



MassDOT Turnpike Air Rights Parcels #12-15
CAC Working Meeting #14
Thursday, November 20, 2014, 6:00 p.m.
Location: St. Cecilia's Parish Hall

CAC Attendees:

Kathleen Brill, Fenway Civic Association (FCA)
Fritz Casselman, Neighborhood Association of the Back Bay (NABB)
Brian Doherty, Building and Construction Trades Council of the Metropolitan District
David Gamble, Boston Society of Architects
Valerie Hunt, Fenway Neighborhood Resident
Teri Malo, Fenway Studios
Barbara Simons, Berklee Task Force
Gil Strickler, St. Cecilia's Parish
Steve Wolf, Fenway Community Development Corporation (FCDC)

Ex-Officio Attendees:

Mohona Siddique, Office of Boston City Councilor Josh Zakim
Elizabeth Corcoran-Hunt, Office of Representative Byron Rushing

City of Boston Attendees:

Shaina Aubourg, Mayor's Office of Neighborhood Services
David Carlson, BRA
Jonathan Greeley, BRA
Lauren Shurtleff, BRA

State of Massachusetts Attendees:

Joe Cheever, MBTA
Misha Daha, Robinson & Cole
Mark Gravallese, MassDOT
Walter Heller, MassDOT
Dick Reynolds, Reynolds Group
Mary Runkel, MBTA
Drew Leff, Stantec Consulting
Carla Moynihan, Robinson & Cole
Jeffrey Simon, MassDOT
Bill Tuttle, MassDOT

Members of the Public:

Joe Allwarden, AECOM
Emily Ashby, Utile
Kenan Bigby, Trinity Financial
Francois Braun, Resident of 360 Newbury
Kwesi Budu-Arthur, Cambridge Seven Associates
Arthur Byers, Boston Architectural College
Don Carlson, Resident of Back Bay

Elizabeth Christoferetti, Utile
Conrad Ciszek, Fenway Resident
Greg Cola, The Peebles Corporation
John Copley, Copley Wolff Design Group
Eric Daniel, Fenway Resident
Tawan Davis, The Peebles Corporation
Frank Edwards, Trinity Financial
Else Ege, Realtor
Michael Epp, Kleinfelder
Tom Erickson, Tishman Construction
Mark Fortune, Boston Building Trades
Richard Friedman, Carpenter & Company
Charlie Geary, Sheet Metal Workers Local 17
Richard Giordano, FCDC
Grace Holley, FCDC
Ron Homer, Mass Housing
Tim Horn, FCA
Zack Huffman, Boston Courant
Gary Johnson, Cambridge Seven Associates
Jim Keefe, Trinity Financial
Curtis Kemeny, Boston Residential Group
Rick Keogh, Sheet Metal Workers Local 17
Matt Kiefer, Goulston & Storrs
Marc Laderman, Fenway Resident
M. David Lee, Stull and Lee
Tim Love, Utile
Nancy Ludwig, Icon Architecture
Vesna Maneva, Halvorson Design Partnership
Adam McCarthy, McNamara/Salvia
Pam McDermott, McDermott Ventures
Blake Middleton, Handel Architects
Jo Oltman, Cambridge Seven Associates
Tom Palmer, Tom Palmer Communications
Amelia Patt, The Peebles Corporation
Don Peebles, The Peebles Corporation
Sue Prindle, NABB
John Ranco, Hammond Real Estate
Tom Reid, The Vertex Companies
Tina Schaefer, Resident of 360 Newbury
Carol Sharp, Resident of 360 Newbury
Donald Sheehan, IBEW Local 103
Barry Solar, NABB
Carolyn Spicer, McDermott Ventures
Nick Torello, Parsons Brinckerhoff
Jacqueline Yessian, NABB

Meeting Summary

On Thursday, November 20th, 2014, the fourteenth working session of the Massachusetts Department of Transportation (MassDOT) Turnpike Air Rights Parcels 12 – 15 Citizens Advisory Committee (CAC) was called to order at approximately 6:00 p.m. in the St. Cecilia's Parish Hall by Jonathan Greeley, BRA Planner.

Jonathan then introduced Bill Tuttle, Director of Projects, in the Office of Real Estate and Asset Development at MassDOT. As a background to tonight's meeting, Bill reminded the group that a Feasibility Study for Parcel 13 and Hynes Station was prepared on MassDOT's behalf earlier this year, with the results of that study being presented at the CAC's last meeting in March. Since then, MassDOT has released an RFP for Parcel 13 (available on the BRA's project website: <http://www.tinyurl.com/Parcels12-15>). Bill announced that the three respondents to the RFP, Trinity Financial, The Peebles Corporation, and Boston Residential Group, have all passed MassDOT's pre-qualification round, and will be presenting their proposals to the CAC tonight. Bill reiterated that all the designs presented tonight are conceptual in nature and are meant to serve as representations of intent for each developer. He added that tonight's meeting will help MassDOT gather input from the CAC and wider community, noting that this is just the start of the process for Parcel 13's disposition.

