

1000 Boylston Street Project
CAC Working Meeting
Wednesday, October 24, 2017, 6:00 p.m.
Location: St. Cecilia's Parish

CAC Attendees:

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
Barbara Simons, Berklee TF, Symphony United Neighbors
Meg Mainzer-Cohen, Back Bay Association
Teri Malo, Fenway Studios
Steve Wolf, Fenway CDC
Gil Stricklor, St Cecilia's Parish
Brandon Beatty

Ex-Officio Attendees:

City of Boston Attendees:

Michael Rooney, BPDA
Victoria Phillips, BPDA

Project Team Members:

Adam Weiner, Weiner Ventures

Members of the Public:

Project Website: <http://www.bostonplans.org/projects/development-projects/1000-boylston-street>

Meeting Summary

On Wednesday, October 24, 2017, the meeting of the 1000 Boylston Street Project Citizens Advisory Committee (CAC) commenced at approximately 6:10pm, with an introduction by Michael Rooney, BPDA Project Manager, at St. Cecilia's Parish at 18 Belvidere Street.

Michael noted that the meeting would function primarily as a follow-up discussion to the October 11th CAC meeting where the Weiner Ventures' Draft Project Impact Report (DPIR) and zoning update for the 1000 Boylston Street project were presented. The DPIR for the 1000 Boylston Street project was filed with the BPDA on September 22, 2017. The filing of the DPIR initiated a 45-day comment period, which ends on November 6th. The DPIR is available on the BPDA 1000 Boylston St

Project web page (linked above). On November 8th, the Zoning Board Commission will hold a public hearing for the zoning changes for the project after which the zoning on the tracking website will change and the development team will be able to file for their Planned Development Area (PDA).

Next, Meg Mainzer-Cohen, CAC Member, opened the meeting asking if there were any initial questions followed by providing an introduction to the meeting stating the meeting would be structured around comparing the previous CAC comment letter written for the PNF filed in January 2017 to the current DPIR filed in September 22, 2017 to see if there are any outstanding comments to direct in the DPIR comment letter. It was noted that the previous letter was written under different conditions as the original project had two buildings, now there is one but this discussion provides the opportunity to compare between the PNF letter and DPIR.

CAC Discussion

- A CAC member stated, there are various documents which were requested at the last meeting and we are currently waiting on the winter shadow overlays as well as examples of a wind ledge which have been constructed.
 - Adam Weiner, Weiner Ventures, responded we have the shadow overlays here for you today.
- A CAC member stated, their respective organization's comment letter was not included in the appendix of the DPIR filing to the BPDA and therefore, to date, has not received a response from the development team.
 - Michael Rooney, BPDA Project Manager responded we will follow-up to figure out what happened.
 - Adam Weiner, Weiner Ventures, responded we now have the letter so we will work to respond and make sure to take care of it.

In regards to urban design and project development,

- A CAC member stated, adding to the congestion of the already congested the Green Line is a concern. Without the consideration of transit and streetscape redesign including widening the sidewalk, the addition of several large projects in this area could affect the economic vitality of neighborhood. Specific to the site, when you are approaching it from the west, there are so many significant buildings in the area and this project site really is prominent and surrounded by great architecture. Thinking about the pavilion, the potential for an RFP for an art or lighting installation may help this building hold its own.
- A CAC member stated, the two stories of glass are not in harmony with ground floors.
 - A CAC member added, they could not figure out if the facade of the garage is vertical or if it is leaning towards Boylston Street.
 - A Development Team member responded, the facade is folded, three-dimensional.
 - A CAC member followed-up stating, the response to the facade is it looks threatening, that it may fall over and it is a problem we would encourage you to work on. In the same vein, the podium is the most important aspect you have to work

with. As for its awning, there has been a lot of time spent trying to make it look beautiful but it is jarring and I don't know what it does. Additionally, there are not enough renderings of the podium to truly get a feel for what it feels like and would suggest in the next iteration you focus on those renderings.

