JANUARY 2018

1000 Boylston Street Project BOSTON, MA

SUPPLEMENTAL INFORMATION DOCUMENT

PROPONENT
ADG Scotia II LLC
c/o Weiner Ventures LLC

SUBMITTED TO
Boston Redevelopment Authority
d/b/a Boston Planning & Development Agency

SUBMITTED BY

IN ASSOCIATION WITH
Elkus Manfredi Architects
Gregory Lombardi Design Incorporated
Goulston & Storrs
Haley & Aldrich
WSP
RWDI
Suffolk Construction

ADG SCOTIA II LLC
c/o Weiner Ventures LLC
200 Clarendon Street, Floor 50
Boston, MA 02116

January 26, 2018

HAND DELIVERY

Brian Golden, Director
Boston Redevelopment Authority d/b/a
The Boston Planning & Development Agency
One City Hall Square, 9th Floor
Boston, MA 02201-1007

RE: Supplemental Information Document
1000 Boylston Street Project, Boston MA

Dear Director Golden,

On behalf of ADG Scotia II LLC (the "**Proponent**"), Weiner Ventures LLC is pleased to submit ten (10) copies of the enclosed Supplemental Information Document (the "**SID**") pursuant to Article 80B of the Boston Zoning Code, for the 1000 Boylston Street Project (the "**Project**"), which is being developed on four (4) parcels situated in part above a portion of the Massachusetts Turnpike in the Back Bay. The SID responds to the Boston Planning and Development Agency's (the "**BPDA**") Request for Supplemental Information dated December 12, 2017 on the Draft Project Impact Report (the "**DPIR**") submitted September 22, 2017.

The Project consists of a single condominium tower containing up to approximately 108 condominium units, rising from a podium base containing approximately 45,500 square feet of first and second-story retail and restaurant space fronting on Dalton, Boylston and St. Cecilia Streets, a two-story above-grade parking garage containing approximately 175 spaces, and an amenities floor. A greenspace and outdoor amenity area for the condominium unit owners will be located on the roof level of the Podium.

There have been no significant changes to the Project since previous BPDA review of the DPIR. Following the DPIR filing and upon receiving comments and feedback from the community, the Citizen's Advisory Council (the "**CAC**"), the Boston Civic Design Commission, the Boston Transportation Department, the BPDA and other city and state agencies and interested parties, minor refinements have been made to some aspects of the Project, including public realm, transportation, groundwater infiltration and compliance with the Inclusionary Development Program, as further described in the enclosed SID.

We appreciate the assistance of the BPDA, and we look forward to continuing to work with you and other members of the BPDA staff, the CAC, interested members of the community, and other city and state agencies towards finalizing the approvals for this Project.

Requests for copies of the SID should be directed to Lauren DeVoe at (617) 607-0091 or via email to ldevoe@vhb.com.

As always, please contact me or our Project Executive Director Donny Levine at (617) 236-0200 regarding any questions or further steps in this process.

Sincerely,

Adam J. Weiner
Managing Partner

cc (with enclosures by e-mail):

Jonathan Greeley, BPDA
Michael Rooney, BPDA
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1000 Boylston Street Project

Boston, Massachusetts

SUBMITTED TO **Boston Redevelopment Authority**
d/b/a Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

PROPONENT **ADG Scotia II LLC**
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January 26, 2018

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Supplemental Information

In accordance with Article 80B of the City of Boston Zoning Code (the "Code"), ADG Scotia II LLC (the "Proponent"), respectfully submits this Supplemental Information Document ("SID") to the Boston Planning and Development Agency ("BPDA"), in response to the BPDA's Request for Supplemental Information dated December 12, 2017 on the Draft Project Impact Report ("DPIR") filed September 2017 for the 1000 Boylston Street Project (the "Project"). The Project will be constructed on a vacant site comprised of both land and air rights above and adjacent to the Massachusetts Turnpike (the "Turnpike"), and bounded by Boylston, Dalton, Cambria, St. Cecilia and Scotia Streets in the Back Bay (the "Project Site"). Refer to Figure 1.1 for a locus map.

This chapter provides additional information and updates on the following topics:

- Public realm improvements
- Traffic circulation, including curb use management, pedestrian and bicycle experience, and coordination of loading activities
- Parking
- Compliance with the Groundwater Conservation Overlay District
- Compliance with the Inclusionary Development Policy

Direct responses to public comments are provided in Chapter 2, *Response to Comments*.

1.1 Project Overview

1.1.1 Project Site Context

Located in Boston's Back Bay neighborhood, the Project Site is undeveloped and exists as a major gap in the cityscape created by the nearby Hynes Convention Center and Prudential Center, the shops and residences of the Back Bay, the bustling corridor of Massachusetts Avenue, and the Christian Science Center Plaza (Figure 1.2). Large-scale development ongoing in this area includes construction along the so-called "high-spine" tracing from the Project Site generally along the Turnpike right-of-way from the Prudential Center eastward to Copley Place and Stuart Street. The Project aims to fill this gap above the Massachusetts Turnpike and provide a new connection to the surrounding areas, strengthened by street-level retail, an improved streetscape, and new residents who will enliven the area on a 24/7 basis.

1.1.2 Existing Site Conditions

Figure 1.3 includes the existing conditions site plan and Figure 1.4 presents photographs of the existing site conditions. The Project Site is bounded on the north by Boylston Street, on the east by Dalton Street and the Hynes Convention Center, on the south by Scotia Street and an existing above-ground garage, and on the west by St. Cecilia Street and the rear façade of buildings fronting on Massachusetts Avenue. A portion of the Project Site is a vacant grass lot, and a portion of the Project Site is open to the Turnpike below.

As shown in Figure 1.5, the Project Site is comprised of the following four major parcels currently held in separate ownership:

1. A parcel located above the Turnpike and owned by The Prudential Insurance Company of America (the "Prudential Parcel"), which has been leased to the Proponent;
2. A parcel located above the Turnpike between the Prudential Parcel and Cambria Street ("Parcel 15" or the "MassDOT Parcel"), owned by MassDOT, anticipated to be leased to the Proponent, or its designee;
3. A parcel comprised of above-grade air rights spanning Cambria Street between Parcel 15 and the Scotia Parcel (the "Cambria Street Air Rights Parcel"), owned by the City of Boston subject to public way easement rights. It is proposed that the rights of the public will be discontinued above a specific elevation allowing for continued use of the surface and subsurface by the public and that the air rights will be acquired by the BPDA from the City, and then conveyed to the Proponent by the BPDA; and
4. A grass-covered parcel located across Cambria Street from Parcel 15 formerly used by the St. Cecilia Parish (whose church building is located on the opposite side of Scotia Street), owned by ADG Scotia LLC, an affiliate of the Proponent (the "Scotia Parcel").

The Project Site also includes certain above-grade and below-grade areas within the sidewalks of Dalton, Boylston, St. Cecilia, Cambria and Scotia Streets, to be discontinued and conveyed to the Proponent in the same manner as the Cambria Street Air Rights Parcel.

The combination of these parcels is vital to the Project's master plan as it provides a unique opportunity to infill the entire breach in the street wall along the south side of Boylston Street between Dalton Street and St. Cecilia Street, which is a longstanding goal of the Civic Vision for development of the Turnpike Parcels.

1.1.3 Project Description

As shown on Figure 1.6, the Project is envisioned as a vibrant residential development with ground-floor uses that will activate the street, and aims to repair the discontinuity in the urban street wall left behind by the Turnpike expansion through Boston. It will improve the pedestrian realm by providing active ground

floor uses along Boylston Street, one of Boston's most walkable districts, and by knitting together two distinct Boston neighborhoods: the Back Bay and the Fenway.

The proposed development program, as summarized in Table 1-1 below, reflects the Proponent's consideration of community concerns regarding development density and height, balanced against the density required to mitigate the cost premiums and construction risk associated with an air rights development above the Turnpike, including the construction of up to approximately 23,000 square feet of deck over the Turnpike, as well as the site control costs of payments to both MassDOT and Prudential.

