



MassDOT Turnpike Air Rights Parcels 12-15

CAC Working Meeting #17

Tuesday, October 25, 2016, 6:00 p.m.

Location: Saint Cecilia's Parish Hall

CAC Attendees:

Brendan Beatty, Back Bay Neighborhood Resident

Kathleen Brill, Fenway Civic Association (FCA)

Fritz Casselman, Neighborhood Association of the Back Bay (NABB)

David Gamble, Boston Society of Architects (BSA)

Valerie Hunt, Fenway Neighborhood Resident

David Lapin, Community Music Center

Meg Mainzer-Cohen, Back Bay Association

Teri Malo, Fenway Studios

Barbara Simons, Berklee Task Force

Gil Strickler, St. Cecilia's Church

Steve Wolf, Fenway Community Development Corporation

Ex-Officio Attendees:

Kate Bell, Office of Boston City Councilor Josh Zakim

Elizabeth Corcoran-Hunt, Office of Massachusetts State Representative Byron Rushing

Massachusetts State Representative Jay Livingstone

Boston City Councilor Josh Zakim

City of Boston Attendees:

Evan Bradley, BPDA

David Carlson, BPDA

Jonathan Greeley, BPDA

Lauren Shurtleff, BPDA

Christopher Tracy, BPDA

Jacob Wessel, Mayor's Office of Neighborhood Services

State of Massachusetts Attendees:

Mark Boyle, MassDOT

Jim Kersten, MassDOT

Development Team Attendees:

Doug Husid, Goulston & Storrs

Donny Levine, D.Levine Management LLC

Kyle Greaves, Vanasse Hangen Brustlin (VHB)
Mark Junghans, VHB
Kevin Lennon, Elkus Manfredi Architects
Lisa Martancik, Weiner Ventures
David Manfredi, Elkus Manfredi Architects
Alan Rottenberg, Goulston & Storrs
Steve Samuels, Samuels & Associates
Marilyn Sticklor, Goulston & Storrs
Adam Weiner, Weiner Ventures

Public Attendees:

Chris Bergeron, Boston Guardian
Robin Brown, Spoton Ventures
Art Byens, Boston Architectural College (BAC)
Conrad Ciszek, Fenway Resident
Bill Coyne
Paul Desousa, Back Bay Resident
Elise Dubuque, Back Bay Resident
Janet Garvey, Back Bay Resident
Grace Holley, Fenway Community Development Corporation
George A. Kickham, Dalton Street Garage
Jayba Leder-Luis, Denterlein
Brenda Lew, Fenway Resident
Geoff Lewis, Colliers
Nancy Macchia, NABB
Seth Riseman, Handel Architects
Martyn Roetter, NABB
Tina Schaefer, Back Bay Resident
Vicki Smith, NABB
Beth Treffeisen, The Boston Sun
Rick Whittemore, Fenway Resident
Marvin Wool, Back Bay Resident
Jackie Yessian, NABB

Project Website: <http://tinyurl.com/Parcels12-15>

Meeting Summary

On Tuesday, October 25th, 2016, the seventeenth working session of the MassDOT Turnpike Air Rights Parcels 12-15 Citizens Advisory Committee (CAC) was called to order at approximately 6:10 p.m. by Lauren Shurtleff, BPDA Senior Planner.

After a round of introductions, Lauren briefly outlined the CAC process, noting that it had been approximately two years since the previous CAC working session in December of 2014. She added that MassDOT had designated The Peebles Corporation on Parcel 13 subsequent to that meeting.

Lauren noted that tonight's meeting would provide an update from the Weiner Ventures and Samuels & Associates teams, the developers designated by MassDOT on Parcels 15 and 12, respectively. She reminded everyone that nothing had yet been permitted through the Article 80 Development Review Process on any of the parcels, adding that the Article 80 process represents the next step in the process for each parcel. Each parcel will move through the process independent of one another. She also reiterated that the CAC will formally become the Impact Advisory Group (IAG) for each project.

Lauren then turned over the meeting to Chris Tracy, BPDA, the Project Manager who will manage the Article 80 Development Review Process and lead the CAC/IAG through the public process. Chris explained the purpose of the meeting - to present the updated Weiner Ventures and Samuels & Associates proposals' for Parcels 15 and 12 to the public - and took time to review the project timeline, explain the Article 80 process, and explain the transition from CAC to IAG. Finally, he stressed that the developers have not yet filed either project for Article 80 Review.

