



MassDOT Turnpike Air Rights Parcels 12-15
CAC Working Meeting #19
Tuesday, February 14, 2017, 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
Barbara Simons, Berklee Task Force
Steve Wolf, Fenway Community Development Corporation (FCDC)

Ex-Officio Attendees:

Kate Bell, Office of Boston City Councilor Josh Zakim
Massachusetts State Representative Jay Livingstone

City of Boston Attendees:

Evan Bradley, BPDA
Phil Cohen, BPDA
Jonathan Greeley, BPDA
Lauren Shurtleff, BPDA

Commonwealth of Massachusetts Attendees:

Mark Boyle, MassDOT
Jim Kersten, MassDOT

Development Team Attendees:

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:

Holly Berry, FCDC
Chris Bergeron, Boston Guardian

Parker James, Charlesgate Alliance
Elliott Laffer, NABB
Mark O'Leary, Massachusetts Convention Center Authority (MCCA)
Geoff Lewis, Colliers International
Alan McIntosh
Julie Mathisen, NABB
Richard Pien
Sue Prindle, NABB
Martyn Roetter, NABB
Beth Treffeisen, The Boston Sun
Marvin Wool, Back Bay Resident
Jacquelin Yessian, NABB

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

Meeting Summary

On Tuesday, February 14, 2017, the nineteenth 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 feedback and allow the CAC to have a dialogue on Weiner Ventures' proposal for Parcel 15, which was officially filed with the BPDA as the 1000 Boylston Street project on January 3, 2017. Lauren reminded the group that the CAC will serve as the Impact Advisory Group (IAG) for the project. The meeting also served to introduce Phil Cohen, the new BPDA Project Manager who will manage the Article 80 Development Review Process for the proposal.

Lauren then turned over the meeting to Phil. Phil explained his role as a Project Manager and presented a general timeline of the Article 80 Process for 1000 Boylston, starting with the filing of a Letter of Intent on December 16, 2016 and the filing of a Project Notification Form (PNF) on January 3, 2017. He explained that the filing of a PNF opens a comment period to gather public opinion, which includes other opportunities for input, including tonight's CAC meeting, as well as a public meeting. At the close of the comment period, the BPDA will issue a Scoping Determination. Following the Scoping Determination, the developer will respond with a Draft Project Impact Report (DPIR), which then begins a new comment period with additional opportunities for input.

A member of the public asked if discussion of the Massachusetts Environmental Policy Act (MEPA) Office's approval process would be part of the Article 80 Process. Lauren replied that the MEPA process is separate from Article 80, but noted that a certificate on

the Environmental Notification Form (ENF) has already been issued by MEPA, which closes out the first phase of the State's review. Lauren added that the developer would likely file a Draft Environmental Impact Report (DEIR) jointly when they file their DPIR. In response to a follow-up question, Phil explained that the CAC and the public would be able to provide input, such as locations for wind testing, at this and other meetings, as well as by comment letter, that will guide the proposal's DPIR and DEIR.

Next, Adam Weiner, Weiner Ventures, gave a brief introduction to his team's presentation, which can be found on the project website. Adam explained that the presentation will be very similar to those shown at the last two CAC meetings. Adam also introduced Donny Levine, D. Levine Management, LLC, who will serve as Weiner Ventures' executive project director. Adam then turned the meeting over to David Manfredi, Elkus Manfredi Architects.

David provided a contextual overview of the neighborhood around the Parcel 15 site. He highlighted the site's location near the intersection of Boylston Street and Massachusetts Avenue and emphasized the proposal's ability to repair the disconnected urban fabric that is bifurcated by the gaps to the Massachusetts Turnpike below. David also discussed the four parcels comprising project site (Parcel 15, the Prudential air rights parcel, the Cambria Street air rights parcel, and a terra firma parcel on Scotia Street) and the role each parcel plays in enabling a proposal that fulfills the Civic Vision for Turnpike Air Rights by filling the entire gap in the urban fabric.

David then discussed the proposal's design and its influences. The primary influences behind the proposal's design concept are the limited structural bearing lines underlying the site, which determine the placement and orientation of the high-rise structures above. David also highlighted the proposal's public realm improvements, which are in keeping with the Civic Vision. The proposal maintains ground-floor retail uses, minimal curb cuts, and street improvements in line with the City of Boston's Complete Streets guidelines, including shared bike lanes on Boylston Street and street trees.

CAC Questions & Comments

- A CAC Member expressed their opinion that the amount of parking in the proposal seemed high, given a number of transit options near the project site. David responded by discussing the site constraints and design process behind the project's parking levels. He noted that the site's configuration was inefficient for parking and that the proposal's parking ratio was under one space per unit. He also stressed that the parking levels could be converted to other uses in the future.
- A CAC Member asked about the height of the mechanical elements above the highest occupied floor of the proposed western tower. David replied that the mechanical elements will be approximately 45 additional feet higher.

