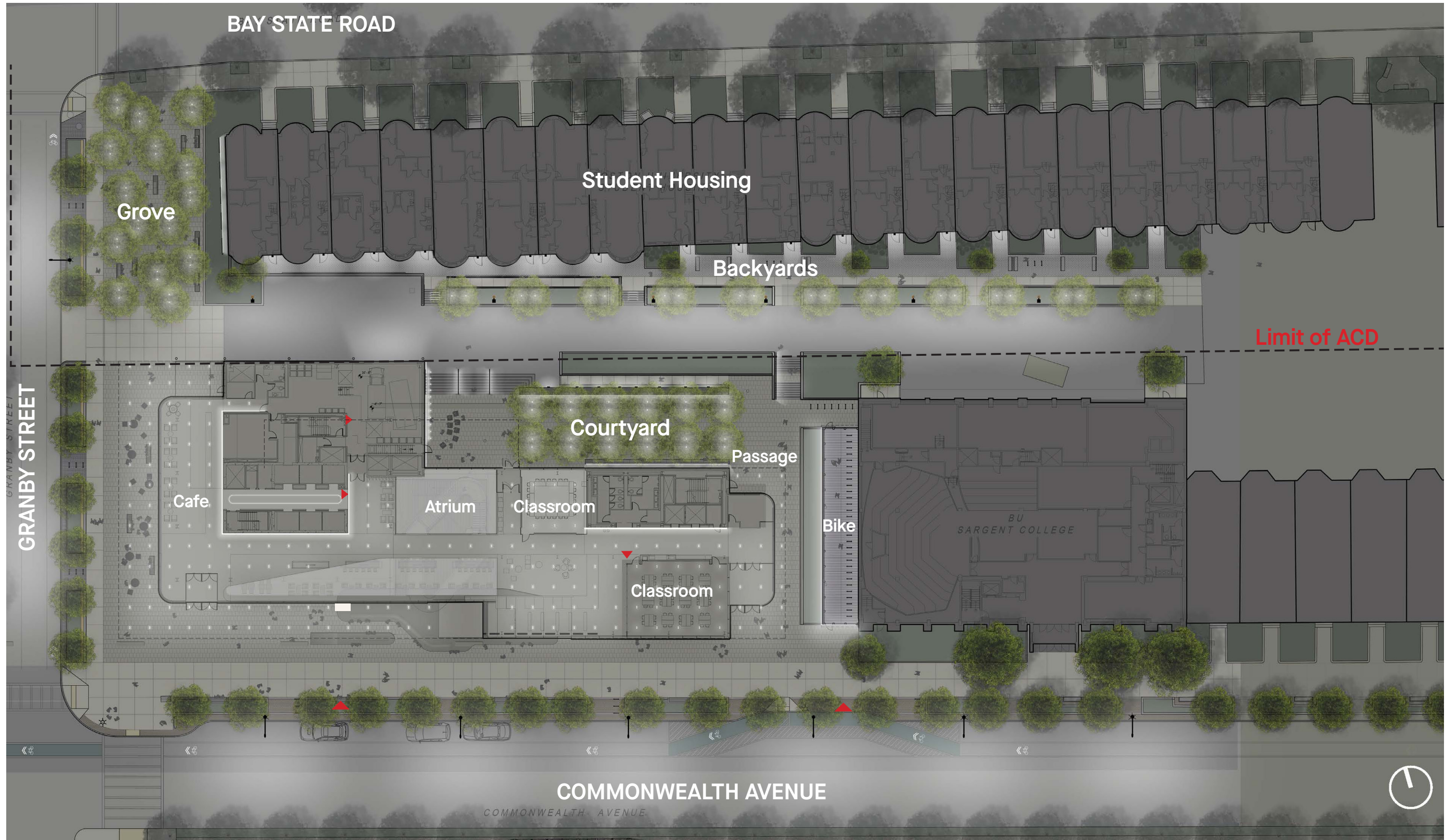
Figure 22
View Looking West in Courtyard
Source: KPMB Architects, 2019

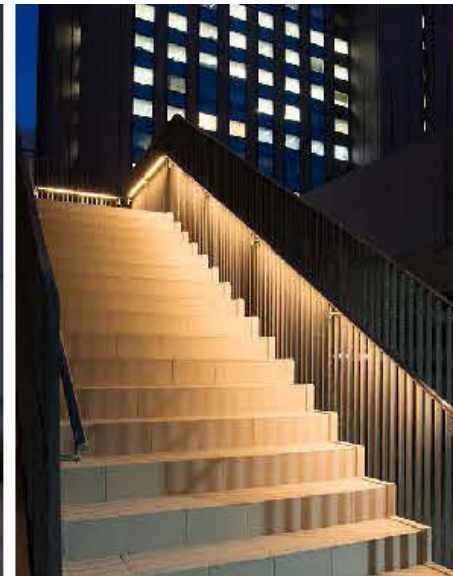
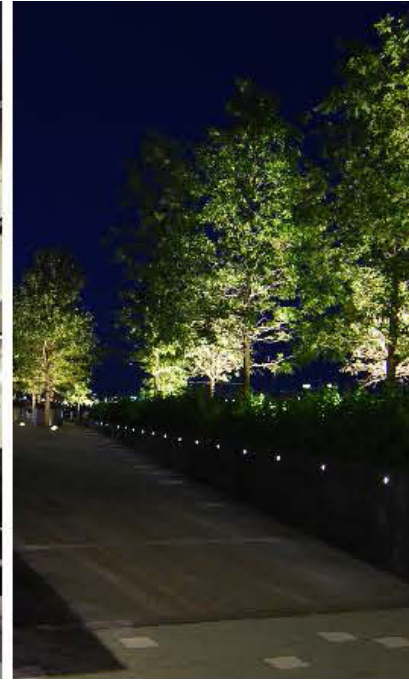


