



CAC MEETING

January 17, 2018

1000 Boylston Street

W WEINER VENTURES
REAL ESTATE DEVELOPMENT & INVESTMENT

ELKUS | MANFREDI
ARCHITECTS

AGENDA

CAC Comment Letter

- 1. Public Realm**
- 2. Podium Design**
- 3. Solar Reflection**
- 4. Transportation**
- 5. Building Systems**
- 6. Shadow Studies**

1000

Boylston Street

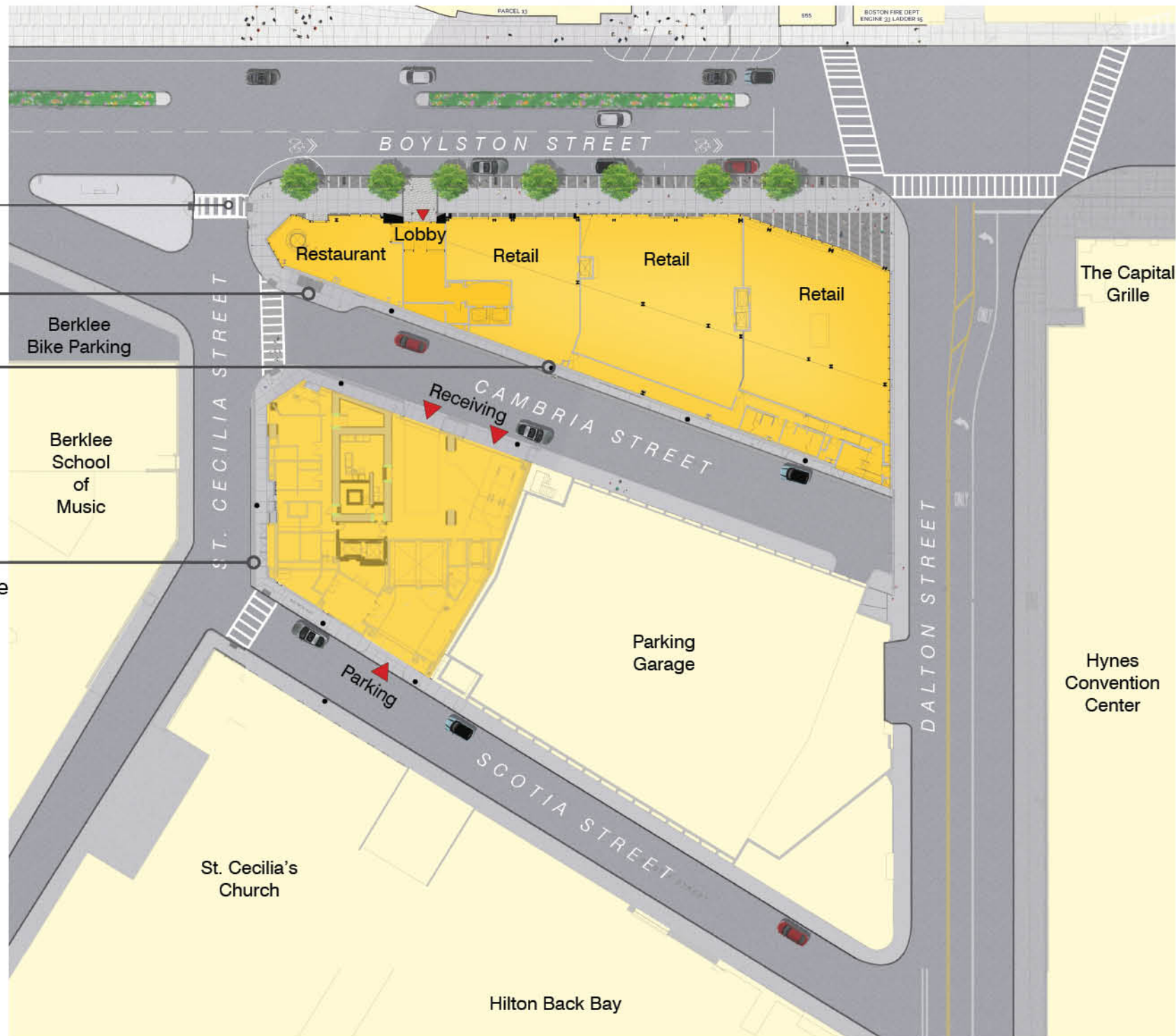
1. Public Realm

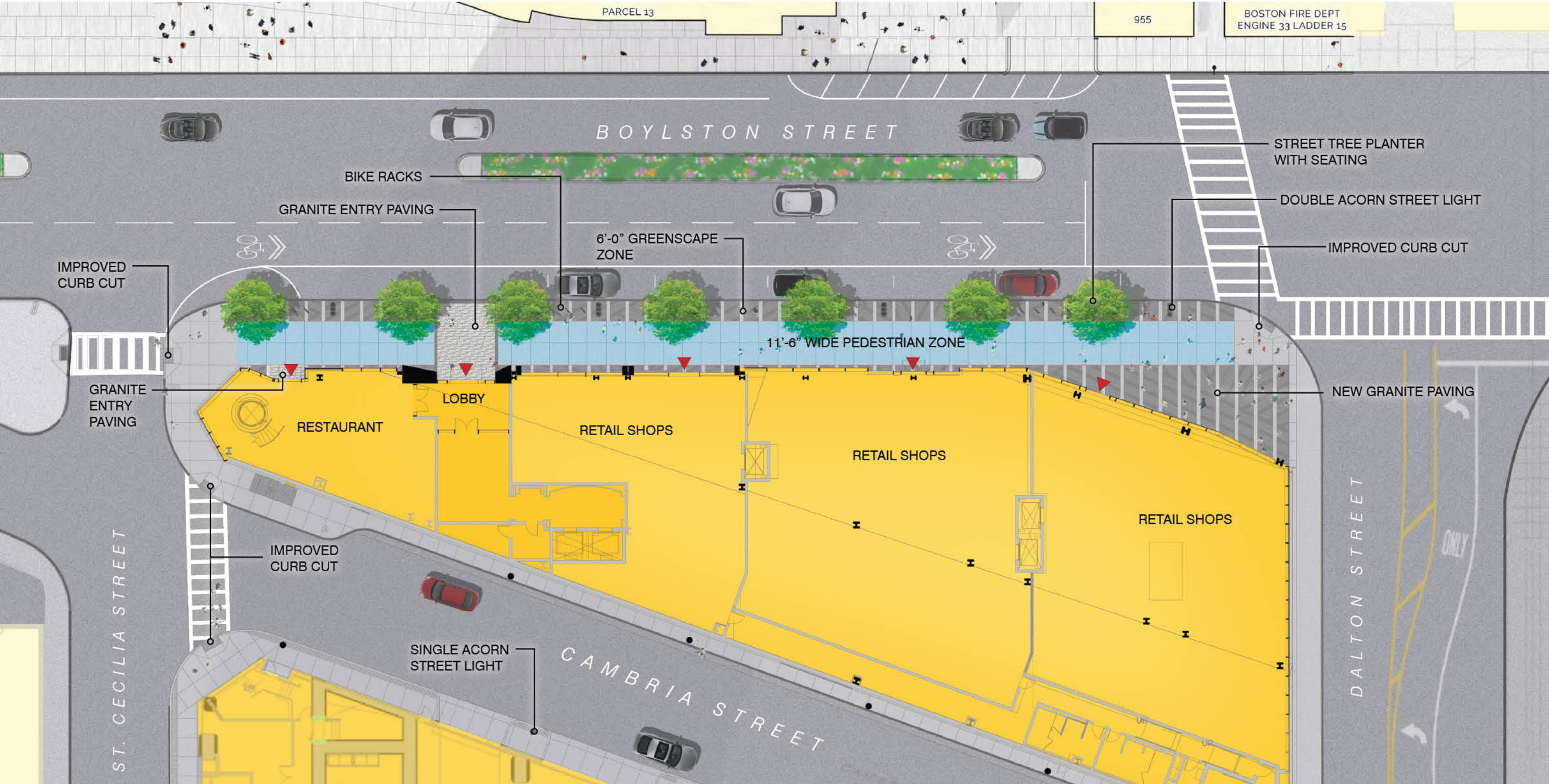
Reduced Corner Radii:
- Improved curb cut
- Reduced street crossing distance