- A CAC Member followed up with the same question for the proposed shorter eastern tower. David replied that mechanical elements will add 18 feet to the eastern tower's height.
- A CAC Member, noting a number of vacant storefronts in the area, asked if an analysis of the retail market on Boylston Street had been completed. Adam replied that the proposal's retail space has been designed to be flexible and accommodating for many different types of retail tenants, noting that the project is still too far out to be able to identify a tenant. He affirmed his belief that the site is a desirable location for retail.
- A CAC Member asked why the use of a Combined Heat and Power (CHP) electrical system is infeasible for the proposal. Kevin Lennon, Elkus Manfredi Architects, replied that it is currently not possible to add a CHP electrical grid to the main electrical grid.
- As a follow-up question, the CAC Member asked if other steps, such as reducing energy demand or increasing energy efficiency, were being studied for the proposal. Kevin replied affirmatively, adding that the focus was on reducing demand first and conservation second. He added that some of the aforementioned steps are in the PNF, but that more information will be presented in the DPIR.
- A CAC Member commented that the expanded height and scope of the proposal was a point of concern for the Fenway Civic Association.
- A CAC Member asked for an explanation of the Planned Development Area (PDA) process mentioned in the proposal's PNF and asked if this would set a precedent for including public streets and public sidewalks in PDAs. Marilyn Sticklor, Goulston & Storrs, replied that public right of ways have been included in past PDAs in exchange for public realm improvements to those areas. Marilyn described the project site's complicated zoning, which straddles two zoning districts. She explained that while the portion of the site within the B-10 zoning district is PDA-eligible, the portion of the site within the Huntington Avenue/Prudential Center District needs to be modified in order to make that portion of the site PDA eligible. Finally, she clarified that the Article 80 process and the PDA process are separate but related processes.
- A CAC Member commented that the MEPA Office has asked the developer how the project will respond to the Civic Vision for Turnpike Air Rights, which calls for one tower on-site. The CAC Member asked how the development team will address the presence of a second tower within the proposal. David reiterated that the incorporation of the Prudential-owned air rights parcel into the project has added significantly to the complexity and cost of the proposal. He added that a larger proposal is financially necessary in order to mitigate the additional risk brought on by the added cost of covering the entire gap along Boylston Street. Finally, he added that the Civic Vision prioritized covering the Massachusetts

Turnpike and reconnecting the public realm, a goal that the proposal will accomplish, but only with the addition of the Prudential-owned air rights parcel. Therefore, he added, the project complies in the most visionary components of the document.

- Another CAC member noted that the Civic Vision is nearly 20 years old and yet there have not yet been any successful projects to result from the document.
- A CAC Member asked if it is possible to reorient the eastern tower to allow more light to filter through onto Boylston Street. David responded that the configuration of the project site does not allow for any other orientations of the eastern tower.
- A CAC Member asked if the proposal's wind studies could be studied both with and without planned developments nearby. David replied that wind studies are required to include every approved development nearby, as well as any additional development projects requested by the BPDA, but that they can test both scenarios. Phil added that goal of wind studies is to test for a worst-case scenario, and that conditions generally get windier when more buildings are present.
- A CAC Member asked if progress had been made towards securing consulting work showing wind study accuracy. David noted in response that such studies require a baseline condition followed by ten years of observation in order to be validated, and that he will try to find documentation of accuracy based on other projects.
- A CAC Member mentioned a follow-up wind study for the 40 Trinity Place project in the Back Bay and asked if such a commitment could be made here. Lauren replied that she will confirm the details at the next meeting.

Public Questions & Comments

- In response to a question from a member of the public, a member of the project team replied that wind studies use annualized data, so there is not a "plus/minus" factor, but rather an average presented.
- A member of the public asked if a zoning variance had been considered for the proposal instead of a PDA. Lauren noted that since the Civic Vision, the use of PDAs for air rights parcels has been identified as the appropriate zoning approach.
- In response to a follow-up question, Adam responded that while alternatives will be studied in the DPIR, the development team is committed to the existing iteration of the proposal.
- A member of the public requested views of the site from Boylston Street and from streets further in the Back Bay neighborhood. David replied that views are

being prepared from Copley Square, the Massachusetts Avenue Bridge, and from the Back Bay Fens.

- A member of the public asked if the creation of a public plaza had been considered in exchange for additional height in the proposal. David replied in the negative, noting that in order to do so, the project's height would rise much higher, thus exacerbating the project's environmental impacts.
- Finally, a member of the public inquired if the development team had determined how it will comply with the City's Inclusionary Development Policy (IDP). Adam replied that no changes had been made since the previous CAC meeting. The proposal will comply with IDP, but how it will comply has yet to be determined.

In closing, Phil reminded the group that comments on the project's PNF are due on March 17, 2017.

Lauren reminded the audience that the next public meeting for the 1000 Boylston project will be held at 6:00 p.m. on Tuesday, February 28, 2017, at Saint Cecilia's Parish Hall. The next CAC meeting will be held on Tuesday, March 7, 2017 at Saint Cecilia's Parish Hall.

The meeting adjourned at approximately 7:40 p.m.