- Adam Weiner, Weiner Ventures, responded, can you send examples that evoke what you are trying to feel so that going forward we have a sense of what type of renderings to produce.
- A CAC member followed-up, clarifying about what types of rendering are being requested stating, do you mean something more up close or straight on.
- A Development Team member followed-up asking, if part of the issue was the expression of the materials.
- A CAC member asked, where is this updated design in relation to BPDA design review and BCDC as my understanding is that there is further refinement.
 - Adam Weiner, Weiner Ventures, responded other agencies still have to comment and a lot of these things are going to evolve. In regards to renders, at the upcoming BCDC meeting there will be new versions of renderings.
 - A Development Team member responded to questions about the viability of the wind ledge stating, several models and scenarios have been done and we can show the incremental difference in the dimensions that the wind ledge makes.
- A CAC member asked, in regards to the fold is it possible to get a 3-D model of what this would look like.
 - A Development Team Member responded, we have a 3-D model printed.
- A CAC member stated, for 30 years they have asked the [BPDA] for validated wind studies. The wind studies being talked about have not been verified and with this size model it makes them even more skeptical that the study is going to be accurate.
 - A CAC member followed-up stating, anecdotally their Seaport office has a wind ledge and in their experience it works very well.
 - Adam Weiner, Weiner Ventures, responded, RWDI, with state of the art wind tunnels, provided a 3 page cover form which explains what and how they test and it is the most accurate form of testing.
- A CAC member asked, there are all these buildings currently and also to be built, was this considered when the wind study was done.
 - Adam Weiner, Weiner Ventures, and a Development Team member responded, yes, a full-build scenario done for testing.

In regards to architecture,

- A CAC member stated, on page 5 of the letter we requested a number of views and not all of them are in the DPIR. If it is not too difficult, it would be appreciated to have those views done as they are interesting especially from the Fenway neighborhood.
- Adam Weiner, Weiner Ventures, distributed the wind study to the CAC to look over and gave a brief overview of the document.

- A CAC member noted, in the comment letter there was some confusion about a screen at the top, for its height, does the 20 ft share the same start as the 30 feet.
- A CAC asked, in a hypothetical world where this project does not get implemented, is it still feasibility for any other building to be built on this site. In other words could a different building be built on top of the podium per se in 25 years.
 - A Development Team Member responded, you would have to build a foundation to accommodate for something you don't know what it is.
 - Adam Weiner, Weiner Ventures, followed-up stating anything is possible but as a practical matter no.
- A CAC member stated, they cannot figure out how to overlay the footprint of PDA over the footprint of the site, asking how much does the building fill the site and if there is room for other PDAs on this site.
 - A CAC member followed-up stating, there is not extra space, I asked that question at the last meeting.
- A CAC asked, are you in communication with any other developers about their site, have you had time to think about what others are building and how this affects the parcel.
 - Adam Weiner, Weiner Ventures, responded, we are always thinking about what is happening around us, thinking about the Berkeley building, etc. those are all in our renderings.
 - A CAC member followed-up to clarify stating, the project had changed so much, it had just occurred to them that those conversations potentially also informed this later version.
- A CAC member stated, a question we had in our letter, is there any change in the way it is appraised?
 - A Development Team member responded, it is a 99 year lease
- A CAC member followed-up asking, when does the lease begin.
 - A Development Team member responded, 99 years from when it is signed which is when they start construction.

In regards to public realm, architecture, height and massing,

- A CAC member stated, they are encouraged by the changes, the project fits into the neighborhood much better. The podium/ base structure is fascinating and is not something that is completely divorced from building but that also causes other questions to be raised about its harmony with the rest of the building which is something to keep studying.
 - Michael Rooney, BPDA Project Manager, followed-up stating, the BPDA and BCDC reviews are open to the public to also provide comment.
- A CAC member stated, this is minor but in terms of surfaces it is important the surfaces are wheelchair friendly, smooth surfaces. Also important is to provide seating for a moment to pause, which ultimately improves the pedestrian realm.
 - Michael Rooney, BPDA Project Manager, followed-up stating, the project will have to go to the Disabilities Commission which has strict requirements too.

- A CAC member followed-up stating, the City is committed to replacing sidewalks with the disabilities friendly design. It is possible that this is what the sidewalks will look like but not speaking for them.
- A Development Team member followed-up stating, in working with the city, the disability community is receiving a lot of attention to work on increasing access and improve places where paving has settled even though there is no place for the pavement to settle on this site.
- A CAC member stated, 18 feet sounds pretty good for the width of the sidewalk but only if it stays at 18 feet. One question asked to BPDA last time was, will the city allow for street furniture. Planters with tree and bicycles can also take up a lot of space, there is no place to put the visitors bicycles.
 - A CAC member followed-up stating, there are 30 bike racks out front, also some in building for residents.
- A CAC member followed-up stating, there is a real concern how congested the sidewalks will be with the addition of street cafes, etc. 18 feet can be good enough the question is if the City ready to respect the 18 feet.
 - Michael Rooney, BPDA project Manager, responded, he had received the questions about street furniture and has forwarded the questions onto the planning team which is still reviewing the inquiry.
- A CAC member stated, they propose that in the CAC letter they strongly encourages the BPDA to ban the free standing advertising pylons.
 - A CAC member followed-up stating, doing so may be outside the scope of this project.