Table 1-1 Proposed Development Program Summary

Project Element	Approximate Dimensions	Quantity	Building Height[1]
PDA Area	50,764 SF	NA	NA
Project Site Lot Area[2]	40,955 SF	NA	NA
Residential Total	394,000 SF		27 stories of residences above the Podium 484 feet to top of highest occupiable floor 504 feet to top of mechanicals 544 feet to top of mechanical screen
Residential Unit SF	288,000 SF	up to approximately 108 units	
Residential Common/ Amenity Space SF	106,000 SF		
Retail	45,500 SF	NA	2 stories (Levels 1 and 2), 82 feet
Total SF Gross Floor Area (GFA)	**439,500 SF**	**up to approximately 108 units**	**NA**
Parking Garage [zoning GFA exclusion in PDA under Article 41]	73,500 SF	175 spaces	2 stories above Retail
Floor Area Ratio[3]	10.7[4]	NA	NA

Note: All dimensions are approximate.
NA=Not Applicable
SF=square feet of site or lot area
GFA=Gross floor area of building, as defined in Article 2A of the Boston Zoning Code and as applicable to a Planned Development Area in the Huntington Avenue Prudential Center District under Article 41 of the Code.

1 In accordance with the Boston Zoning Code, heights are measured from "Grade" consisting of the average elevation of the nearest sidewalks at the lines of the streets on which the Project abuts: Boylston Street, St. Cecilia Street, Scotia Street, Cambria Street and Dalton Street. Table includes zoning heights to the top of the highest occupiable floor, to the top of mechanicals, and to the top of the mechanical screen.

2 Article 2A of the Code defines "lot area" in relevant part as excluding "any area in a street or private way open to public use." Accordingly, the footprint of the Cambria Street Air Rights, which will be discontinued as a public way above a specified elevation and not thereafter open to public travel, is included in the Project Site Lot Area. However, to the extent that the Code is ambiguous with respect to this method of calculation, the Development Plan will clarify that any above grade portion of a public way which has been discontinued on which there is building structure (excluding elements such as canopies), including air rights above grade but not including a subsurface discontinuance, should be considered as part of a lot for purposes of

calculating lot area and FAR. Below grade areas of abutting streets necessary to accommodate Load-Bearing Elements are not included in the SF of the Project Site Lot Area.

3 Floor Area Ratio (FAR) calculation for the PDA is based on provisions of Sec. 41-12(2) applicable in the HAPC District, which excludes parking areas. Accordingly, the FAR calculation is based on a GFA of approximately 439,500 square feet.

4 FAR calculation is based on the Project Site Lot Area of 40,955 SF, which does not include sidewalks but does include the footprint of the portion of Cambria Street which is anticipated to be discontinued for public use above a specified elevation. See Ftn. 2 above.

1.2 Public Realm

The proposed site design strategy for the Project will greatly improve the public realm environment bounding the Project Site on Boylston, Dalton, Cambria, Scotia and St. Cecilia Streets. The Project will significantly improve the pedestrian experience around the Project Site compared to what exists today, especially along Boylston Street, as described further in the following sections.

1.2.1 Existing Public Realm Conditions

The existing sidewalks are cast-in-place concrete that are in fair-to-poor condition. Boylston Street currently consists of an 8-foot-wide sidewalk lined with on-street parking that overlooks the Turnpike and railroad tracks below. The sidewalk along the north side of Cambria Street is too narrow for pedestrian use and the sidewalk along the south side has cracking, level surfaces. The north side of Scotia Street contains a below grade transformer vault, and the sidewalk around the vault is cracked and uneven. The sidewalk then becomes bituminous prior to the east edge of Project Site along Scotia Street. The St. Cecilia Street sidewalk at Boylston Street includes large swaths of cracking at expansion joints that have been filled.

1.2.2 Proposed Public Realm Improvements

The Project will provide a high-quality continuous street frontage along Boylston Street activated by approximately 45,500 square feet of vibrant and engaging ground floor uses, such as retail and restaurant spaces, as well as a residential building lobby. As shown in Figure 1.7, the Project will greatly improve the pedestrian experience and upgrade the public realm surrounding the Project Site by including wider sidewalks with street lighting and landscaping, where feasible, bicycle accommodations consistent with the fundamental goals of the Boston Transportation Department's ("BTD") Complete Streets guidelines ("Complete Streets") and reflecting input from the community, wherever feasible. The Proponent will continue to work with BPDA, BTD, and the community to finalize the design of the public realm improvements and determine the appropriateness of street furniture.

Boylston Street

Recognizing the physical and regulatory complexity of the Project Site, the project team continues to have ongoing conversations with the BPDA, MassDOT and

stakeholders to refine improvements to the public realm. In particular, since the Boylston Street sidewalk is part of the overall bridge structure spanning the Turnpike under ownership and control of MassDOT, the proposed improvements related to Boylston Street are also currently under review by MassDOT.

As shown on Figure 1.8, the proposed Boylston Street public realm improvements include an expanded sidewalk from 11'6"-wide to 18'-6"-wide. As shown on Figures 1.9 and 1.10, the design of the Boylston Street sidewalk takes a multifaceted approach to accommodate the urban needs for this important corridor and implements a strategy to enhance the pedestrian experience based on the City of Boston 'Complete Streets' guidelines. As recommended by the Complete Streets guidelines, the length of the sidewalk is categorized into the following three distinct zones:

- A continuous 11'-6"-wide 'Pedestrian Zone' ("PZ") of concrete sidewalk with regular jointing intervals and reduced corner radii with improved curb cuts which improves pedestrian safety with shortened street crossing times and increased 'legibility' to pedestrians with a range of capabilities.
- A 1'-9" 'Frontage Zone' ("FZ") between the PZ and proposed building that widens to 25'-0" approaching Dalton Street, creating approximately 800 square feet of additional sidewalk space to allow for heavier pedestrian activity.
- A consistent 5'-3" 'Greenscape Zone' ("GZ") from the edge of the PZ to the curb line composed of unit pavers that considers not only the prevailing path of the travel, but also the lateral movement from the building and Boylston Street.
  - The lateral movement from Boylston Street to the PZ is facilitated by a series of accommodating openings between the planters providing access from the street and allowing pedestrians to step aside and take a seat away from the bulk of pedestrian traffic.

The GZ includes sidewalk amenities to create a human-scaled comfortable walking environment. Figure 1.11 presents the streetscape materials proposed for Boylston Street. Subject to approvals related to the structural and engineering design of the Boylston Street bridge by MassDOT, which owns and has responsibility for the Boylston Street bridge, up to seven (7) large raised planters with canopy trees and a series of smaller planters for flowering plants are proposed within the GZ. The street tree planters have been sized to accommodate sufficient soil volume for successful street trees; however, constraints from the Turnpike below prevent lowering the planters below the sidewalk surface. In addition, the planters will provide integrated seating along the sidewalk beneath the canopy of the tree. This planting strategy will maintain pedestrian access from the street to the sidewalk while creating an important vegetated environment for pedestrian comfort and continuity of the urban streetscape along Boylston Street. Refer to Figure 1.12 for a view of the improved Boylston Street streetscape.

Also included within the GZ are the City of Boston double acorn light poles (75' on-center), eight (8) bike racks accommodating 16 total bikes and two trash cans. The Proponent will continue to work with BPDA, BTD, and the community to finalize the

design of the public realm improvements and determine the appropriateness of street furniture.

Scotia Street

As shown in Figure 1.13, the existing spatial and aesthetic experience for Scotia Street aligns closer to a city alley condition than a standard street. The Project intends to enhance pedestrian safety through new street level pole lights, an improved curb ramp at the intersection of Scotia and St. Cecilia Streets and a widened sidewalk on the north side of Scotia street which will adhere to "Complete Streets" guidelines. Refer to Figure 1.14 for a proposed streetscape section for Scotia Street. The Scotia Street PZ is a consistent 5'-0"-wide sidewalk with a consistent GZ width of 1'-8". Figure 1.15 presents a rendering of the proposed Scotia Street streetscape.