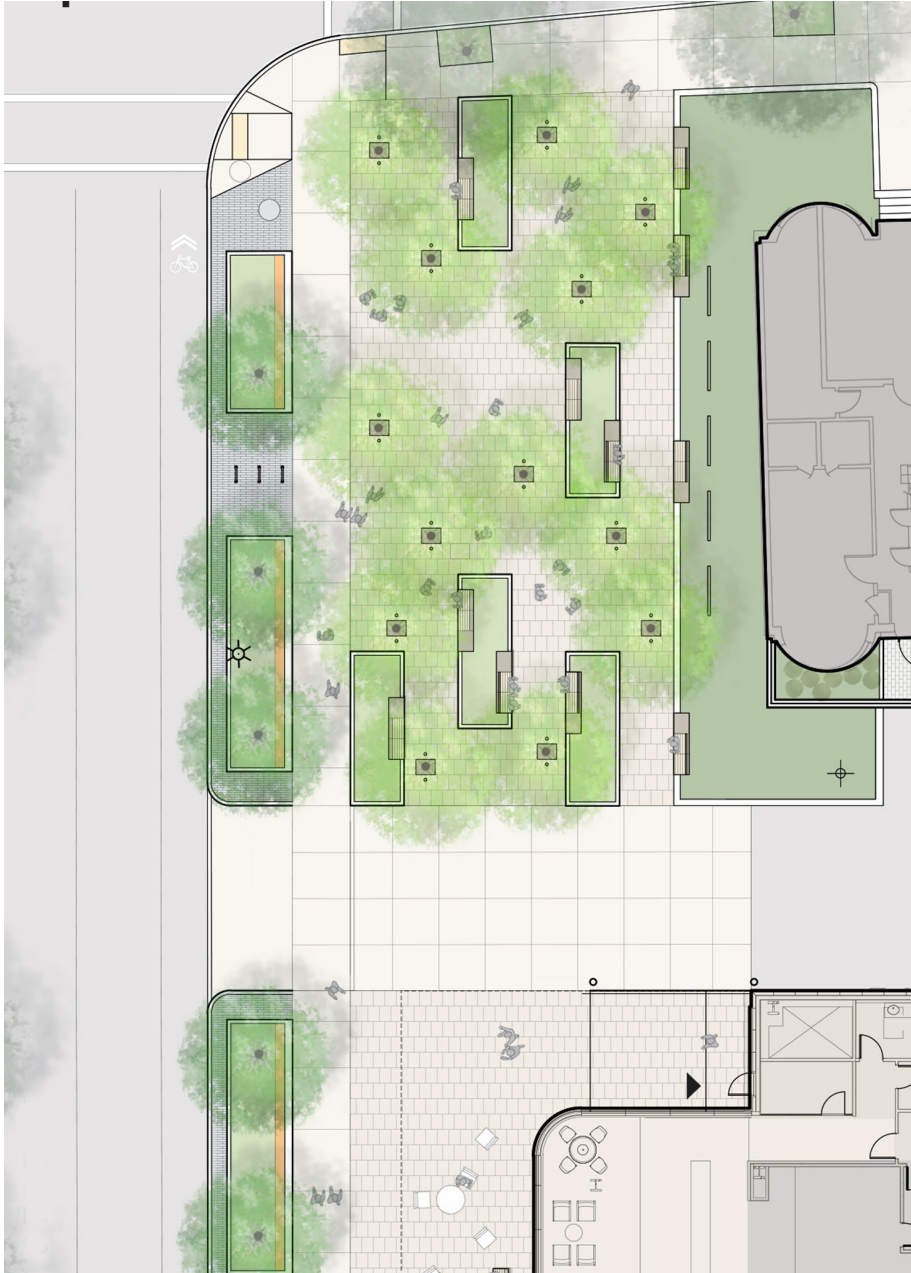


Boston, Massachusetts

Figure 24
View of Parklet Looking South
Source: KPMB Architects, 2019









Boston, Massachusetts

Figure 28
View of Grove Looking North
Source: KPMB Architects, 2019



Boston, Massachusetts

Figure 29
View of Grove and Project Site Looking South
Source: KPMB Architects, 2019



Boston, Massachusetts

Figure 30
View of Project Site from Silber Way and Bay State Road
Source: KPMB Architects, 2019



Boston, Massachusetts

Figure 31
View of Project Site from 160 Bay State Road
Source: KPMB Architects, 2019