In regards to views,

- A CAC member stated, we have already gone over the views in this meeting and have re-requested views for Fenway.
 - A Development Team Member responded, we will work to get background pictures in the next few days to produce the renderings.

In regards to zoning relief,

- A CAC member reviewing that status of the zoning relief stated, we have already reviewed zoning in this meeting. The upcoming Zoning Commission meeting will be to move the site into one zoning district, then becoming PDA eligible, and filing for a PDA.
 - Michael Rooney, BPDA Project Manager, followed-up clarifying the zoning timeline stating, the after the Zoning Commission the development team will file their PDA which will initiate 45 day comment period followed-up by going back before the BPDA Board to be granted approval to go before the Zoning Commission again.
- A CAC member followed-up asking, so this process should end around January.
 - Michael Rooney, BPDA Project Manager, responded, likely February at the earliest.

In regards to project agreements -

- A CAC member stated, sustainability is something a lot of people have been talking and asking questions about with some comments also at the last meeting.

- A CAC member stated, the bird safe building design was also called out in both letters, the [Impact Advisory Group] IAG letter too and is not addressed in DPIR.
 - A CAC member followed-up asking, is that [the bird safe building design] something that gets studied.
 - A CAC member followed-up clarifying, there is a LEED pilot credit for it so we always encourage developments to earn the credit.
- A CAC stated, the notion why this project cannot be electric keeps coming up. There are a lot of people who feel it is short sighted to use gas when you will have to replace gas equipment. Also noting the Mayor's commitment to reduce greenhouse gases.
- A CAC followed-up asking, how difficult is it to build this building with the suggested systems in the proposal but have it be transferable as new technologies arise.
 - A Development Team Member responded, it is important to note that the electric grid is not the cleanest network for energy. For this particular site it is hard to go all electric and we have to be creative with the small footprint. One thing we could do is bring this to our sustainability consultant to discuss.
 - A CAC member followed-up stating, earlier this week there was a hearing about the extension of a gas line as there is a lot of discussion around it as it is aspirational but not there yet.
- A CAC member stated, the latest LEED version is at a much higher level and it getting harder and harder which is something to be aware of.
 - A Development Team member responded, at the end of the day LEED is a checklist but we also work to be mindful of energy consumption on any project. LEED has guidelines but Article 65 of Boston's code also has guidelines; LEED does not follow-up but the City has to follow-up.
 - Michael Rooney, BPDA Project Manager followed-up stating, last time climate change checklist review for PNF, they are still reviewing the DPIR filing so no update yet but will keep you updated.

In regards to transportation,

- A CAC member stated, transportation and parking is dramatically changed 175 parking spaces, garage self-managing, bike parking both insides and out.
- A CAC member stated, bikes covered in DPIR but not convinced we will see a lot of people with bikes in the building given the price point.
 - A Development Team member responded, large part of DPIR is for transportation with an extensive study to forecast the impact and all result are their for your consideration. The impact of the revised project has reduced number of transit trips, congestion is down considerably because of project size reduction. The design team has laid out a very comprehensive set of mitigation action to be included in the transportation agreement.
- A CAC member stated, this is evolving but trying to mitigate traffic impact by reducing the number of single-occupancy car ride pushes transit trips. The 2024 projections shows the Green Line outbound at Hynes is going to be more than 100% capacity. How can assistance

by provided to public transit, I would like to see something because there is nothing in the DPIR.

- A Development Team member responded, in the study all the other 7 or 9 planned projects in the area were accounted for which each have their own traffic impacts too. This issue lands us back in the laps of the City in how to respond to growth in the City and area.
- A CAC member followed-up stating, there is a real opportunity here because there is the potential for this project to contribute to the solution, whatever it may be, for Hynes.
 - A CAC member followed-up clarifying, are you talking about making a suggestion that in the mitigation some dollars be allocated to the MBTA.
 - A CAC member followed-up stating, dollars to MBTA, creative solutions, ultimately some acknowledgment of impact on public transportation.
- A CAC member followed-up stating, this has been an ongoing conversation even beyond this project and some interpret this as since the Green Line is going to be at capacity that means we should not development anymore. Whereas other see it as an opportunity to think and work collaboratively to implement a solution.
 - A Development Team member responded, these are all valid points and this has been good conversation. As we go through forecast and apply rules of thumb more often than not we predicting a problem that will not show up exactly as predicted. People shift their pattern. The question is what is reasonable effort on behalf of this project. This is something essentially every development is going through.
- A CAC member stated, this has been raised before but the constraint of the Green Line is commonly seen as the outdated signals. It seems to be this is a place where developers can come together to not pay for but create a political pressure that residents have not been able to create to demand for an improved transit line.
- A CAC member asked, does the garage allow for a zip are spot.
 - A Development Team member responded, the garage is private so it is not accessible for the public. Additionally, the garage is a fully valet operated garage, not self-served which makes carsharing infeasible.
- A CAC member followed-up asking, is there on-street spaces for carsharing.
 - A Development Team member responded, there is existing parking for public farmers market but does not look to be spacing for carsharing use.
- A CAC member asked, what is the BPDA doing to proactively deal with the theoretical transit crunch which you see here and other places like the Seaport district.
 - Michael Rooney, BPDA Project Manager responded, BPDA works closely with BTM but for the Seaport district you brought up, looking at the bus system.
- A CAC member followed-up asking, does the BPDA have a dedicated team to look globally at the problem?
 - Michael Rooney, BPDA Project Manager responded, the team is looking at both a high level and at the site level. Development teams are asked to identify the impacts