Cambria and St. Cecilia Streets

Cambria and St. Cecilia Streets currently have sidewalks of only seven (7) feet in width. In a similar fashion to Scotia Street, Cambria and St. Cecilia Street will maintain a continuous PZ and GZ. As shown in Figure 1.16, the north side of Cambria Street is composed of a 5'-0" PZ and a 2'0" GZ. The south side of Cambria Street is composed of a 5'0" PZ and a 1'-6" GZ. The east side of St. Cecilia Street is made up of 5'-0" PZ and 1'-8" GZ. An additional seven (7) bike racks accommodating 14 total bikes have been located within the GZ along St. Cecelia and Cambria Streets. These 14 bike parking spaces are part of the total of 30 on-site short-term/exterior bike parking spaces available to the public, in compliance with BTD guidelines for bicycle parking, being provided by the Project overall.

Dalton Street

Dalton Street will remain a PZ and will be repaved to create a uniform and continuous walking surface.

1.2.3 Accessibility

The Project will significantly improve accessibility around the Project Site by creating generous barrier-free pedestrian zones along Boylston Street and Dalton Street. As described in the DPIR, the following measures will be implemented throughout the public realm within the Project Site:

- An approximately 75-foot long drop-off/pick-up area will be created along Boylston Street in front of the residential building entrance;
- Widened sidewalk along Boylston Street creating a generous, barrier-free pedestrian zone along the entire Project frontage;
- Curb ramps will be provided to allow for connections to adjacent sidewalks and nearby bus stops;

- The Dalton Street sidewalk will be repaved in concrete and made free of obstructions with a comfortable and compliant slope, where feasible; and
- The parking ingress/egress on Scotia Street will incorporate a flush sidewalk condition giving priority to the pedestrian over the vehicle.

1.3 Transportation Component

This section addresses BTD's and others' comments related to transportation. There were several topics highlighted in the comments received, including:

- Curb use management along Boylston Street;
- Operational issues related to the making of a short section of Scotia Street two way and its effect at the Boylston Street intersection with St. Cecilia Street;
- Bicycle accommodations along Boylston Street, and
- Parking.

It is important to note that there has been and will continue to be an ongoing dialogue with BTD to finalize how each of these issues are addressed. Ultimately, the Proponent's commitments will be codified in a Transportation Access Plan Agreement ("TAPA") between the Proponent and BTD. The Proponent looks forward to working through any open issues and finalizing a TAPA.

1.3.1 Curb Use Management

The Proponent and its design team have been working hard to develop and define in more detail how the public space along the Project's Boylston Street frontage will be designed and operated. Section 1.2.2 above outlines the overall plan. The following section addresses the proposed configuration of uses in Boylston Street along the curb. Refer to Figure 1.17 for an illustration of the curb use modifications proposed as part of the Project.

The full block face of Boylston Street between St. Cecilia Street and Dalton Street currently features metered parking for approximately 11 vehicles. With the construction of the Project, the Proponent is proposing to keep the curb line at its existing location. The Proponent proposes to have the City designate an approximately 75-foot long short-term pick-up/drop-off zone along the western end of the site for use by the public, with the remainder of the parking along the Boylston Street curb face remaining available to the public. This short-term pick-up/drop-off curb zone would accommodate the needs of the restaurant and retail uses of the Project Site, as well as the short-term needs for the residential building. As a result, three to four metered spaces along this Boylston Street block will be eliminated. Seven or eight metered spaces would remain between the end of the proposed short-term pick-up/drop-off zone and the Dalton Street intersection.

This proposal will be finalized in the TAPA.

1.3.2 St. Cecilia and Boylston Street Intersection

In its guidance to the Proponent on the DPIR, the BTD directed that a comprehensive study of area streets and intersections be undertaken. In the area directly adjacent to the Project Site, the DPIR studied intersections along Boylston Street, Dalton Street and Scotia Street. At the time that the study area was defined, the Project Site's vehicular access was proposed to be from a driveway on Dalton Street. As the design for the Project evolved, the Dalton Street access was eliminated and replaced with a driveway on Scotia Street along with the proposal that a very short section of Scotia Street be made two-way to accommodate traffic exiting the parking garage.

The analysis contained in the DPIR did not include an evaluation of the Boylston Street intersection with St. Cecilia Street. In response to a subsequent request by the BTD, a supplemental analysis of the unsignalized intersection of St. Cecilia Street at Boylston Street is provided below.

The DPIR contained an evaluation of Existing Conditions as well as forecasts of traffic volumes for both a 2024 No-Build Condition and a 2024 Build Condition with the Project in place and fully operational. That analysis process using Synchro intersection analysis software was repeated for this supplemental evaluation conducted and described in this section.

Morning and evening peak hour traffic counts were conducted at this location on Thursday, November 30, 2017. Figure 1.18 presents the vehicle volumes for the morning and evening peak hours. The volumes were used to model the intersection using Synchro 9.0 software to calculate vehicle delays for the St. Cecilia Street northbound left turn and right turn movements under both existing and future No-Build and Build conditions.

The Synchro results indicate that under the 2017 Existing Conditions, during the morning peak hour, the left turn movement out of St. Cecilia Street functions at level-of-service (LOS) B while the right turn movement functions at LOS A. During the evening peak hour, the analysis indicates operation at LOS C for the left turn and LOS B for the right turn out.

Under the 2024 No-Build Condition during the morning peak, the left turn movement decreases from LOS B to LOS C, but the right turn movement remains at LOS A. The decreased LOS for the left turn movement is caused mainly by the forecast growth in through traffic along Boylston Street, which in turn will result in fewer gaps in between vehicles and a slightly longer wait time for drivers entering onto Boylston Street. During the evening peak hour, the analysis indicates operations will be at LOS D for the same left turn and LOS B for the right turn.

Under both the 2024 Build Condition (without modification of Scotia Street's one-way traffic pattern) and the 2024 Build Mitigated Condition (with the proposed modification to Scotia Street allowing the western-most end of the street to carry two-way traffic) the LOS for left turns and right turns does not change for either the

morning or evening peak hours from the 2024 No-Build Condition. Tables 1-2 and 1-3 present the LOS analysis, with results for all three conditions during the morning and evening peak hours at this intersection.

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Table 1-2 Boylston Street at St. Cecilia Street Intersection Operation Analysis – Morning Peak Hour

		2017 Existing Condition				2024 No-Build Condition				2024 Build Condition			
Intersection	Approach	V/C Ratio	Delay (s)	LOS	95th % Queue (feet)	V/C Ratio	Delay (s)	LOS	95th % Queue (feet)	V/C Ratio	Delay (s)	LOS	95th % Queue (feet)
Boylston Street at St. Cecilia Street	St. Cecilia NB Left	0.05	13.7	B	4	0.07	17.0	C	5	0.07	17.0	C	5
	St. Cecilia NB Right	0.01	9.0	A	0	0.01	9.0	A	0	0.01	9.0	A	0

Table 1-3 Boylston Street at St. Cecilia Street Intersection Operation Analysis - Evening Peak Hour

		2017 Existing Condition				2024 No-Build Condition				2024 Build Condition			
Intersection	Approach	V/C Ratio	Delay (s)	LOS	95th % Queue (feet)	V/C Ratio	Delay (s)	LOS	95th % Queue (feet)	V/C Ratio	Delay (s)	LOS	95th % Queue (feet)
Boylston Street at St. Cecilia Street	St. Cecilia NB Left	0.18	22.8	C	16	0.22	27.4	D	20	0.22	27.9	D	21
	St. Cecilia NB Right	0.03	10.9	B	2	0.03	11.2	B	2	0.03	11.3	B	2

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In addition to the peak hour traffic counts, VHB also noted the number of occurrences when the vehicle queues along Boylston Street extended back to the opening of St. Cecilia Street. These occurrences were observed in both directions: eastbound (heading towards the Boylston Street at Dalton Street/Hereford Street intersection) and on Boylston Street westbound (heading towards the Boylston Street at Massachusetts Avenue intersection). During the morning peak hour, Boylston Street queued back to St. Cecilia Street two (2) times in the eastbound direction (towards Dalton Street) and one (1) time in the westbound direction (towards Massachusetts Avenue). During the evening peak hour, Boylston Street queued back to St. Cecilia Street nine (9) times in the eastbound direction and seven (7) times in the westbound direction. These occurrences happened over the course of an hour and typically cleared within one green signal phase on Boylston Street. A summary of these observations is provided in Table 1-4.