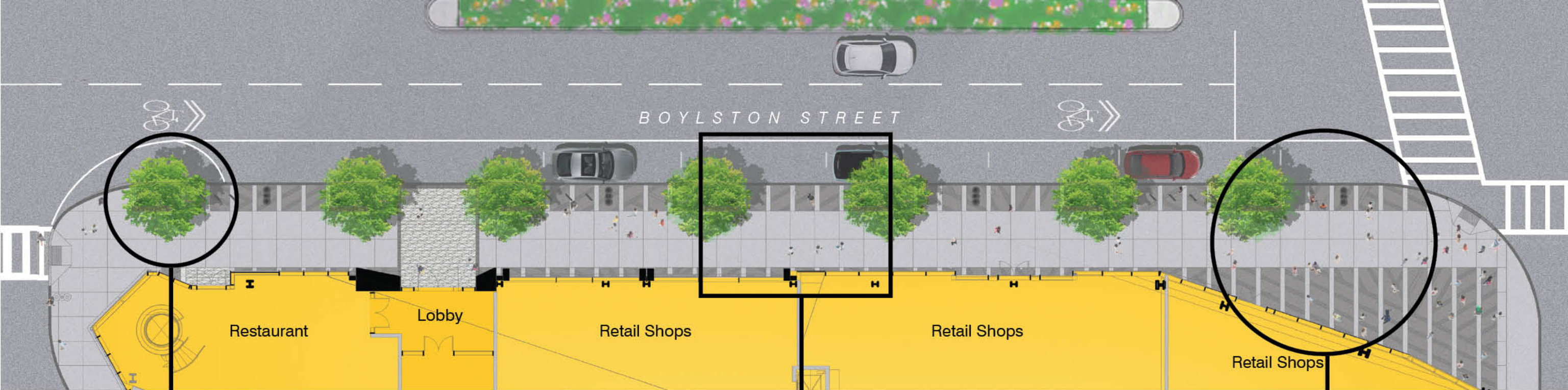
Widened Sidewalk

Additional street lighting

Greenscape Zone:
-Boston Complete Streets porous edge







PLANTER

STREET FURNITURE

PAVING



Mesabi Black Granite

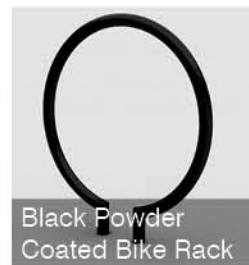
Hardwood Seating

Lake Placid Blue Granite

American Hornbeam



Boston Standard Street Light



Black Powder Coated Bike Rack



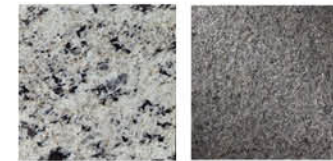
Solar Trash Compactor



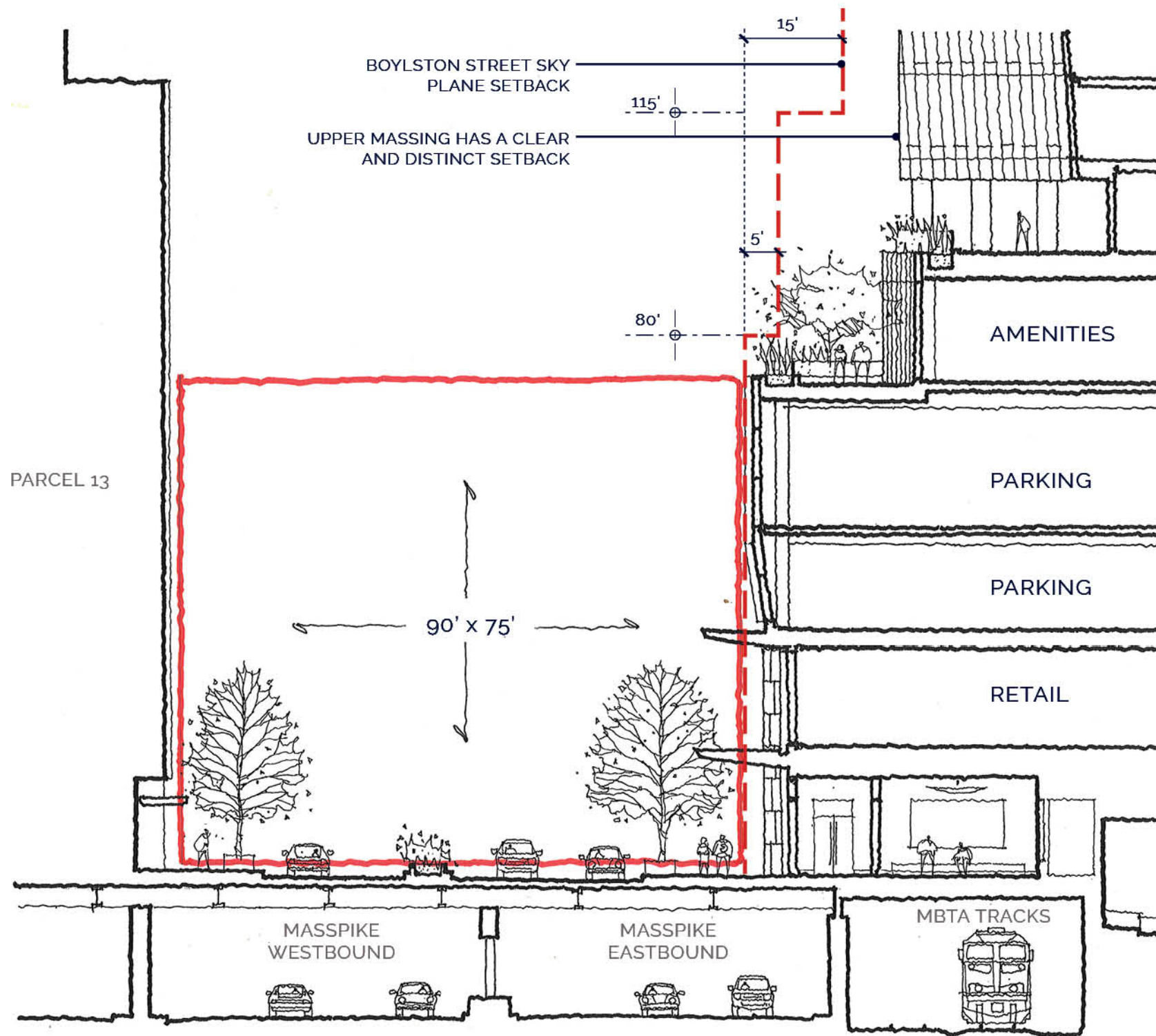
Greenscape, Furnishing and Frontage Zones