Next, Adam Weiner, Weiner Ventures, and Steve Samuels, Samuels & Associates, addressed the audience and gave a PowerPoint presentation (available on the BPDA's project website: <http://www.bostonplans.org/getattachment/249a4243-0be3-4367-8d8d-6a6867fc43fc>). Adam explained that he and Steve were present tonight to provide an update on their projects. He explained how they have advanced their project concepts over the past few years, and provided some insight on what they had learned over the course of their work. He reiterated his belief in the importance of a deliberate development process, and discussed efforts undertaken to improve the projects based on the CAC's suggestions.

The Parcel 15 project now incorporates the adjacent Prudential-owned air rights parcel on Massachusetts Avenue and Dalton Street. The project, now called 1000 Boylston, comprises 4 separate parcels, better engages the Prudential Center, and will fully cover the gap between Dalton Street and St. Cecilia Street, as requested by the CAC. Adam noted that the project has increased in scale in response to added costs derived from the need to build a deck on the Prudential-owned air rights parcel. The project now consists of two residential towers over a parking and retail podium.

Steve Samuels explained changes to the project proposed at the Parcel 12 site. He clarified that the project is not as far along in its development as 1000 Boylston, and that his team is still considering a residential or an office use for the site. Steve remarked that he sees this project as a lynchpin to ongoing development in the Fenway

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area. However, as with Parcel 15/1000 Boylston, Steve explained that projected complications in decking over the Massachusetts Turnpike have required an increase in the project's scale to make it financially feasible.

Finally, Adam and Steve clarified that though they will maintain a small financial stake in each others' projects, they had decided to develop them separately and would meet with the CAC separately in the future.

Parcel 15

Next, David Manfredi, Elkus Manfredi Architects, provided an overview of the 1000 Boylston project. David discussed the importance of the Massachusetts Avenue/Boylston Street intersection, calling it "a critical moment in the city", and the significant opportunity to recover the lost street wall and repair the urban fabric through each of these projects.

1000 Boylston consists of two residential towers upon a shared, 90-foot, 6-story retail and parking podium. The taller western tower measures 559 feet with 40 stories and the eastern tower rises to 276 feet with 24 stories. The design of 1000 Boylston is influenced by its position atop the Massachusetts Turnpike, which creates unique structural bearing lines, and along the variety of surrounding streets, necessitating a strong urban street wall. The eastern tower exhibits this structure through sheared walls echoing the orientation of the Turnpike below; the western tower accentuates the structure through a twisted form and subtle rotation as the tower rises above grade. Both towers feature glass and metal curtain walls, and the western tower is punctuated by a series of balconies, appearing more frequently higher above grade.

The podium will consist of two levels of retail facing Boylston Street, and four levels of parking accessible via Dalton Street. Loading access to the Hynes Convention Center will occur via Cambria Street and will be maintained through a curb cut and passageway on the St. Cecilia Street side of the podium. Parking levels will be screened by a fritted glass curtain wall. The top level of the podium includes shared green and amenity space accessible to residents of both towers.

CAC Questions & Comments

- A CAC member asked about the project's program and if it would include hotel uses. Adam Weiner replied that the project would not, as the project team sees the hotel financing market as currently infeasible for this type of project.
- A CAC member asked if the Parcel 15/1000 Boylston project would go through the Article 80 process as a single project, without Parcel 12. Adam answered in the affirmative. The CAC member followed up, asking if such a split was allowed if the Weiner and Samuels teams were designated jointly. Lauren Shurtleff

answered that the teams were not designated together by MassDOT. Steve Samuels added that though the development teams have worked on projects together, their intent is to execute the projects separately.