Table 1-4 Boylston Street Queuing Occurrences at St. Cecilia Street

Approach	Morning Peak Hour Occurrences	Evening Peak Hour Occurrences
Boylston Street WB toward Massachusetts Avenue	1	7
Boylston Street EB toward Dalton Street	2	9

Even with the few occurrences of extended queues on Boylston Street, the left turns from St. Cecilia Street were not observed causing disruptions to the Boylston Street traffic flow. To keep left turns from blocking vehicles along Boylston Street, it may be appropriate to restrict left turns out of St. Cecilia Street, particularly during the evening peak period. This would also affect approximately 20 drivers who use this same area as a jug-handle turn due to the restriction on left turns from Boylston Street onto Massachusetts Avenue northbound. Additionally, requirements of the Hynes Convention Center will be considered so that any changes to traffic circulation will not unreasonably interfere with their loading activity.

Figure 1.19 provides a concept plan that indicates both proposed pavement markings and signage changes along St. Cecilia Street and Scotia Street, which was developed to indicate how the streets would be modified to accommodate the revised Project access proposal. The Proponent will continue to work closely with the BTD to determine the most appropriate treatment for the left turns at this intersection.

1.3.3 Bicycle Accommodations

Since the filing of the DPIR, the Proponent has explored a range of options for accommodating bicycles along Boylston Street, as set forth below.

Boylston Street Bicycle Accommodations

In order to determine whether constructible bicycle lane improvements both at the Project Site and along connecting areas of Boylston Street are feasible, the Proponent will continue to meet with BTD and the community to review the options for continuous bicycle lanes along Boylston Street and their impacts. It should be noted that the space along Boylston Street is tightly constrained because of the bridge over I-90 and the median in Boylston Street, making modifications that much more challenging, and that bicycle lanes must provide a continuous path of travel and will not be functional if located only in front of a few parcels.

The Proponent will continue to endeavor to find a solution that will work for the Project, adjacent property owners, the community and the BTD, to the extent feasible.

Bicycle Parking and Facilities

In accordance with BTD's Bicycle Parking Guidelines, the Project will provide a total of 153 bike parking spaces, which are broken down as follow in Table 1-5.

Table 1-5 Bicycle Parking Space Guidelines

Land Use	Bicycle Parking Ratio[1]	Number of Spaces
Long-Term Spaces[2]		
Restaurant/Retail	0.3 per ksf	14 spaces
Residential	1 per unit	108 spaces
Short-Term Spaces[3]		
Restaurant/Retail	1 per 5 ksf	9 spaces
Residential	1 per 5 units	22 spaces
Total		**153 spaces**

1 Source: Boston Transportation Department, Boston Bikes: Bicycle Parking Guidelines
2 Covered/secured bicycle storage for use by residents and restaurant/retail employees.
3 Exterior bicycle storage for use by the public, including visitors and restaurant/retail patrons.

Of the 31 short-term, publicly-accessible bicycle parking spaces, more than half (20 spaces) will be located along Boylston Street, nine (9) of which are intended for users of the restaurant/retail uses of the Project (Figure 1.8). The remaining short-term spaces are provided on either side of Cambria Street.

The Project will also include on-site lockers and showers for building and tenant staff.

Bike Share Station

As discussed in DPIR Section 5.4.5, there are five (5) existing Hubway stations located within a quarter-mile of the Project Site. The closest existing Hubway station is approximately 500 feet from the Project Site located on the northwest corner of the Massachusetts Avenue and Boylston Street intersection and provides 15 public bicycles.

The Proponent will continue to work with the BTD on establishing a new bike share station location to the extent demand warrants. This location of any bike share station will be influenced by the structural and engineering design of the Boylston Street bridge itself, which is subject to review and approval by MassDOT which owns and has responsibility for the bridge. The Proponent will also work collaboratively with the BTD and the developers of the adjacent planned sites (Parcel 13, Berklee College of Music and Parcel 12) to select the most appropriate location(s) that would best serve these projects and the neighborhood.

1.3.4 Parking

Of the 175 parking spaces in the garage, 18 spaces will be available for use by the retail and restaurant tenants, which is consistent with the BTD Guidelines of 0.4 spaces per 1,000 sf for commercial uses in the Back Bay, and 157 spaces will be available to the residents and their invitees.

As discussed in the DPIR, the Proponent recognizes that the proposed number of parking spaces exceeds the 1.0 space/condominium unit specified by BTD in its guidelines for the Back Bay area. However, while the Proponent is supportive of the City's general goals to reduce auto trips in the City, extraordinary factors apply to this specific development, which do not generally apply to most other developments within the Back Bay. These include both the cost of the development and the size of the proposed condominium units (with a greater number of parking spaces appropriate for larger units).

The Project is subject to unique project costs and risks associated with construction over the Turnpike and must meet the requirements of its investors and lenders in order to be successful. Risks include not just the construction and general complexity of the air rights project but also, among others risks, marketability to prospective condominium buyers. Also, assuming that the Project is developed to contain 108 condominium units and only the area within the units themselves is considered (in other words, excluding shared amenities and common area), the average condominium unit will contain 2,667 square feet. This unit size is unusually large for a development within the downtown area and notably larger than most other projects. If the units were traditionally sized, there would be an increased unit count, resulting in significantly more parking spaces than the Project. For example, per BTD guidelines of 1.0 space/condominium unit, if the 288,000 square feet of residential use were developed as more "traditionally-sized" units of 1,000 square feet/unit excluding common areas and amenities, the number of residential parking spaces would be 288 spaces, which is almost double the 157 residential spaces proposed as part of the Project.

The Proponent's market analysis indicates that such a premier residential offering within the Back Bay will only be successfully marketed at the required price points if sufficient parking spaces are available for each residential unit. Further, many of these spaces are expected to be used for vehicle storage by unit owners for a lightly

used second vehicle and are not expected to contribute to area traffic, especially during peak commuter periods.

At the same time, while the market for a luxury residential condominium building demands such on-site parking for vehicles owned by residents, facilitating public transportation access helps reduce the number of vehicles traveling to and from this building on a daily basis. The Project's proximity to public transportation will allow retail and restaurant patrons and building staff and employees to travel to and from the Project using existing public transportation options, thus reducing the greenhouse gas emissions linked to this building. Accessible public transportation can also reduce commuting costs and help attract and retain building staff and tenant employees.

The Proponent also recognizes that parking trends are evolving and changing and that it is hoped that the needs and desires for private vehicles will diminish over the useful life of this Project. Accordingly, the garage floors are being designed with flat floorplates which can be repurposed for other uses, if demand for the parking spaces lessens over the useful life of the Project.

For all the reasons outlined above, the Proponent believes that the proposed parking supply is both reasonable and necessary. The Proponent is planning to seek approval for the proposed parking spaces at the June 2018 Boston Air Pollution Control Commission hearing, after Article 80B and PDA approvals are obtained. The Commission meets quarterly and requires that the application be submitted 60 days in advance, so an application will be submitted in April 2018.

Additionally, parking bundling (linking parking supply directly to each unit) or unbundling these spaces will be largely dependent on future marketplace and financing conditions. However, in either case, the parking spaces will be sold only to owners of residential units within the condominiums for use by residents and their invitees, and will not be available for sale to outside parties.