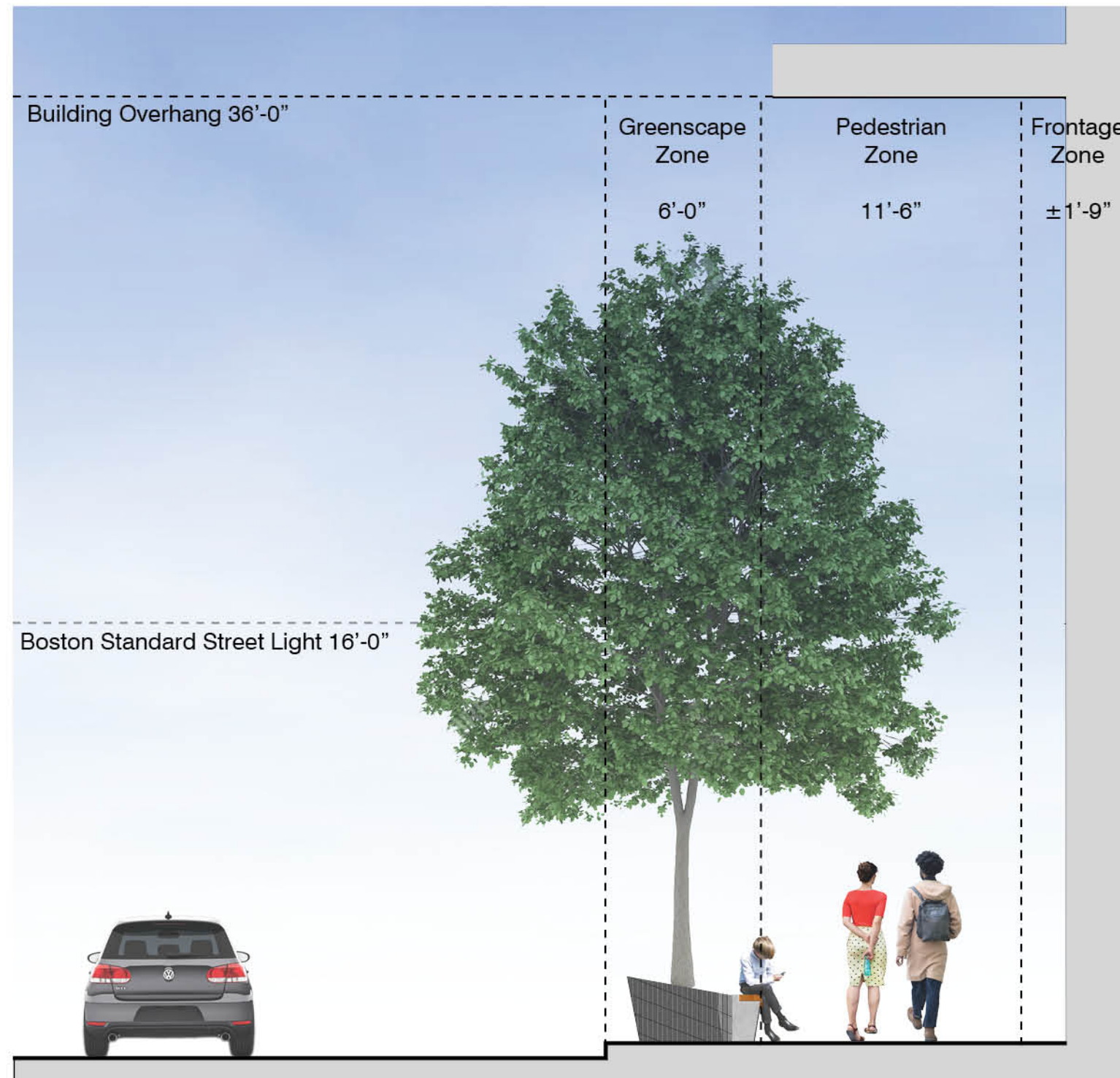


Pedestrian Zone



Main Entrance & Restaurant







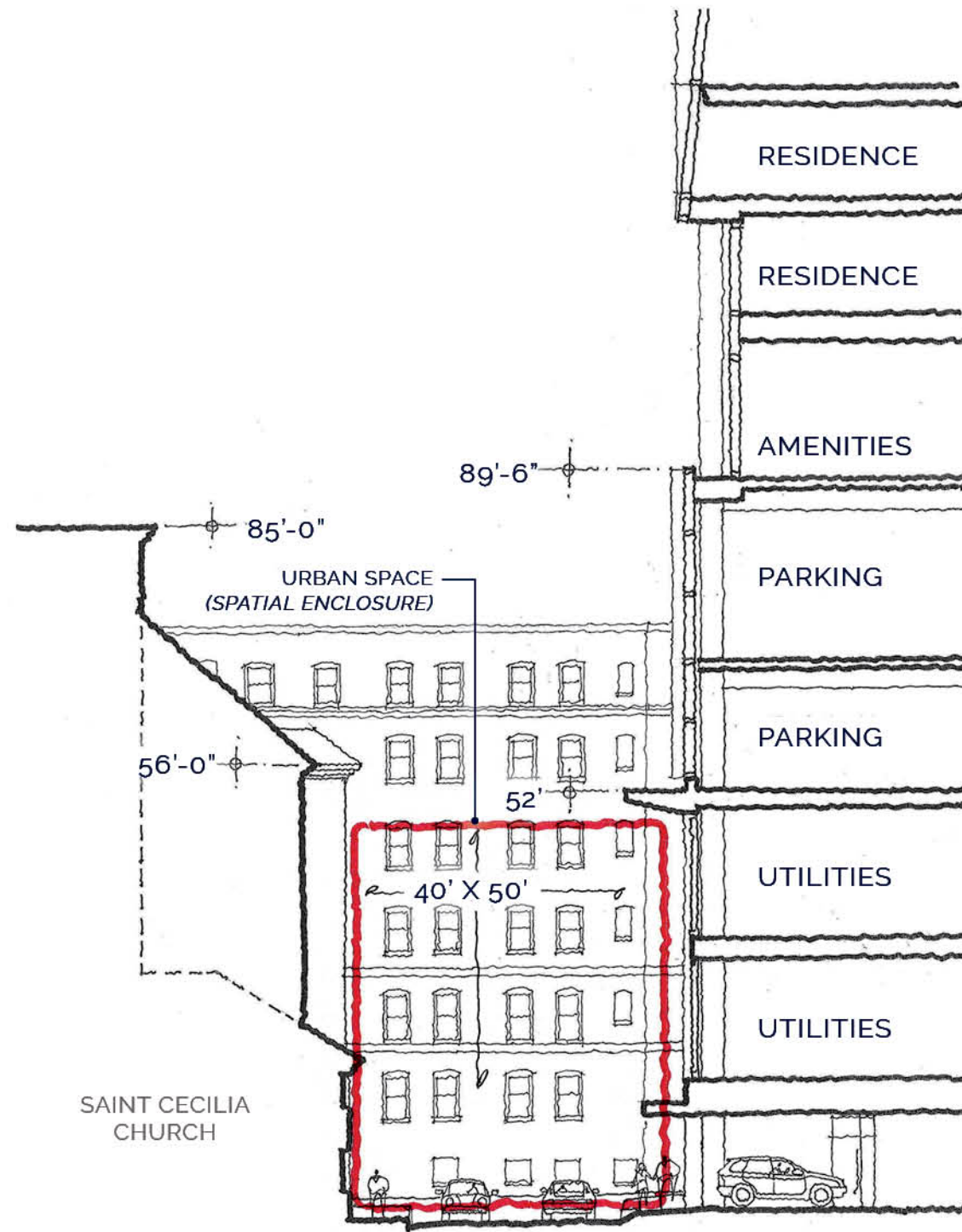
© ELKUS-MANFREDI ARCHITECTS

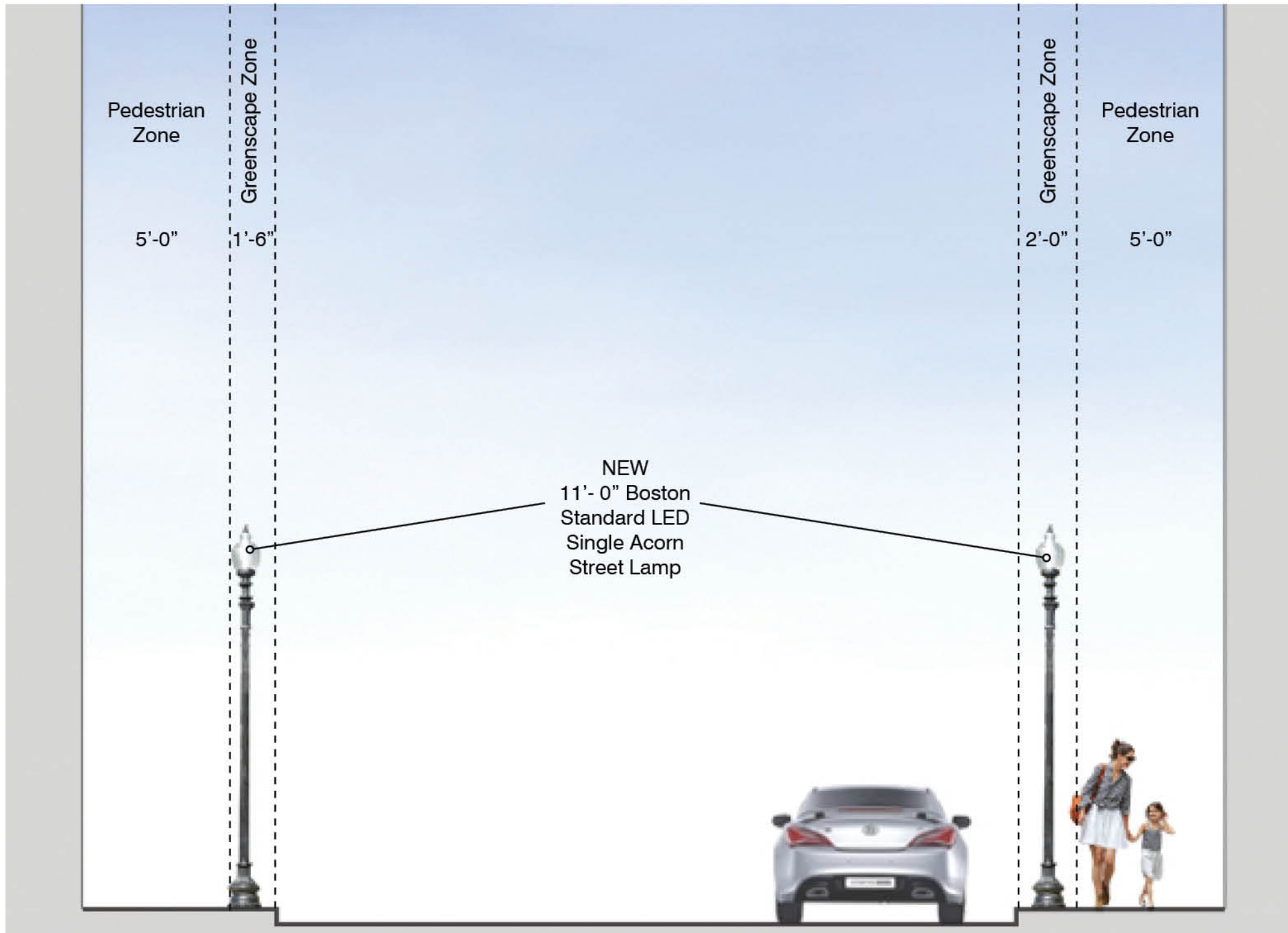
1000 BOYLSTON STREET
BOSTON, MASSACHUSETTS