at intersections close to the site but then BTM will look at other intersections in the area and identify areas to help alleviate traffic pressures.

- A CAC stated, the bus stop is currently on a traffic island and in our letter we suggested it be relocated in front of building. The other question of the traffic impact analysis were special events like baseball games taken into consideration. In addition to public transit use, there is also heavy cab use and there does not seem to be any analysis and am wondering if it is because BPDA did not scope you to do so or you decided not to do.
 - A Development Team Member responded, the team was generally asked to look at weekday mid-day peak. Impacts happen regardless if we move forward, our goal is to make sure the public realm is well sized to make it as good as it can be.

In regards to wind and shadow,

- A CAC member stated, this topic has already discussed earlier in this meeting with the discussion of the wind analysis and development team providing the results of the additional shadow studies.
- A CAC member stated, solar glare comment does not say how many cars are driving down the turnpike when solar glare becomes an issue. There seems to be no consideration of solar glare in rearview mirror. I recommend to the CAC, to recommend to the BPDA to have experts review the matter and have the BPDA evaluate the risk and come up with corrective action and require action to be taken. Furthermore, I recommend all this happens before the project is approved.
 - A Development Team Member responded, a computer model was built and tested for the solar glare condition. The study has informed the design of the fins which help deflect the glare. When you read through their report, their modeling for the analysis is when the sun is obstructing the driver's view.
- A CAC member stated, the air quality is an improved condition. Additionally noting they are happy about new garage entry and the hole being covered.
- A CAC stated, with the garage entrance being moved, the number of vehicle being reduced, and no public access, there is a concern of supervision. Is there an attendant at all times. If so, at what level - street level or parking level.
 - A Development Team member responded, the valet is monitored 24/7 by valet at the ground level in the waiting area for the car to be taken up or brought down.
- A CAC member asked, will there be valet on Boylston Street.
 - A Development Team member responded, we are still in talks with BTM but are contemplating a drop off area.
- A CAC member asked, in regards to water quality, did anyone notice answer to the question if this is constructed over a water main.
 - A Development Team member responded, the portion of the building on Cambria Street we are coordinating with BWSC though there no water main under.
- A CAC member asked, if a website has been put together for the public to track where the construction is at?
 - Adam Weiner, Weiner Ventures, responded, asking what is most helpful.

- A CAC member followed-up stating, it is most helpful when there will be a traffic impact or it will be very noisy. The objective of having a website is that it is better have it be ambient and available.
 - A CAC member followed-up asking, has there been any coordination with St. Cecilia and services.
 - Adam Weiner, Weiner Ventures, responded, yes, that is part of the construction management plan.
- A CAC member stated, some of this project is on land so piles will have to be driven, what is the mitigation for vibration impacts for buildings like St. Cecilia which is right next door/
 - Adam Weiner, Weiner Ventures, responded, there are a lot of approvals all of this has to go through prior to and during there is monitoring.

Public Comment

- A member of the public stated, congratulations of your work, you have done great job. Thank you Maggie and Fritz for reiterating some of the concerns about renewable energy. I would like to leave legacy about building a bridge for the use of renewable energy, making systems that can bridge from gas. You talk about the gas line in Section 9 and this past Wednesday, City Council voted unanimously on the National Grid pipeline in its preliminary stages and what else needs to be considered.
 - A CAC member thanked the member of the public for their advocacy.
- A member of the public stated, more attention needs to be given to green space outside of the private space. In particular, the potential of a nice contribution to elders and students in the area.

After the conclusion of the public comments, the CAC discussed next steps and compiled a list recalling the requests outlined throughout the meeting. The CAC also spoke about next steps in writing their comment letter for the DPIR.

Meeting adjourned at 8:05pm