Off-Site Parking

While the Proponent has explored potential publicly-available, off-site parking opportunities, successful project financing and condominium unit sales will depend in large part on the long-term availability of the on-site parking spaces. It should be noted that off-site garage owners' parking availability for lease to an off-site third party fluctuates regularly based on demands over time. Further, the off-site garage owners would need to bind themselves to at least a 99-year agreement (co-terminus with Parcel 15's current anticipated lease term), and it is highly unlikely that any off-site garage owners and their financial partners would contemplate or enter into such a long-term obligation encumbering their properties. Finally, the availability of publicly available parking spaces also serves an important function for the City, and it is unclear whether it is in the public interest to have the availability of public parking spaces (which are already constrained by the federal parking freeze administered by the Boston Air Pollution Control Commission) further lessened

through long-term leases to off-site properties such as the Project, which may lead to a further tightening in availability of public parking spaces.

Electric Vehicle Charging Spaces

The Proponent's initial proposal to provide four (4) EV spaces has been expanded. The Proponent has increased its commitment to provide nine (9) EV spaces, or 5 percent of the total parking supply, as called for in the City's Electric Vehicle Policy. The City requires that five percent of the parking spaces be EV-equipped and that an additional 10 percent of the parking spaces be EV "ready," meaning that they are able to be converted to EV-equipped spaces as the demand grows. The Proponent is proposing that 18 spaces will be constructed as EV-ready spaces. With the provision for future conversion to EV spaces, the project is now providing for the potential creation of a total of 27 future EV spaces.

1.3.5 Loading Management and Coordination

The Proponent intends to establish a close working relationship with its abutters regarding the Project's service and loading needs and operations. The Proponent has already begun this coordination in meetings with staffs of the Berklee College of Music, St. Cecilia's Church and the Hynes Convention Center, and will continue this effort in reaching out to all other abutters. The initial focus will be on coordinating the needs of these neighbors during the Project's construction phase. The Proponent and its contractor will work closely with these parties to maintain access to abutting properties during each phase of construction.

As the building moves into operation, the building service and loading manager will meet with each of the abutters to establish the formal protocols for scheduling and coordinating Project-related loading activities. The Proponent envisions a collaborative and communicative process with these parties – so that each entity's needs will be met.

1.4 Environmental Protection Component

As described in the DPIR, the Project will include a stormwater infiltration system located underneath the proposed building. The infiltration system will be sized according to Boston's Groundwater Conservation Overlay District ("GCOD") requirements of retaining the first inch of runoff from impervious areas. The infiltration system will allow the stormwater to replenish the groundwater table. Conformance with the GCOD is part of the BWSC Site Plan Review and approval process.

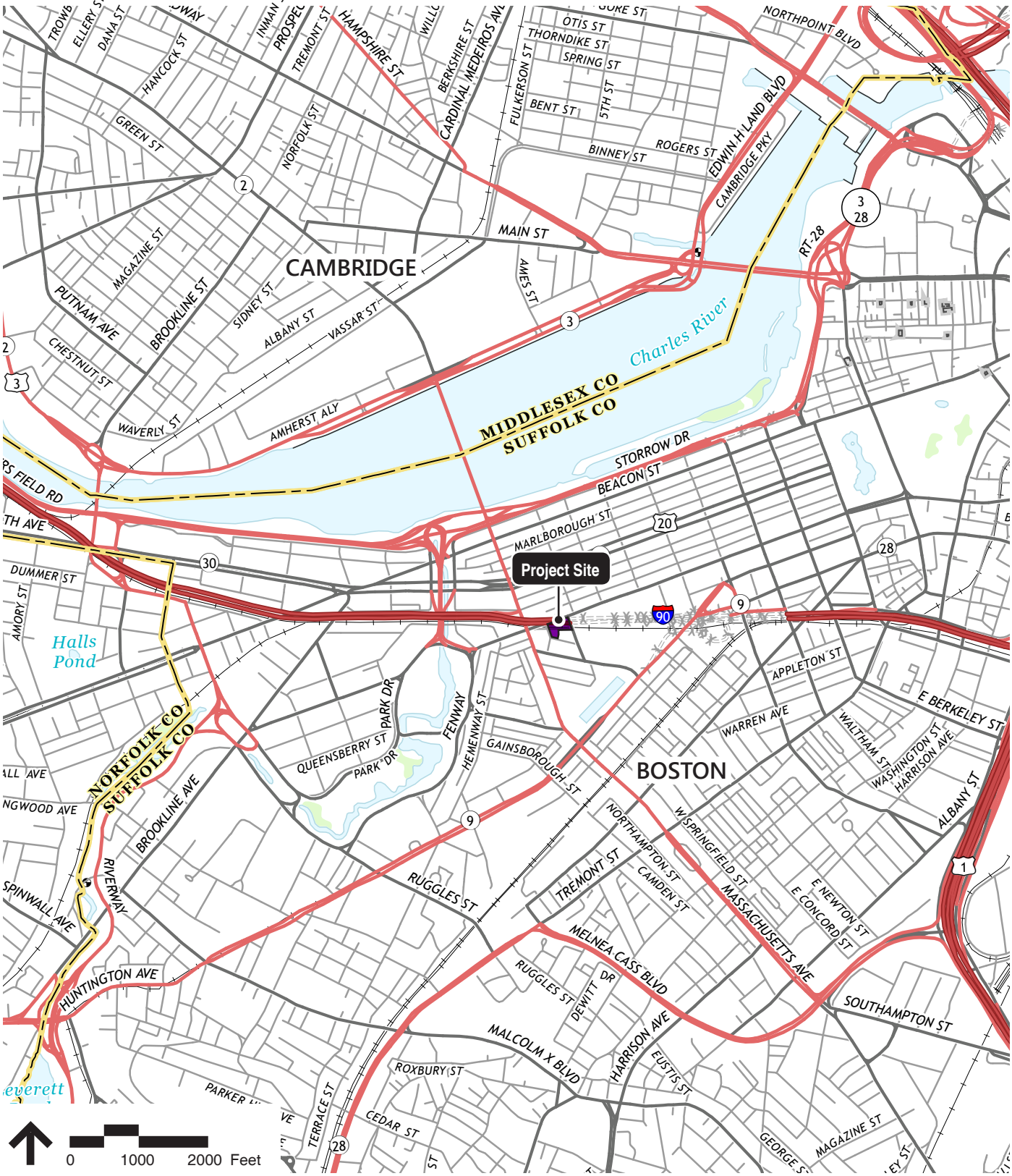
The Project will reduce stormwater runoff from the site area and improve stormwater quality while meeting the BWSC phosphorous treatment requirements which also address the Charles River TMDL for phosphorous. Additional information on the infiltration system design, including sizing calculations and details, will be included as part of the BWSC Site Plan Review submission.

1.5 Inclusionary Development Policy Component

As discussed in the DPIR and at the public and CAC meetings, the Proponent remains committed to delivering housing opportunities in compliance with the Inclusionary Development Program ("IDP") of the City of Boston. The IDP policy allows for the obligation to be fulfilled in one of three ways: Creation of 13% of the total number of units as affordable units on-site; creation of 18% of the market rate units as affordable units off-site; or a per unit "payment in lieu" to be made to the Department of Neighborhood Development reflecting 18% of the market rate units.

As described in the DPIR and discussed in detail throughout the public process, development of air rights parcels entails complex foundation systems and construction methodologies including construction of a new tunnel segment, presenting significantly increased risk and construction costs compared to traditional development sites on terra firma. This reality is evidenced by the fact that no significant air rights development has been completed in Boston since Copley Place in the mid-1980s. In addition, the creation of a Boylston Street streetscape where there is now an unsightly opening over the Turnpike is a substantial urban design benefit and improvement to the public realm.

Given the significant costs and challenges involved, in order to preserve the financial feasibility of the Project, and in order to create a superior affordable housing outcome than the creation of 14 units on-site (viz., 13% of 108 units), the Proponent is considering the possibility of creating or preserving affordable units off-site within a central Boston neighborhood to be approved by the BPDA. The benefit to the City of an off-site solution is that it allows for the creation or preservation of more affordable units than would otherwise be built on-site, and it would provide more Boston families with much-needed housing. In particular, in view of the large size of the units within the Project, the option of creating affordable units within the Project which are equivalent in size to the market-rate units does not seem to be an efficient use of IDP resources. The Proponent will continue to consult with the BPDA and DND to identify appropriate off-site projects to be the location of the creation or preservation of affordable units by the Proponent which can contribute to preserving the socio-economic diversity of the City.