VIEW OF BOYLSTON STREET LOOKING EAST

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GREGORY LOMBARDI DESIGN
Landscapes Architecture







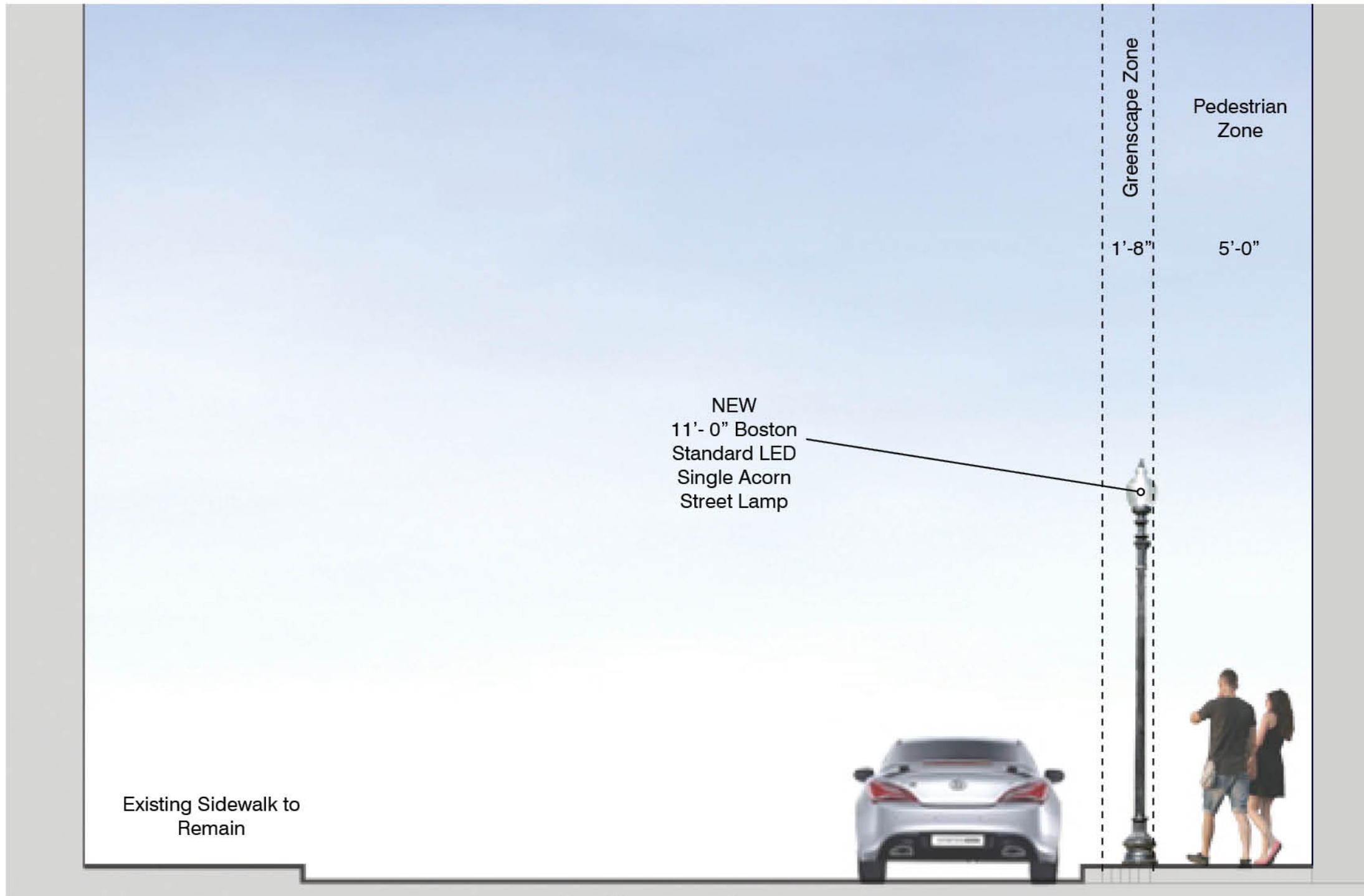
© ELKUS MANFREDI ARCHITECTS

1000 BOYLSTON STREET
BOSTON, MASSACHUSETTS

VIEW OF SCOTIA STREET LOOKING WEST

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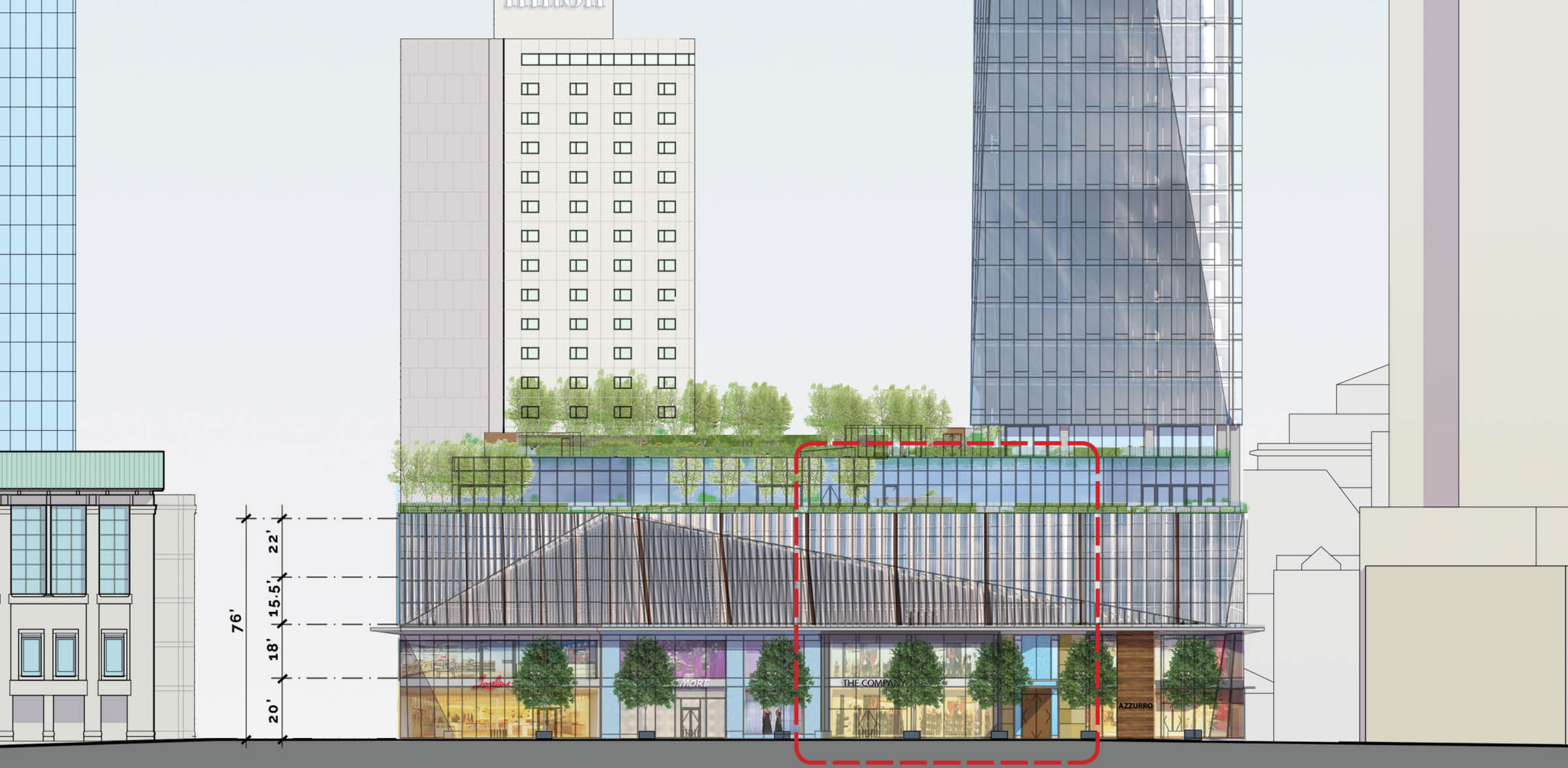
GREGORY LOMBARDI DESIGN
Landmarks Architecture