CAC Co-Chair Fritz Casselman, Neighborhood Association of Back Bay, also welcomed the assembled crowd and led the group in a quick round of introductions, before turning the meeting over to the first proponent.

Each proponent was given 20 minutes to share their development proposal, followed by 20 minutes of Q&A with the CAC and general public. A consolidated PowerPoint presentation of the three separate presentations is available on the BRA's project website: <http://www.tinyurl.com/Parcels12-15>. A summary of the questions and answers in response to each presentation follows.

Trinity Financial

CAC Questions and Comments

- Fritz Casselman asked for a show of hands, noting that in addition to the CAC, there were about 20 members of the public not affiliated with one of the proponent teams or agencies in attendance at the meeting.
- Steve Wolf, FCDC, asked why Trinity is planning on doing an affordable buyout of the required affordable housing instead of building those units on-site. Jim Keefe, Trinity Financial, answered that they are flexible to building them on-site, but explained that doing so would be an additional challenge due to the cost and complexity of the project. Either way, the affordable housing component of the project would be negotiated with the BRA at a later stage if they are designated by MassDOT, during the Article 80 Large Project Review Process.
- Fritz Casselman asked how the significant height proposed as part of Trinity's proposal fits in with the Civic Vision. Jim Keefe responded that the site's unique conditions result in a limited amount of structural solutions. Nancy Ludwig, Icon Architecture, elaborated further, noting that in Trinity's initial proposal for this parcel, 7 years ago, only part of the Turnpike was to be covered, which was less expensive to build.

- Valerie Hunt, Fenway Neighborhood Resident, asked if the housing units proposed would be built as condominiums or apartments. Jim Keefe replies that it is too early to tell, and added that, in part, the real estate market will dictate that decision.
- Gil Strickler, St. Cecilia's Parish, asked about the Green Alley Initiative mentioned during the presentation. Nancy Ludwig replied that the Boston Architectural College has made improvements to the alley between Boylston and Newbury Streets (Public Alley 444) as part of their [Green Alley Initiative](#), so they would seek to continue this concept. A through-connection for pedestrians between the alley and Boylston Street would also be part of this. Jon Greeley noted that this type of installation had been completed in partnership with the City's Public Works Department.
- David Gamble, Boston Society of Architects, asked a series of questions about the building's design. Nancy Ludwig replied that the building has been designed so as to appear as three distinct buildings (the tower and connector would look continuous and be comprised of residential uses), and that the building overall is intended to be more of a background building, with the plaza in front at the corner of Massachusetts Avenue and Boylston Street meant to serve as the focal point.
- In response to a question from Brian Doherty, Building and Construction Trades Council of the Metropolitan District, Jim Keefe replied that the costs of decking over the Turnpike, as well as the shell and core of the renovated Hynes Station, were factored into the overall costs.
- Kathleen Brill, FCA, asked for a more in-depth description of the Hynes Station and its integration with the open space along Massachusetts Avenue. Nancy Ludwig replied that they have designed the entrances to the station so that they are visually prominent from afar. Additionally, the plaza area is contemplated as a general meeting and waiting area for bus passengers.
- In response to a question from Barbara Simons, Berklee Task Force, Nancy Ludwig replied that the access points to Hynes Station would be from both Massachusetts Avenue and Boylston Street.

Public Questions and Comments

- Conrad Cizek, Fenway Resident, asked what type of retail would likely be placed within the site, noting that the Fenway neighborhood would appreciate restaurants and stores that are sole proprietorship entities aimed at delivering neighborhood amenities. Jim Keefe responded that he appreciates the notion and that if selected, the retail spaces would be divided into smaller spaces and the team would do their best to include local retail and restaurants on the property.

The Peebles Corporation

CAC Questions and Comments

- Fritz Casselman asked if the entrance to the building's parking garage, which is located on Boylston Street, could be moved, as this design could have a negative impact on the public realm. Blake Middleton, Handel Architects, replied that they could look into relocating the garage's entry, but noted that the alley in the rear, Public Alley 444, between Newbury and Boylston Streets, is already heavily used, and their team thinks that the Boylston Street entry will work, as it would be restricted to residential use.