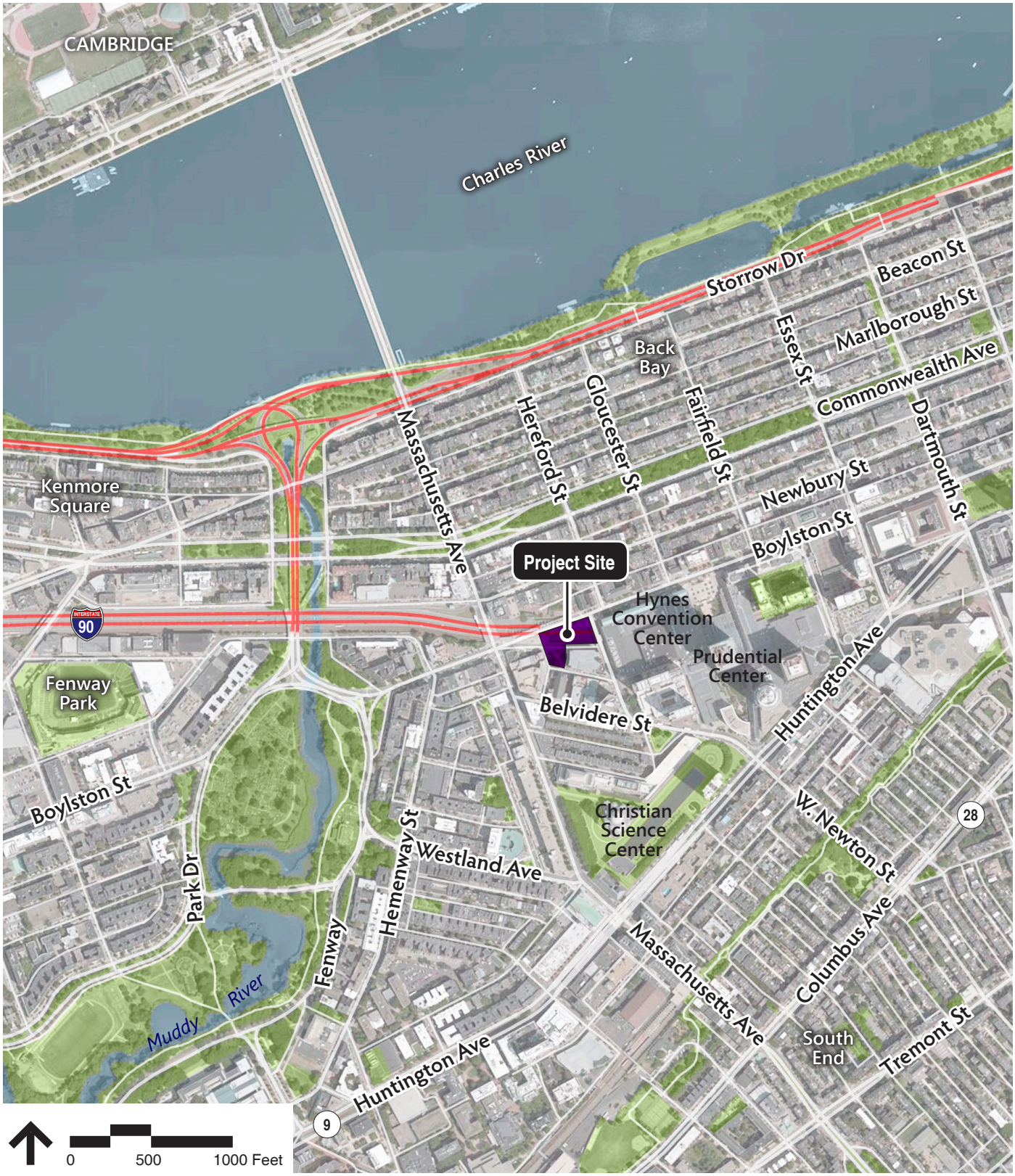


Source: MBTA

Site Locus Map

Figure 1.1

1000 Boylston Street
Boston, Massachusetts

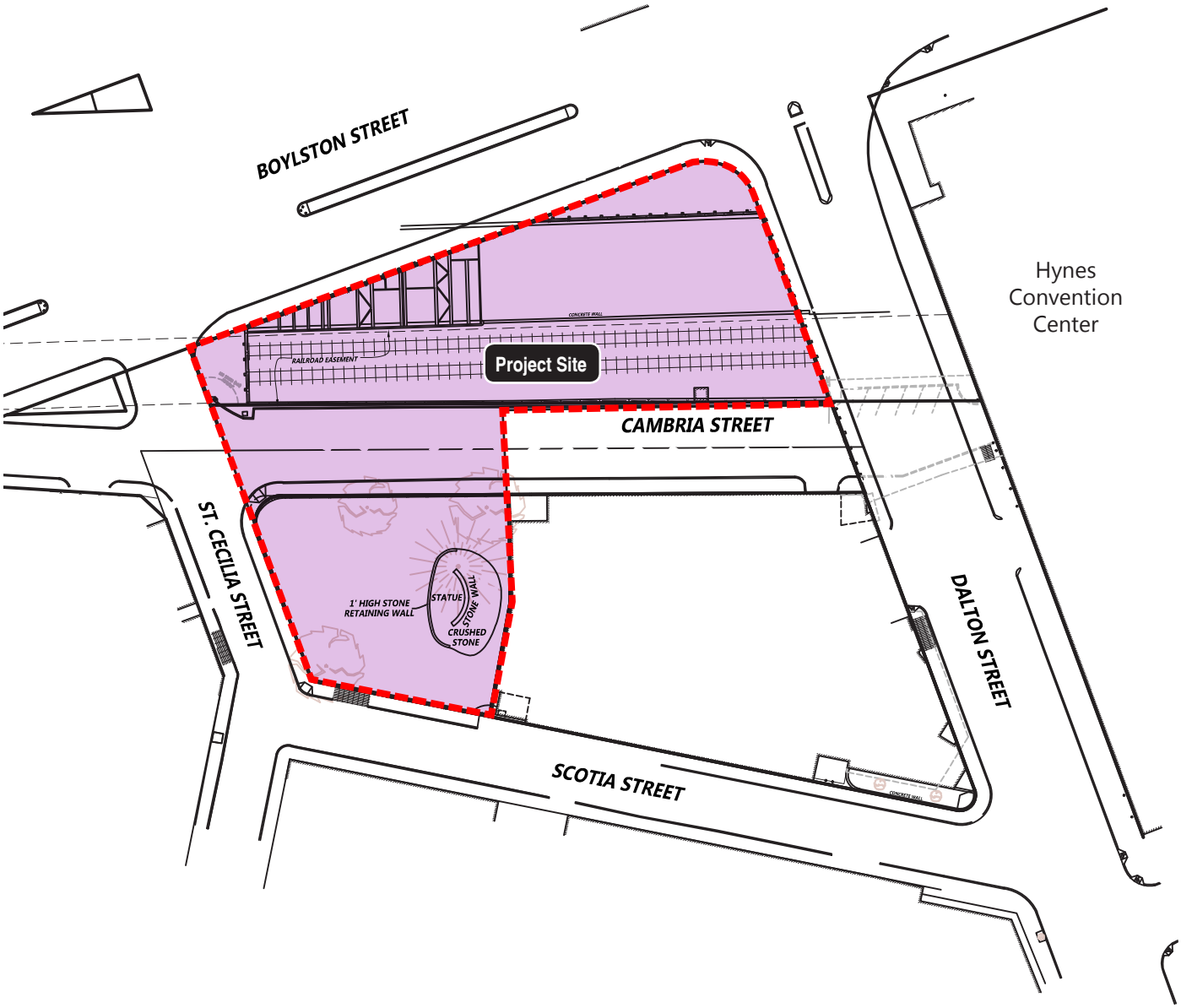


Source: ArcGIS Online Bing Aerial

Project Site Context

Figure 1.2

1000 Boylston Street
Boston, Massachusetts



0 40 80 Feet

Source: Feldman Professional Land Surveyors

Project Site Boundary

Existing Conditions Plan

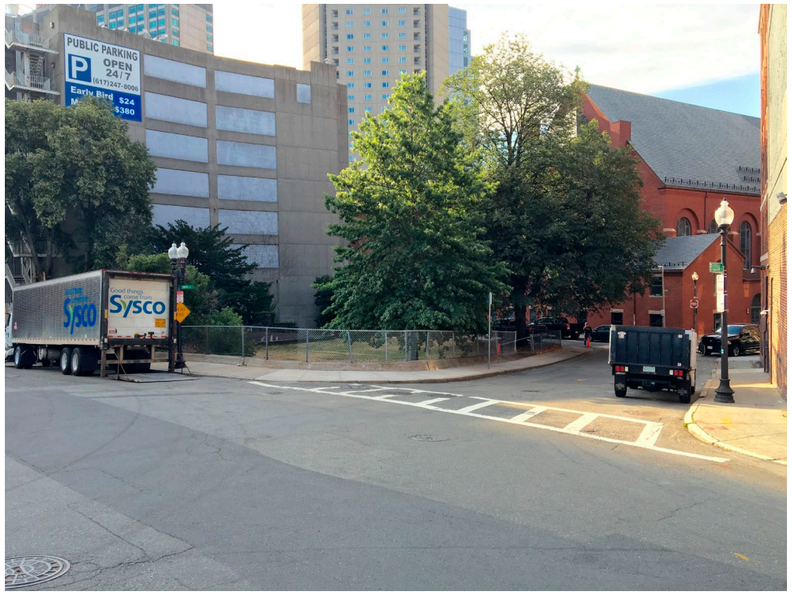
Figure 1.3

1000 Boylston Street
Boston, Massachusetts

Bolyston Street looking South East towards Existing Garage

Cambria Street looking East towards Hynes Convention Center

Corner of Dalton Street and Boylston Street looking West



