



February 14th, 2017

Todd Satter, Staff Architect
Boston City Hall, Room 709
Boston, MA 02201

Dear Mr. Todd Satter,

The following is to address issues raised by the Boston Landmarks Commission letter dated 1/25/2017 concerning application #17.705.245. Many issues raised are addressed in the letter below as well as by renderings in the attached hearing presentation.

RAMP A: Gordon Hall - Quad

- Railing color intentions for Location A are black to match existing conditions.
- The permanent planters at Location A have been eliminated from the design. Instead, this area will be capped with a marble top.

RAMP B: Gordon Hall – Shattuck Street *(to be presented at the February hearing)*

- Railing color intentions for Location B are addressed in the attached renderings to demonstrate their appearance. This location will also match existing conditions as seen in the supplemental photographs.
- HMS and architect Miller Dyer Spears have explored all suggestions from the BLC including: a sloped ramp, a flat marble edge camouflaging the slope, black handrails, and a partially open rail. After comparing all scenarios, HMS will be pursuing a sloped ramp with railing color to match the existing conditions, and a full rail as originally presented in the previous BLC hearing. HMS felt that the depth of the ramp in this rendering would be more appropriate than the alternative with a flat edge. The height of the railing at this portion of the ramp would exceed eye level of someone sitting in a wheelchair. While both designs have their pros and cons, the sloping ramp is the most inclusive option for the HMS community.

RAMP C: Countway

- Railing color intentions for Location A are black to match existing conditions.
- As per the Miller Dyer Spears feedback in response to following the contour of the canted buttress wall of the plaza, there are two difficulties in achieving this. Structurally, placing support columns closer to the buttressed wall would place column bases in an existing cast concrete drain trench with sloped sides that is currently concealed under the pavers. Geometrically this would skew the direction of the ramp to follow the profile of the buttressed wall, making all of the landings skewed out of a square. The bottom run would either have to follow the buttressed wall as well, not parallel to the plaza or Countway building, or it would leave an open tapered space between the runs and open to the plaza level. In response to the potential for accumulated debris at this location, the existing gutter is already regularly maintained. The landscape team will continue to monitor the upkeep at this location.

RAMP D: LHRRB

- Railing color intentions for Location A are gray to match existing conditions of the window and storefront color of the adjacent LHRRB building.

All renderings and supplemental images are attached in the following pages.

Sincerely,



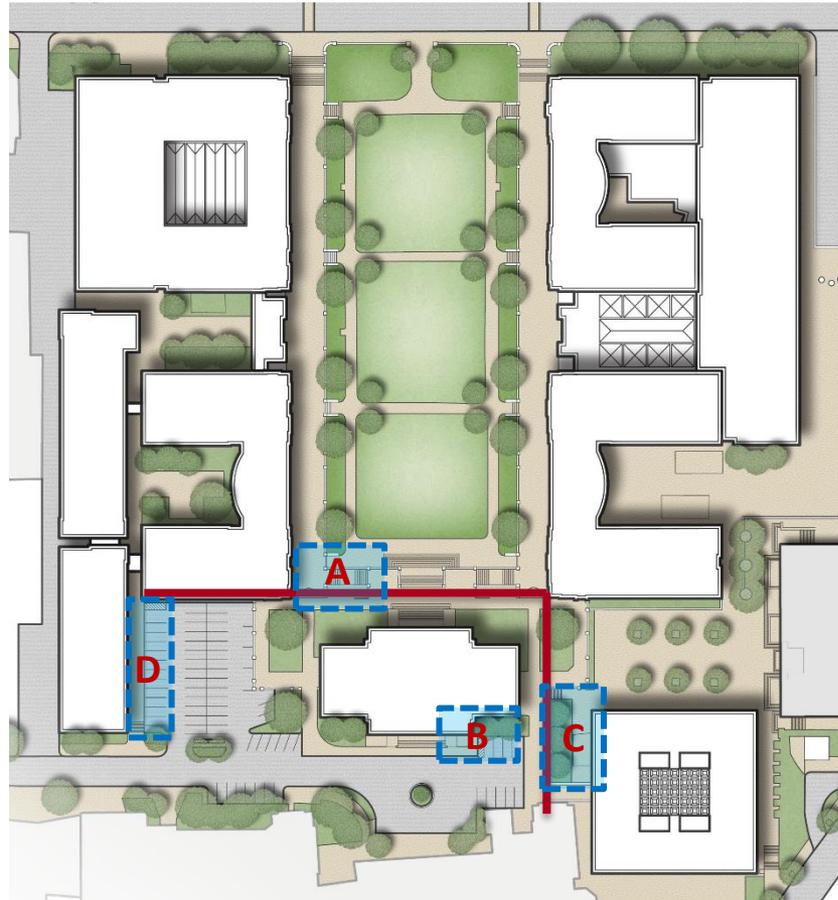
Richard LeBlanc

Director of Space Planning and Design

Cc: Meaghan Doyle, Harvard Medical School
Gary Hammer, Harvard University

Site Plan

- **Location A:**
Quad (1906)
- **Location B:**
Gordon Hall (1906)
- **Location C:**
Countway (1965)
- **Location D:**
LHRRB (1967)



Location B: Existing Handrail Color



Ramp B: Sloped Option



Ramp B: Sloped Option



Ramp B: Sloped Option



Ramp B: Flat Option



Ramp B: Flat Option



Ramp B: Flat Option



Ramp B: Black Rail Option



Ramp B: Open Rail Option