- Steve Wolf, FCDC, commented again that he would like to see the affordable housing required as part of the City's Inclusionary Development program placed on-site. Tawan Davis, The Peebles Corporation, explained that one strategy would be to alternately identify a site nearby to develop the affordable housing, as they have done elsewhere, noting that to build on-site would be tremendously expensive. Don Peebles, The Peebles Corporation, provided an example of an affordable housing project built in Washington, DC, where Peebles had been successful in creating a tiered AMI (Area Median Income) scenario, which enabled the money dedicated to affordable housing to go as far as possible.
- Teri Malo, Fenway Studios, commented that there are already too many curb cuts along Boylston Street, noting that an additional one here would add another major obstacle for pedestrians. Don Peebles replied that the curb cut would not be used for the hotel components, but for the residential components. He added his team anticipated less vehicular impacts as the product is more of a boutique hotel. He also expressed his preference for local restaurants and retail.
- In response to a question from Kathleen Brill about the MBTA entrance along Massachusetts Avenue, Tawan Davis responded that they have dedicated 14,000-SF within the project to be used as a community space, which would include a 6,800-SF music library and a 7,200-SF park space, located atop the hotel. The music library also would function as an ad hoc music space for the public, but not an official performance hall.
- In reply to a question from Fritz Casselman, Blake Middleton indicated that the space adjacent to 360 Newbury was simply a green roof. Any outdoor space associated with the hotel would inherently be public due to the nature of that use.
- In response to a question from Gil Strickler about schedule (the construction of the buildings is projected to start in 2020), Greg Cola, The Peebles Corporation, replied that they would build the station first, during which time the capital funds for the remainder of the project would be committed.
- Barbara Simons asked if they have had any discussions with the Berklee College of Music yet. Blake Middleton replied that they have not done so yet, but would do so if designated. He added that the music library/performance space is a facility meant for the community, and not tied to any specific institution.

There were no questions or comments from the public.

Boston Residential Group

CAC Questions and Comments

- In response to a question from Kathleen Brill, Curtis Kemeny, Boston Residential Group, responded that the student housing component of the project would be private student housing, but that it could potentially be formally affiliated with an educational institution.
- Fritz Casselman expressed that he has heard concerns about this type of student housing and would like to see how it has worked elsewhere. Curtis Kemeny responded that it has worked well in other cities and they would work to bring on a development partner with expertise in this area.
- Barbara Simons noted that the first iteration of the GrandMarc Residence Hall (on Huntington Avenue) was rejected because it contained shared student housing. Curtis

Kemeny replied that his team is also looking into having a sponsored dorm as well, and stressed that no decision has been made.

- In response to a question from Valerie Hunt, Fenway Neighborhood Resident, Curtis Kemeny replied that the other components of the building, apart from the dormitory portion, would be subject to property taxes. Whether the dormitory portion would be subject to them is too early to tell, as the details have not yet been worked out.
- David Gamble noted that the best view of 360 Newbury Street is from the Turnpike. He stated that he appreciates the elevation of the building on the western portion of the site, noting that it would change this perspective. Gary Johnson, Cambridge Seven Associates, replied that the design is still in the schematic stage, but that the team consciously chose to express the truss component as a nod to the Frank Gehry modifications to 360 Newbury.
- In response to a question from Fritz Casselman, Curtis Kemeny replied that the project would require review from both the Back Bay Architectural Commission (BBAC) and the Massachusetts Historical Commission. Lauren Shurtleff, BRA, noted that BBAC staff has been engaged in this process already, adding that whatever team receives designation by MassDOT will need undergo this type of review.
- In response to a question from Teri Malo, Curtis Kemeny replied that the “drum” component of the building that fronts Massachusetts Avenue would be a combination of large and small-scale retail, with local restaurant and service uses included. The long horizontal side facing Boylston Street would likely be for larger retailers.

Public Questions and Comments

- In response to a question from Sue Prindle, NABB, Michael Epp, Kleinfelder, replied that MassDOT’s Feasibility Study envisioned a tower at the western portion of the site where there is terra firma. Curtis Kemeny added that at 24 stories, the building is tall, but that height is needed to pay for the renovation of Hynes Station and the deck over the Turnpike. He noted that the building will match the higher towers that are being built on Parcels 12 and 15, as well as the other new buildings in the area.
- A member of the public asked about why the expansion of the Hynes entrance area had not been possible before and why it was possible now. Curtis Kemeny and Bill Tuttle clarified that space was being created by moving the entrance over to the air rights parcel, which made the expansion possible.
- Marc Laderman, Fenway Resident, noted that if this site was not developed as housing, it would be a Development Impact Project (DIP) and therefore no affordable housing would be created. He indicated his desire that any project mitigation benefits be kept in the nearby neighborhoods. Curtis Kemeny replied that he agrees and stated that they will work with the BRA as part of the greater dialogue moving forward.
- In response to a question from a member of the public, Curtis Kemeny replied that the foundation of 360 Newbury Street and Hynes Station were interlinked.
- Richard Giordano, FCDC, commented that the neighborhood needs more affordable housing.

Jonathan then closed the meeting, noting that the group will reconvene in two weeks for the next CAC meeting, scheduled for December 4th. He also reminded the group that all project documents can be found on the BRA’s project website: <http://www.tinyurl.com/Parcels12-15>. The meeting was adjourned at approximately 8:45 p.m.