Corner of St. Cecilia Street and Cambria Street looking South towards Scotia Street

Dalton Street looking West towards St. Cecila Street and Boylston Street

St. Cecilia Street looking East over Tracks and Turnpike

ELKUS | MANFREDI ARCHITECTS

Project Site Development Parcels
1000 Boylston Street
Boston, Massachusetts

Figure 1.5

PROPOSED PARCEL 13
DEVELOPMENT

PROJECT SITE
BOUNDARY

RESIDENT ENTRANCE
(Condominium)

BOYLSTON STREET

PROPOSED BERKLEE
IMP DEVELOPMENT

CAMBRIA STREET

MASSACHUSETTS AVENUE

BERKLEE COLLEGE
OF MUSIC

ST. CECILIA STREET

SCOTIA STREET

DALTON STREET

ST CECILIA'S
CHURCH

HYNES CONVENTION
CENTER

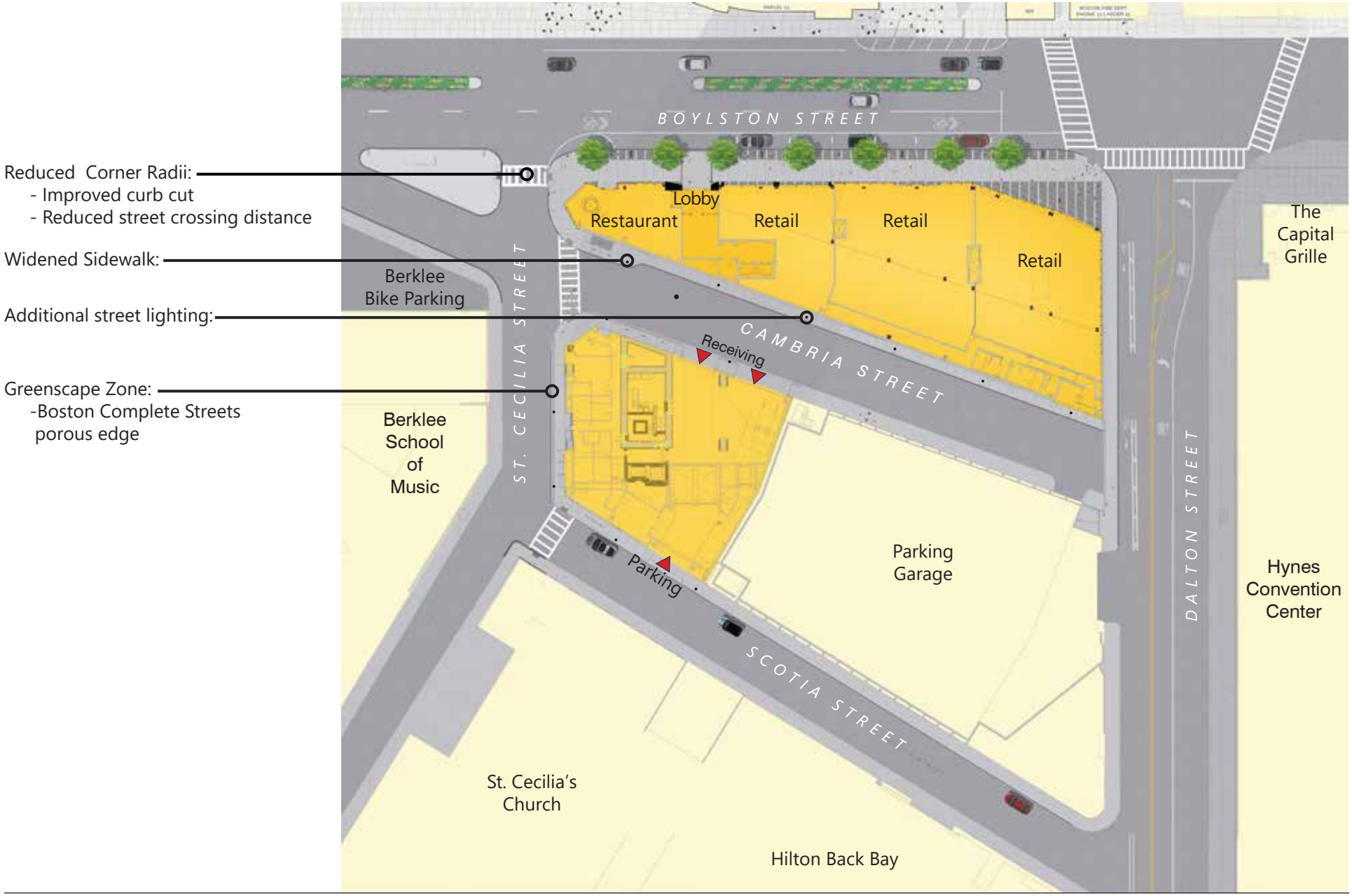
RETAIL
CONDOS
COMMON AREA
AMENITY
PARKING
BOH/MECHANICAL