- A CAC member expressed happiness at seeing the air rights gaps filled, but was curious if building another tower over empty space was worthwhile given the high cost of building the air rights deck. Adam responded affirmatively, noting that the added square footage was financially prudent with the bigger risk presented by incorporating the Prudential-owned air rights parcel.
- A CAC member remarked that previous discussions amongst the CAC had resulted in a desire for public open space with the developments. Adam remarked that the project team had considered including open space, but that it proved to be economically infeasible. Steve followed up that his team is considering publicly accessible open space in their Parcel 12 proposal, but that there are also economic realities at that site that could also make such space infeasible.
- A CAC member asked David Manfredi about the decision to incorporate two towers into the project. David responded that, given the density requirement and area context of building setbacks, building two towers was the best way to allow for the required square footage without creating a very wide or very tall building massing.
- In response to a question from a CAC member, David replied that there are provisions to allow the project's parking floors to be converted to other uses if they are deemed unnecessary over time.
- A CAC member inquired if wind studies were available for the project. David responded that they were happy to share wind and shadow studies with the public. Lauren added that wind and shadow studies would also be presented with the project's Article 80 filing.
- Responding to a request for more transparency and diligence regarding the site's economic feasibility, Adam stated that a number of smaller issues resulted in substantial cost increases for the project. Limited locations to land the project's structure created few options for an efficient development. The proposed project is about as efficient as possible given the site's inherent problems. Regarding earlier statements about the non-linear cost of building more decking for the project, Adam responded that, with the decking of the entire turnpike on the project site, they were effectively building a tunnel, not a roof. He clarified that regulations and maintenance regarding tunnel construction were a significant driver of cost increases.

Parcel 12

David Manfredi proceeded to give a presentation on the Parcel 12 site. He discussed how the site is unique in both size (about an acre) and as an important endcap to draw in pedestrians from Newbury and Boylston Streets.

The Parcel 12 project currently consists of a two-story retail podium running along Massachusetts Avenue and a residential or office high-rise structure along Boylston Street. The high-rise structure would measure 225 feet tall as an office building and 288 feet tall as a residential building, due to the different floor plate sizes and building massings required for different uses. Preliminary massing studies depict a triangular floor plate of approximately 22,000 square feet for an office tower and a narrower, rectangular massing for a residential tower. Below-grade parking would be accommodated on the terra firma portion of the site.

The project will make significant improvements to the Boylston Street and Massachusetts Avenue streetscape. Public realm improvements include 25- to 30-foot sidewalks on Boylston Street and Massachusetts Avenue, active ground-floor retail, and the addition of an entrance to the MBTA Green Line Hynes Convention Center station on the western side of Massachusetts Avenue. Publicly accessible open space may also be incorporated on the roof of the project's retail podium. Once the project team is ready to move forward, they will return to the CAC, prior to moving forward with the Article 80 process.

CAC Questions & Comments

- Responding to calls for more details about on-site parking and loading, David Manfredi clarified that both functions would be accommodated in the below-grade garage located on the site's terra firma portion, and that the garage would be accessed via a curb cut and entrance on Boylston Street.
- A CAC member remarked that the site was a good location for office space. Steve Samuels agreed and noted that the site has excellent western exposure over the Massachusetts Turnpike, for branding and identity purposes.
- A CAC member appreciated seeing the proposed projects in context with other nearby planned developments, and mentioned that there was a good opportunity to make the new buildings similar to each other in design. Another CAC member disagreed, arguing that it might be worthwhile to break continuity in places, noting the repetitiveness in height between the Hynes Convention Center roof, the 1000 Boylston podium, and the massing of the proposed Crossroads project for the Berklee School of Music.
- In response to a CAC member's enthusiasm about the potential open space above the project's retail podium, David Manfredi stated that this site had a much better opportunity than the 1000 Boylston project to connect that space to

the street. He added that some of the rooftop open space might be set aside for residents or tenants.

- A CAC member cautioned against allowing large or distracting signage on building elevation facing the Massachusetts Turnpike, but stated that more tasteful signage would be acceptable. Another CAC member followed up that it would be nice to have something unique on the Turnpike elevation, but worried about the glare the project might create on the Turnpike at sunset.

Public Comments

- A resident of 360 Newbury Street, citing poor conditions at the Massachusetts Avenue/Boylston Street intersection, expressed concerns at the impact of these developments on area roadways, and wondered if any mitigation had been planned. Lauren responded that at-grade issues, light timing, and working with the Boston Transportation Department would all be looked at as the development progresses.
- An audience member expressed concerns about pedestrian safety at the Turnpike onramp at Newbury Street. Steve Samuels agreed that the intersection was an issue, and stated that the development team was in the early stages of looking at the intersection, and welcomed public ideas for fixing the intersection.
- A Fenway resident asked if ventilation structures were needed for the tunnel extension created by the Parcel 15/1000 Boylston project. David Manfredi confirmed that horizontal fans will be installed to maintain air flow in the tunnel.

The meeting adjourned at approximately 7:55 p.m.