



**MassDOT Turnpike Air Rights Parcels 12-15**  
**CAC Working Meeting #18**  
**Tuesday, December 20, 2016, 6:00 p.m.**  
**Location: Saint Cecilia's Parish Hall**

**CAC Attendees:**

Brandon Beatty, Back Bay Neighborhood Resident  
Kathleen Brill, Fenway Civic Association (FCA)  
Fritz Casselman, Neighborhood Association of the Back Bay (NABB)  
Valerie Hunt, Fenway Neighborhood Resident  
David Lapin, Community Music Center  
Meg Mainzer-Cohen, Back Bay Association  
Teri Malo, Fenway Studios  
Gil Strickler, St. Cecilia's Church

**Ex-Officio Attendees:**

Massachusetts State Senator William Brownsberger  
Massachusetts State Representative Jay Livingstone  
Kate Bell, Office of Boston City Councilor Josh Zakim  
Elizabeth Corcoran-Hunt, Office of Massachusetts State Representative Byron Rushing

**City of Boston Attendees:**

Evan Bradley, BPDA  
Jonathan Greeley, BPDA  
Lauren Shurtleff, BPDA  
Christopher Tracy, BPDA  
Yissel Guerrero, Mayor's Office of Neighborhood Services

**State of Massachusetts Attendees:**

Mark Boyle, MassDOT

**Development Team Attendees:**

Doug Husid, Goulston & Storrs  
Kevin Lennon, Elkus Manfredi Architects  
Donny Levine, D. Levine Management LLC  
Lisa Martancik, Weiner Ventures  
David Manfredi, Elkus Manfredi Architects  
Marilyn Sticklor, Goulston & Storrs  
Adam Weiner, Weiner Ventures

**Public Attendees:**

Gil Alterovitz, Harvard Medical/Boston Children's Hospital  
Holly Berry, Fenway Community Development Corporation  
Christian Bergeron, Boston Guardian  
Rick Giordano, Fenway Community Development Corporation  
Bill Guaragnia, ICO Energy & Engineering  
Andrea d'Amato, Kleinfelder  
Grace Holley, Fenway Community Development Corporation  
David Jacobs, Boston Guardian  
Wei-Lun Hsu  
George A. Kickham, Dalton Street Garage  
Mark Laderman, Fenway Resident  
Elliott Laffer, NABB  
Allan McIntosh  
Tom Palmer, Tom Palmer Communication  
Sue Prindle, NABB  
Martyn Roetter, NABB  
Donald Sheehan, IBEW 103  
Jack Train, The First Church of Christ, Scientist  
Beth Treffeisen, The Boston Sun  
Bill Whitney, Berklee College of Music  
Rick Whitemore, Fenway Resident  
Scott Wilson, Wilson Butler Architects  
Marvin Wool, NABB  
Laurie Zapalac, Zapalac Advisors

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

**Meeting Summary**

On Tuesday, December 20th, 2016, the eighteenth 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 explained the purpose of the meeting — to solicit additional community feedback and allow the CAC to have a dialogue on Weiner Ventures' proposal for Parcel 15 before the project is formally filed for Article 80 Development Review with the BPDA. Lauren reminded everyone that the CAC will continue to serve as the public review body for proposals through the Article 80 Development Review process, in the form of the Impact Advisory Group (IAG), and that the developer will file their Project Notification Form (PNF) with the BPDA soon after the meeting.

Lauren then turned over the meeting to Chris Tracy, BPDA Senior Project Manager. Chris explained how the role of the CAC will evolve as the proposal is filed with the BPDA, in that the CAC will formally function as the IAG for the project, but remain in form as a CAC, and also presented a general timeline of the Article 80 Process. Chris stressed the CAC's role in helping the BPDA understand the impacts of the Parcel 15 project.

Next, Adam Weiner, Weiner Ventures, briefly explained that the proposal shown at the meeting was essentially unchanged from the proposal presented at the previous CAC meeting. Adam introduced the development and design teams for the Parcel 15 project, which is now called 1000 Boylston Street, and turned over the meeting to David Manfredi, Elkus Manfredi Architects, who gave a PowerPoint presentation (available on the BPDA's project website: <http://tinyurl.com/Parcels12-15>).

### **Parcel 15 (1000 Boylston Street)**

David Manfredi provided a contextual overview of the neighborhood around the Parcel 15 site. David discussed the importance of creating better connections and repairing the urban fabric near a major place of convergence in the city at the intersection of Massachusetts Avenue and Boylston Street. He explained how the project will play a significant role in repairing the urban fabric that is interrupted by the gap to the Massachusetts Turnpike below, noting that the site covers a significant amount of frontage on Boylston Street and Dalton Street, which will be filled in with a building.