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Boylston Street

2. Podium Design



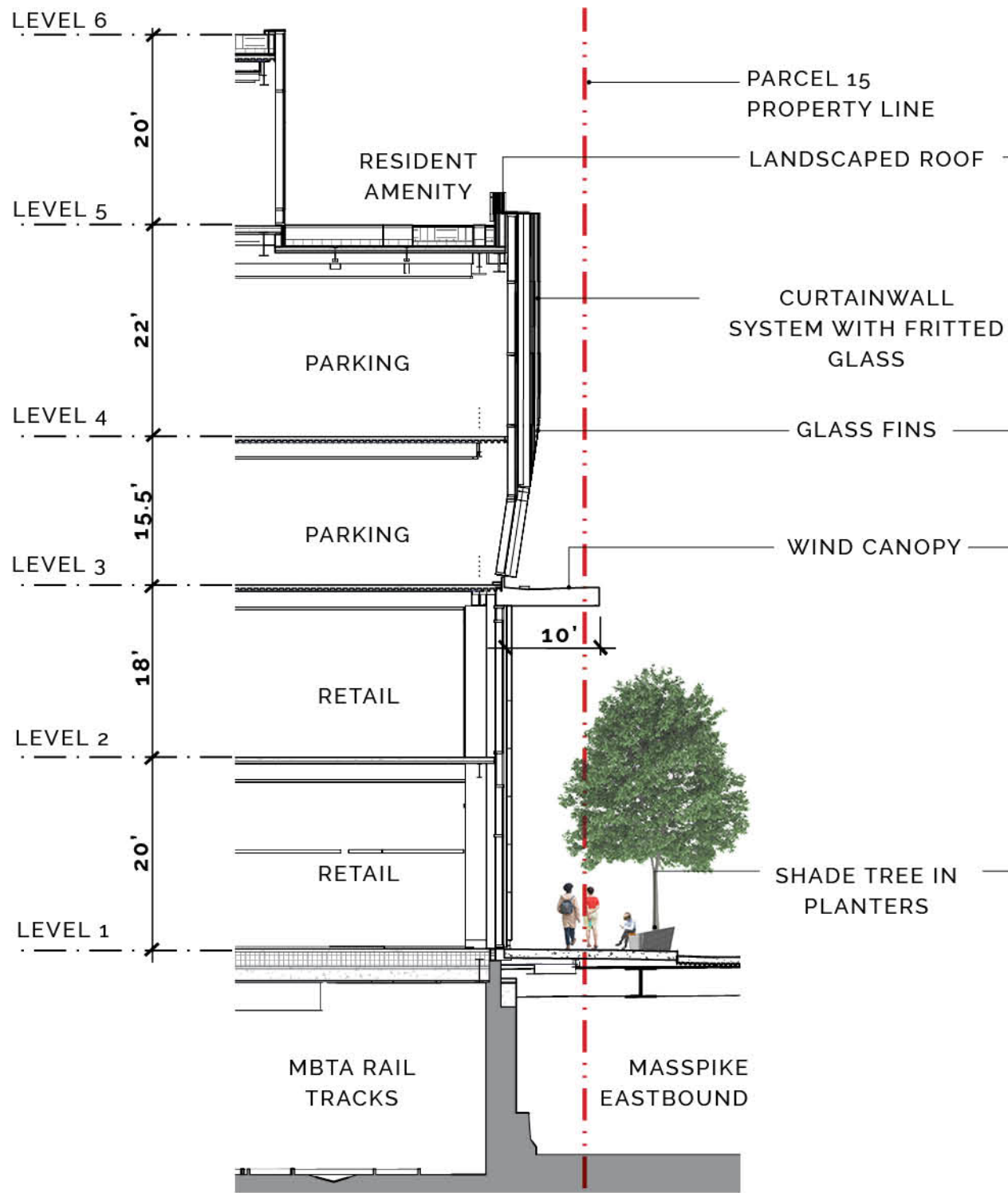
76'
20'
18'
15.5'
22'

1000 BOYLSTON STREET
BOSTON, MASSACHUSETTS

PODIUM | NORTH ELEVATION

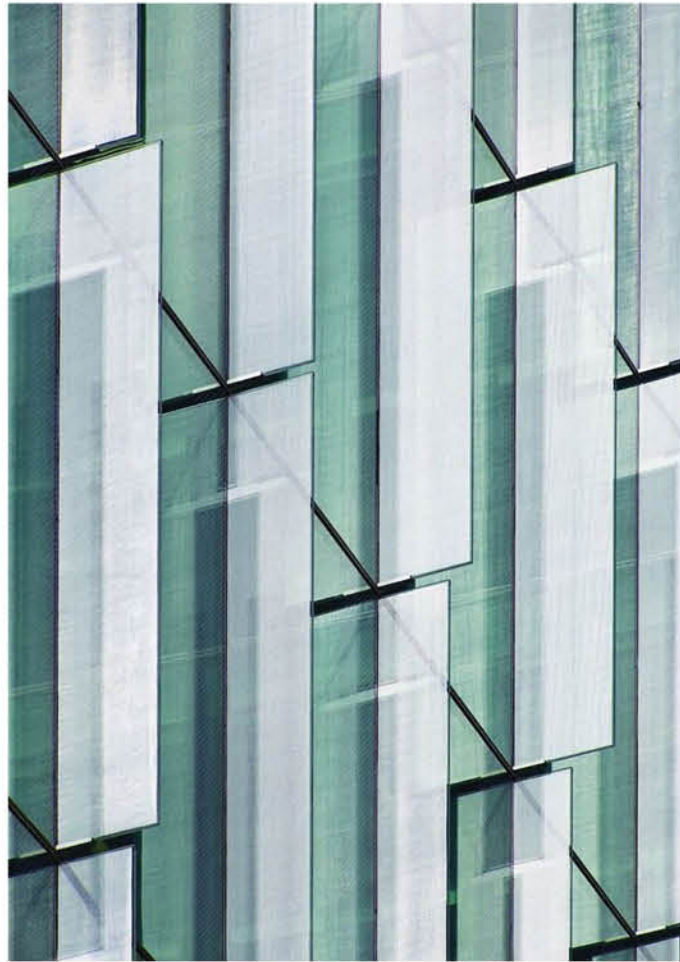
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FRITTED GLASS PATTERN



GLASS FIN

LANDSCAPED ROOF

CURTAINWALL SYSTEM WITH FRITTED GLASS

GLASS FIN

WIND CANOPY

SHADE TREE IN PLANTERS





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1000 BOYLSTON STREET
BOSTON, MASSACHUSETTS

VIEW FROM BOYLSTON STREET
LOOKING SOUTHEAST

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VIEW FROM BOYLSTON STREET
LOOKING SOUTHWEST

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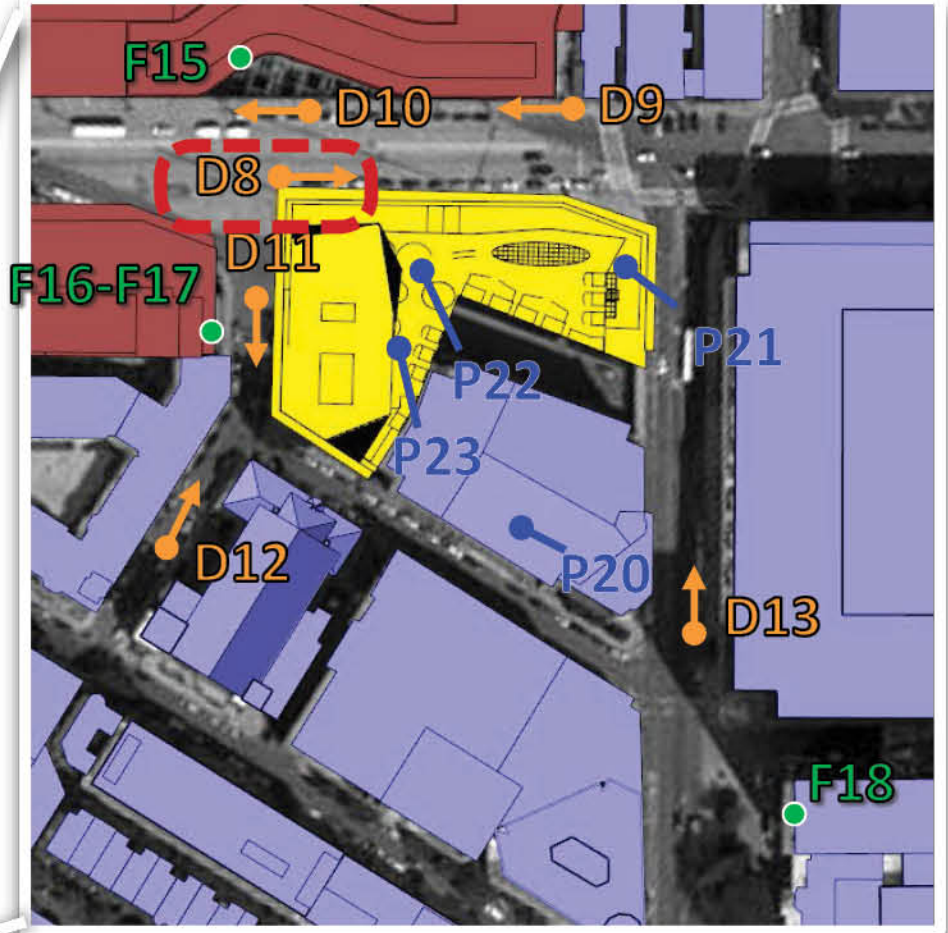
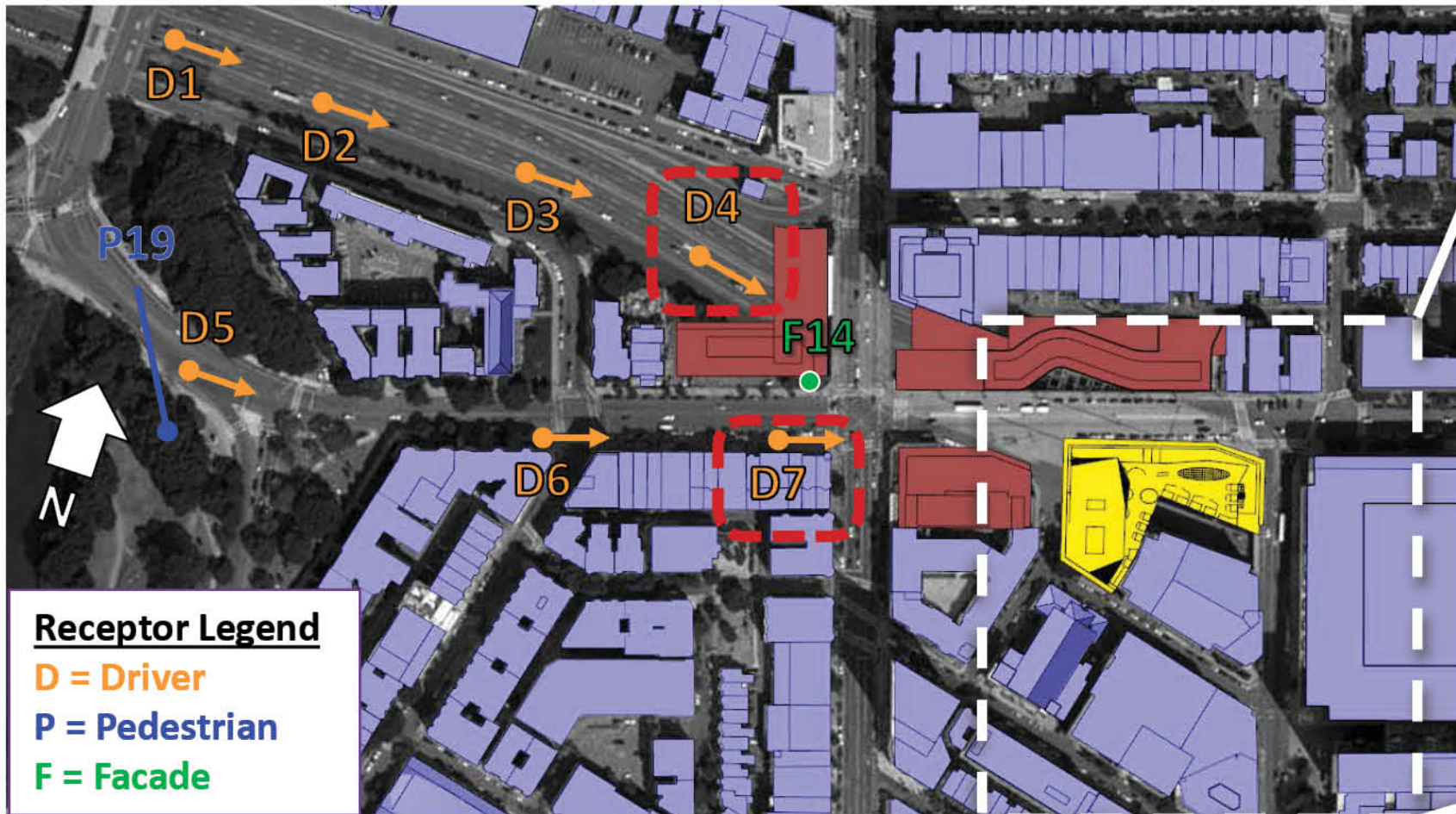
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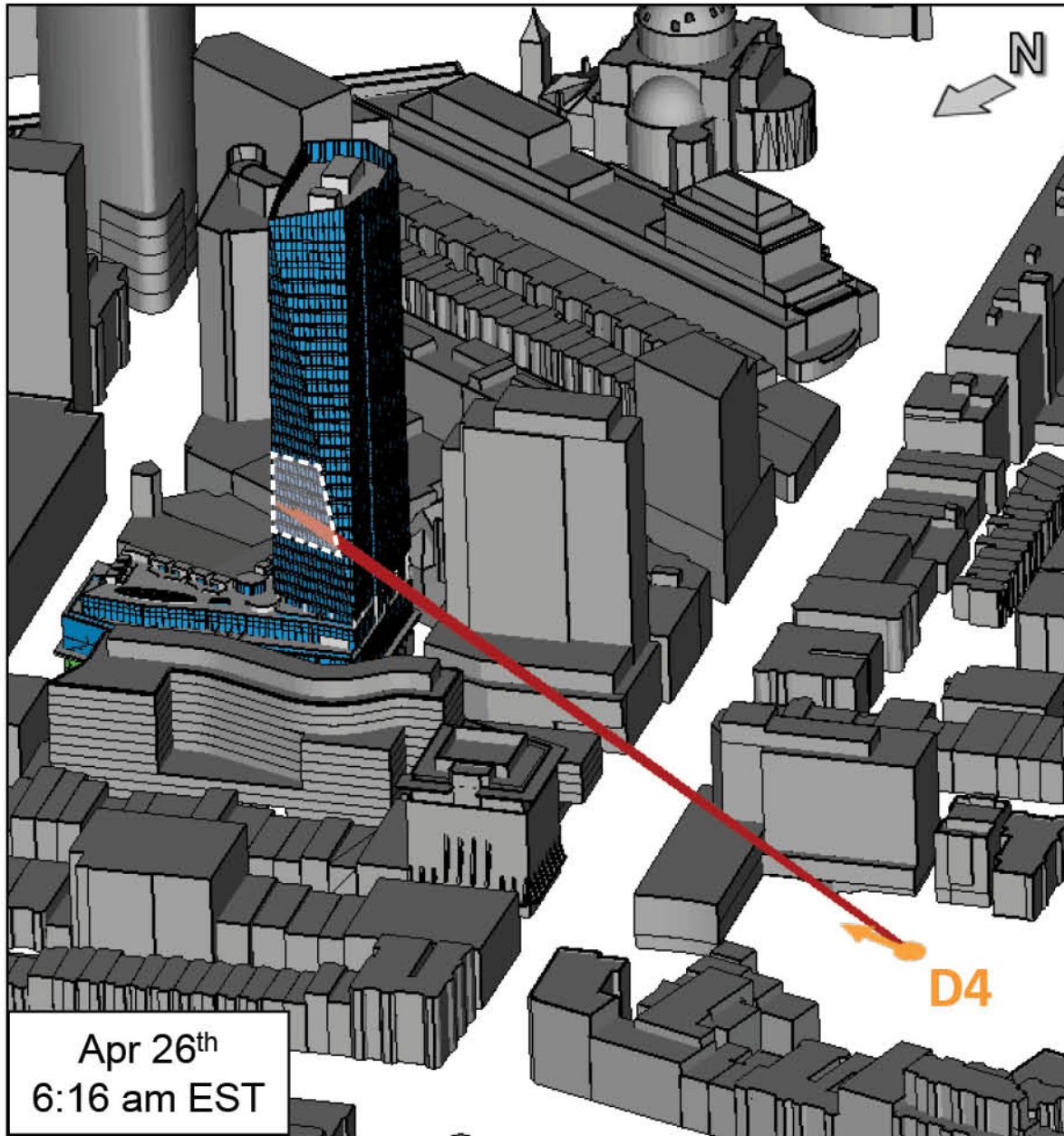
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Boylston Street