The 1000 Boylston project consists of two residential towers upon a shared, 90-foot, 6-story retail and parking podium. The taller western tower measures approximately 566 feet with 40 stories and the eastern tower rises to approximately 283 feet with 24 stories. The design of the project is influenced by its position atop the Turnpike, which creates unique structural bearing lines, and by 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 multi-tenant retail facing Boylston Street and four levels of parking accessible via Dalton Street. Pedestrian and cycling improvements following Boston's Complete Streets guidelines will be incorporated into the project's street frontage. Loading access to the Hynes Convention Center will occur as it does now 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**

- In response to a question from a CAC member, David replied that the curb cut would likely be 25 feet wide and that the parking entrance will be covered with a garage door when not in use.
- A CAC member expressed concern about the project's proposed changes to Boylston Street, noting that maintaining a vehicle drop-off area next to bike lanes can create conflicts between drivers and cyclists. Lauren Shurtleff acknowledged that this aspect of the proposal still needs work and responded that the Boston Transportation Department will have the opportunity to comment on and recommend adjustments to the public realm, particularly as it relates to this issue, as part of the Article 80 process.
- A CAC member expressed concern at the proposal's scale and asked why it was larger in height and density than prior concepts shown to the CAC several years ago. Adam Weiner replied that the incorporation of the Prudential-owned air rights parcel into the project, as requested by the CAC, added to the complexity and cost of the proposal. Whereas before there was to be just one building on the site, there now are two buildings; this adds increased financial risk. He additionally noted that while incorporating the Prudential-owned parcel allowed the proposal to completely cover the Massachusetts Turnpike, doing so would effectively result in building a tunnel, not a roof. He continued that code regulations governing tunnel construction and tunnel maintenance significantly increased the cost to develop the site, and that a larger proposal was financially prudent to mitigate the additional risk. David Manfredi also pointed out that the additions to the project are all over air rights. The CAC member asked for a deliverable product showing the cost increases and asked for further justification for the proposal's height and density.
- In a follow-up comment, a CAC member noted that when the group provided formal comments to the BPDA and the Massachusetts Department of Transportation (MassDOT) on which development team they preferred prior to the disposition of the parcel, they had selected this team for their capability in delivering a project, rather than just choosing the project that they liked best.
- In response to a comment from a CAC member, David Manfredi replied that this project presents a unique opportunity to fill the gap to the Turnpike below, and stated that without the added component of the second residential building, the gap would remain there forever, noting that it is not a buildable parcel on its own.
- A CAC member noted that the historic portions of the Back Bay are already architecturally and historically protected, expressing her opinion that this site is

an appropriate site for density, as it is situated along a transit corridor, and is one of the remaining spots for growth in this part of the city.

- A CAC member asked David Manfredi to further describe the proposal's shorter high rise building on the eastern side of the site. David highlighted the high rise's footprint as referential to the orientation of the Massachusetts Turnpike below grade. He stated that the high rise was purposefully visually different from the taller western tower on the site by incorporating a vertically-biased façade design and different materials.
- A CAC member expressed concern about the visibility of the proposal's parking levels from the street and asked David Manfredi to further describe the proposal's parking program. David explained that the proposal's irregular footprint minimized opportunities to create an efficient parking system and that the current proposal was about as efficient as possible. Regarding visibility, he explained that the parking levels would be wrapped in a fritted glass curtain wall that would be transparent in places and opaque in others, and that vehicle headlights would be blocked from shining through the curtain wall. In response, CAC Members encouraged thinking creatively about the curtain wall through color, animation, and/or public art.

### **Public Questions & Comments**

- A member of the public expressed concern about the proposal's housing affordability, stating that the new construction in the neighborhood is too expensive for existing residents. She also expressed support for artistic uses on the parking levels' curtain wall.
- A resident shared the positive feedback he has heard from his neighbors on this project, and commended the project team for figuring out a way to fill in the gap to the Turnpike below.
- An audience member expressed concern over area impacts and shadowing on the surrounding neighborhood due to the project's height and scale. The resident also asked if the proposal's shorter high rise portion could be set back further from Boylston Street. Adam Weiner responded that the high rise could not be set back further due to structural requirements and the alignment of the Massachusetts Turnpike below grade.
- A Back Bay resident encouraged placing the proposal's contribution to affordable housing, mandated by the City's Inclusionary Development Policy (IDP), on-site. Adam Weiner replied that the proposal will be in compliance with IDP but that it was too soon to determine if IDP housing units would be on-site or off-site. Chris Tracy reiterated that the project will have to comply with the IDP policy and added that the BPDA welcomes community and CAC input to help our decision-making on the matter going forward.

- In response, another audience member encouraged thinking about affordability sooner in the development process, and suggested that, given the proposal's cost and complexity, an off-site contribution might be more impactful for affordable housing in the neighborhood.
- A member of the public expressed his opinion that this project represents a great opportunity for the city, noting that this project will contribute a great deal to the neighborhood and street life once it is built.
- An audience member asked about ventilation of the tunnel constructed as part of the proposal. Adam Weiner responded that the development team is working with engineers and MassDOT to create a ventilation plan.

Lauren reminded the audience that the Project Notification Form (PNF) will be filed with the BPDA soon, and that it will be viewable on the BPDA website.

The meeting adjourned at approximately 7:35 p.m.