3. Solar Reflection

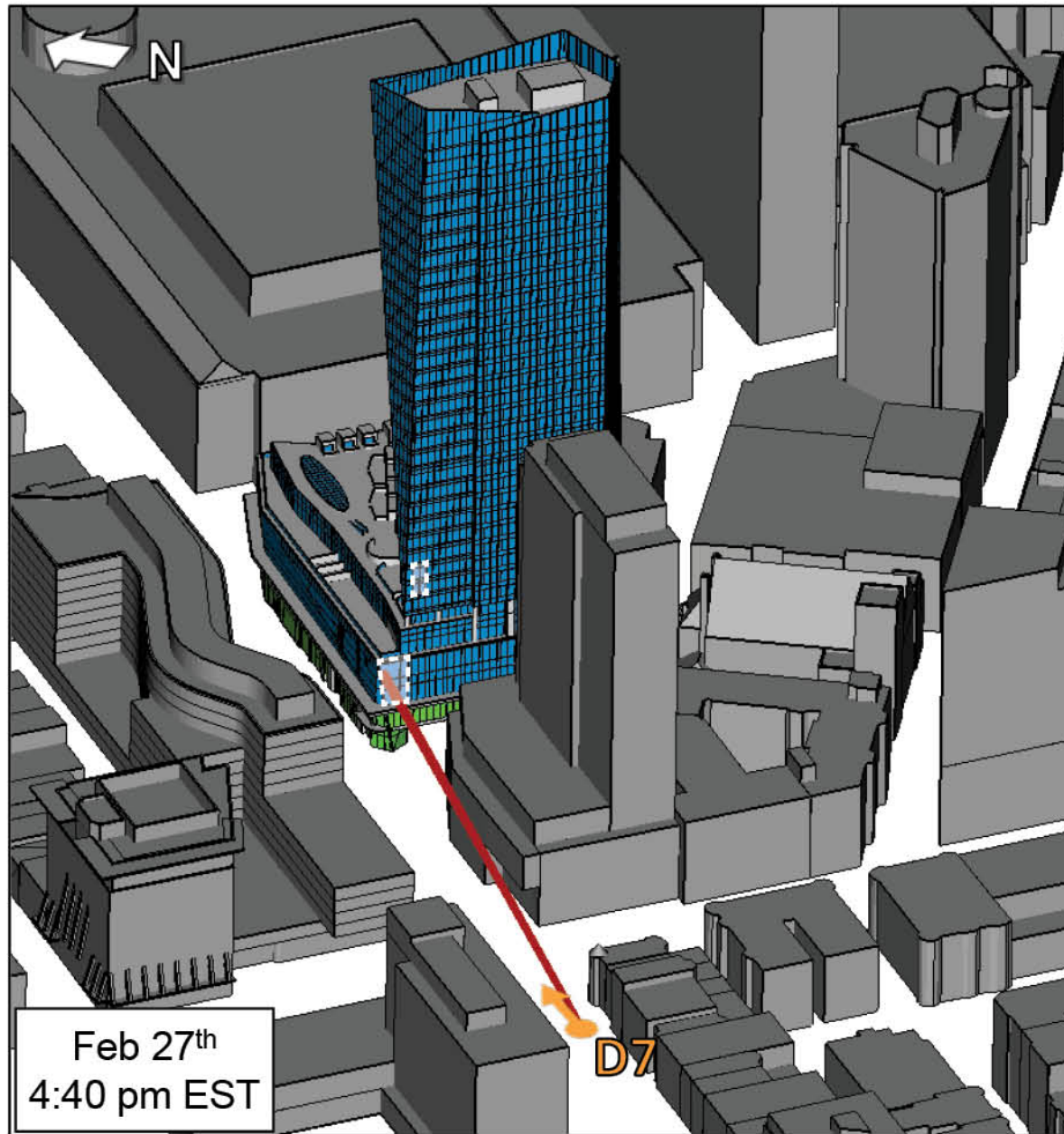
Proposed Receptor Locations for Detailed Study





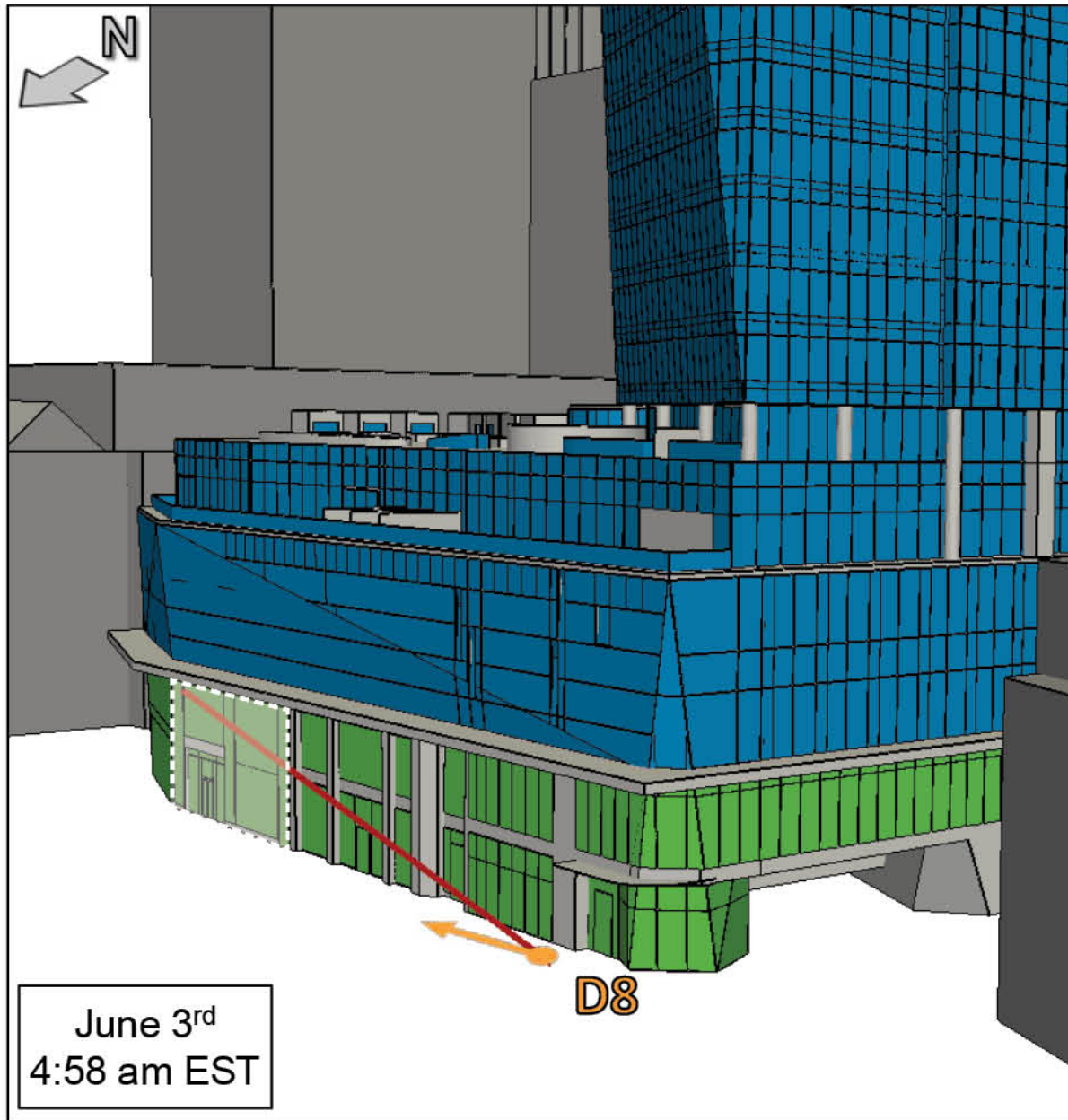
Drivers approaching the Parcel 12 building (receptor D4) are expected to see some infrequent **high** visual impact reflections during early mornings in April, May and August. However, these reflections occur at most 27 days in a year, with a maximum duration of 7 minutes per day. Additionally, all high impacts disappear after 7:00 am EST, which would reduce the number of people exposed to the reflections. The primary source of reflections is the lower third of the north facade of the Parcel 15 tower.





Drivers traveling northeast on Boylston St at Massachusetts Avenue (receptor D7) are predicted to experience **high** impact reflections in February, March, September and October late afternoons. Similar to receptor D4, these reflections are brief and infrequent, occurring 27 days per year at most and lasting up to 8 minutes in duration. These high impact reflections are emanating from some small sections on the west façade. Some additional high impact reflections are also expected to occur in the summer mornings. However, the sun will already be in a driver's line of sight during this time and thus these reflections are not expected to alter a driver's current experience, reducing their impact.





Drivers immediately adjacent to the Parcel 15 development and traveling northeast (receptor D8) are expected to experience some frequent high impact reflections in the early mornings of May to July. That being said, all impacts are predicted to disappear after 5:00 am EST and the maximum duration of these reflections is 10 minutes per day. Furthermore, while the sun will not always be within the standard 20° view angle of a driver, the driver still would be generally facing the sun at this time, hence the change in driver experience due to the reflections may be less significant. The source of these reflections is a section of the north façade of the podium on levels 1 and 2.



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Boylston Street

4. Transportation

Transportation | CAC Comment Letter

- *Study after study projects approaching gridlock on the streets and insufficient or overcrowded mass transit. While the project, with only 108 units of housing, is unlikely to contribute significantly to the gridlock, new development on Parcels 12 and 13 is coming. If it is not already underway, we urge the BPDA and BTB to prioritize developing a long-range transportation plan in conjunction with MassDOT and the Metropolitan Area Planning Council.*
- *We also encourage the BPDA to support a request that MassDOT incorporate mitigation for impacts on mass transit into its Section 61 findings as part of the MEPA process.*

Transportation | Response

- As the Back Bay and the City continue to grow, so does travel demand. The focus has pivoted away from simply accommodating more cars towards meeting these new needs across all modes: public transportation, walking, and bicycling.
- The developer's goal around transportation is to do all that it can to help minimize project impacts; we believe we have done so with a well thought out design, a strong set of incentives and a long-term commitment to be a good neighbor.
- The 1000 Boylston project team is prepared to participate in what will be an on-going dialogue with the City, agencies of the Commonwealth, neighbors and the other nearby development projects as new ideas and solutions are sought.
- **Bottom line: 1000 Boylston Street will benefit from improved public transportation options too.**

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Boylston Street

5. Building Systems

HVAC SYSTEM
Evaluated for performance during extreme weather events and anthropogenic future climate change



HIGH EFFICIENCY CONDENSING BOILERS AND MAGNETIC BEARING CHILLERS
Reduce energy costs and GHG emissions



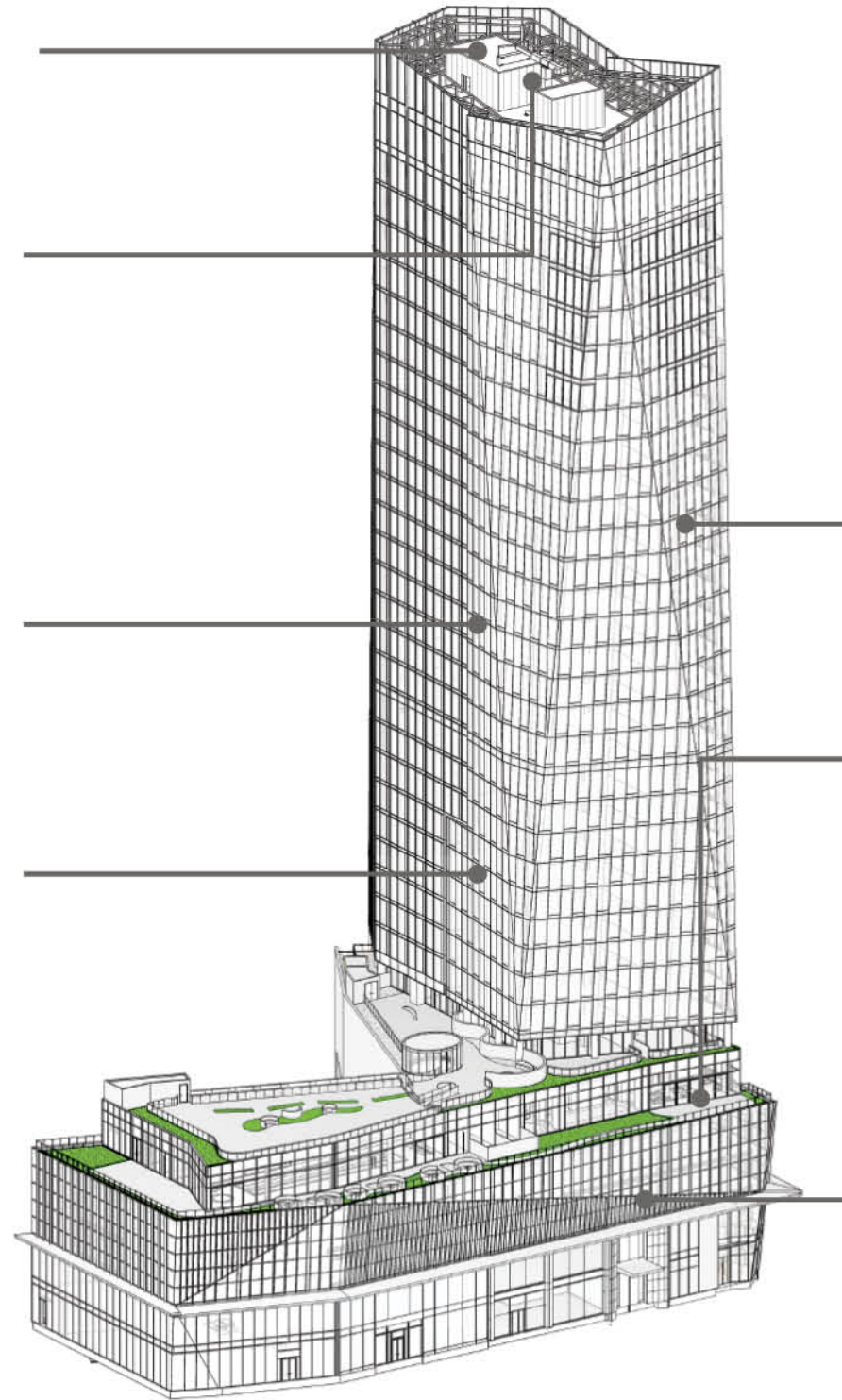
OPERABLE WINDOWS
Provide natural ventilation and promote energy conservation during mild weather



DAYLIGHTING
Clear glazing on the north facade promotes daylighting



LOW-FLOW FIXTURES
Reduce water demand



OUTSIDE AIR MONITORING
Ensures adequate ventilation is provided to all areas of the building



MEASUREMENT AND VERIFICATION
Help manage long-term performance and promote accountability and conservation.



HIGH PERFORMANCE GLAZING
low-E coating and low solar shading coefficient reduce cooling loads during the summer and heat loss during the winter



DROUGHT TOLERANT PLANTING



VEGETATED ROOFS
Help reduce storm water discharge rates and urban heat island effect.



ELECTRIC VEHICLE CHARGING STATIONS

1000

Boylston Street

6. Shadow Studies

Shadow Compliance Criteria

HAPC District | Article 41-16

- no more than (2) two hours of new shadow allowed on public parkland from 8:00 AM through 2:30 PM, on any day from March 21 through September 21

Boston Common | Public Garden Shadow Acts

- no new shadow can be cast on the Boston Common or the Public Gardens excepting (1) shadows cast before the later of the first hour after sunrise or 7 AM, (2) shadows cast during the last hour before sunset.

Shadow Analysis Demonstrating Compliance

Solstice and Equinox Analysis

- Submitted shadow analysis for March 21st, June 21st, September 21st, and December 21st. Analysis included 9:00 AM, 12:00 noon, 3:00 PM and 6:00 PM as applicable

Shadow Overlap Analysis

- Submitted (12) twelve overlap studies, (1) one per month for the year, to demonstrate compliance with HAPC District | Article 41-16

Shadow Animations

- Submitted (12) twelve animations to demonstrate compliance with Boston Common and Public Garden Shadow Acts and Article 41-16



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