0 30 60 Feet

ELKUS | MANFREDI
ARCHITECTS

Proposed Conditions Site Plan
1000 Boylston Street
Boston, Massachusetts

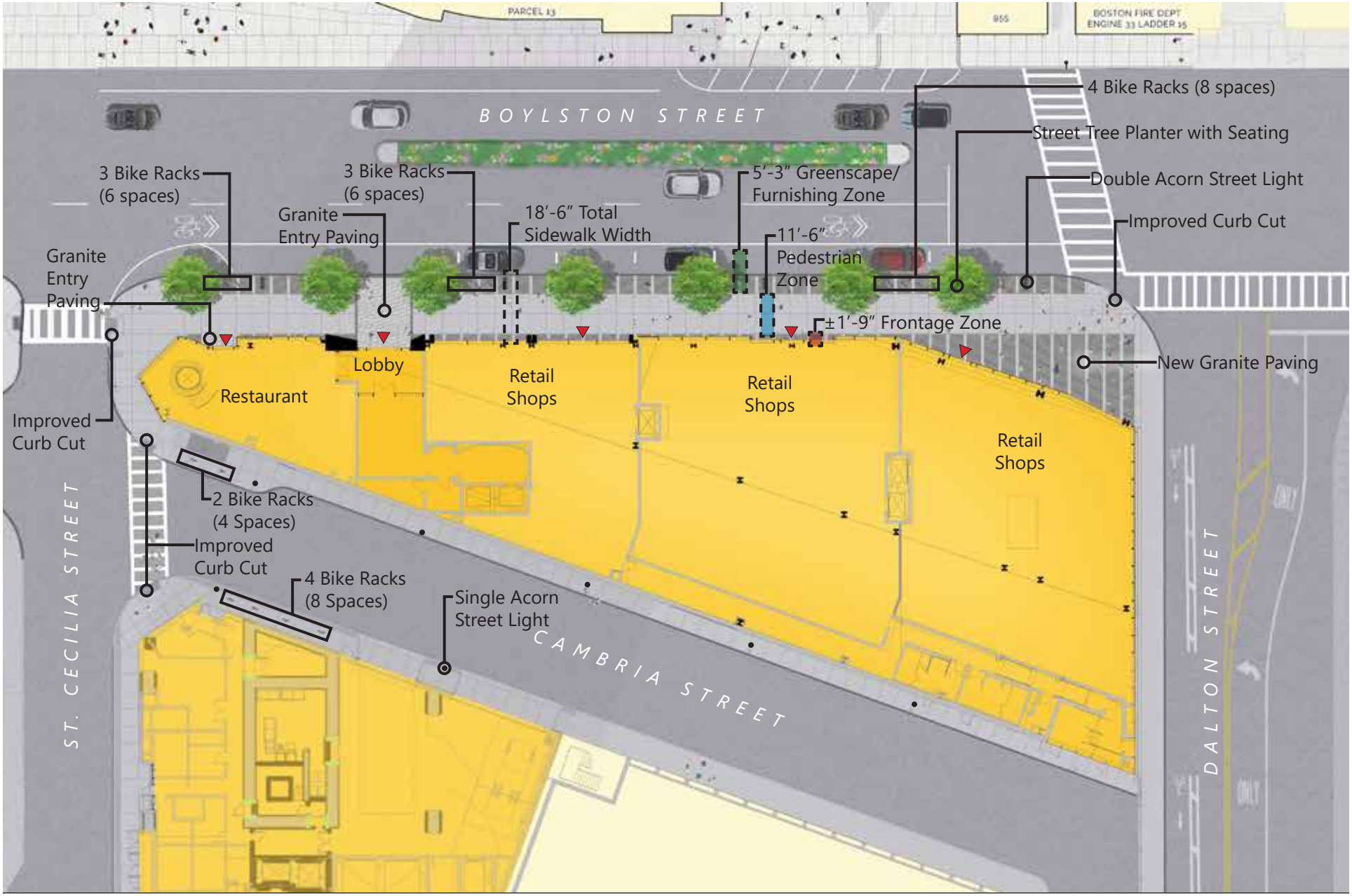
Figure 1.6



GREGORY LOMBARDI DESIGN
Landscape Architecture

Project Streetscape Plan
1000 Boylston Street
Boston, Massachusetts

Figure 1.7

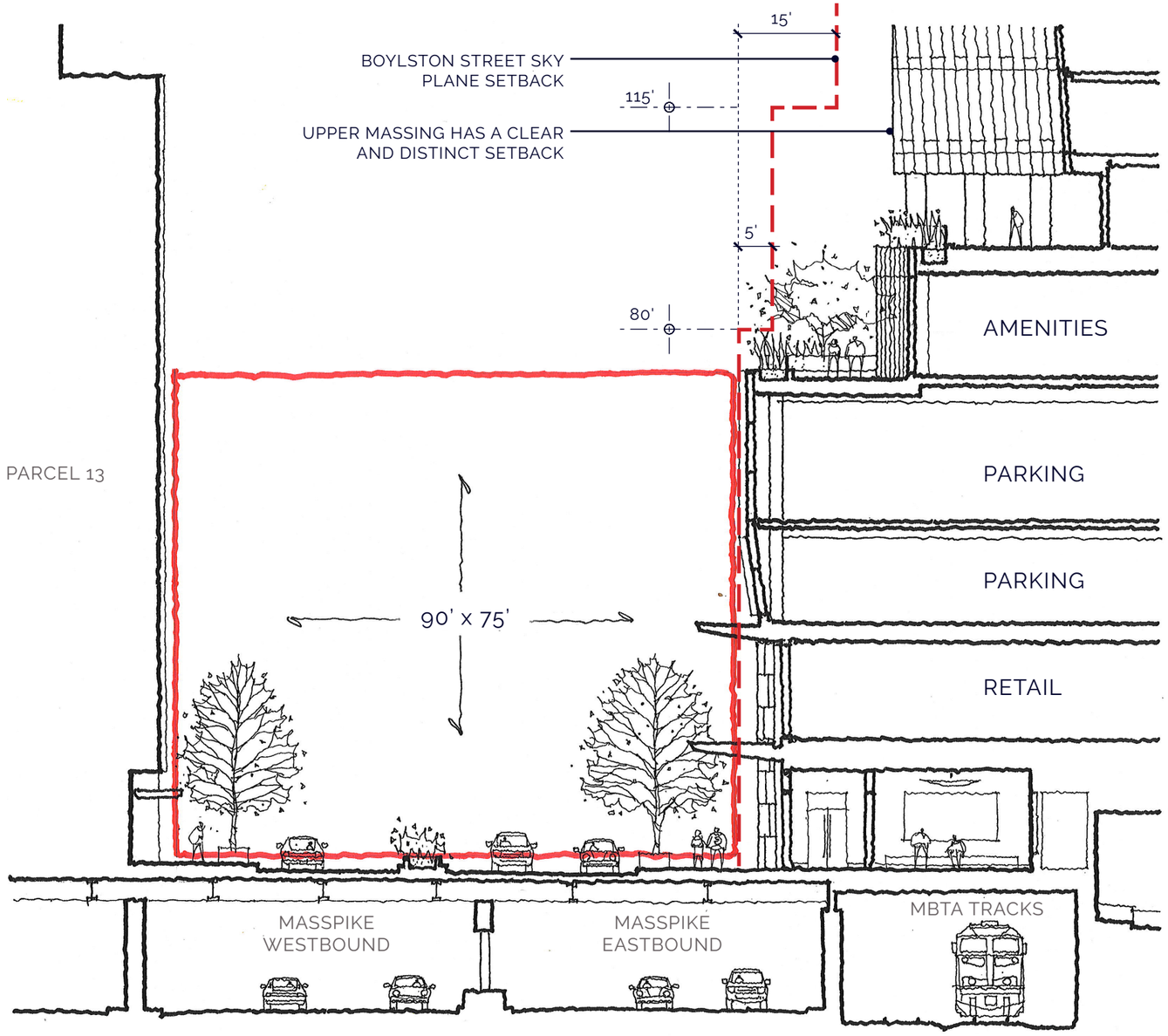


0 20 40 Feet

GREGORY LOMBARDI DESIGN
Landscape Architecture

Proposed Boylston Streetscape Plan Figure 1.8
1000 Boylston Street
Boston, Massachusetts

- PODIUM CREATES A CONTINUOUS STREET WALL FROM DALTON STREET TO ST CECILIA'S STREET, INFILLING THE ENTIRE GAP
- SCALE OF STREET WALL IS APPROPRIATE FOR BOYLSTON STREET AND COMPLIES WITH SKY PLANE SETBACK
- 2 LEVELS OF RETAIL ENHANCE STREET LIFE AND ENGAGE PEDESTRIANS
- STREETSCAPE DESIGN INCORPORATES POTTED TREES, BIKE RACKS, AND FURNITURE
- RESIDENTIAL ENTRY CANOPY ADDS SCALE AND DETAIL
- SITE LINES TO PARKING REDUCED BY WIND CANOPY, VERTICAL FINS AND FRITTED GLASS



0 10 20 Feet

ELKUS | MANFREDI ARCHITECTS

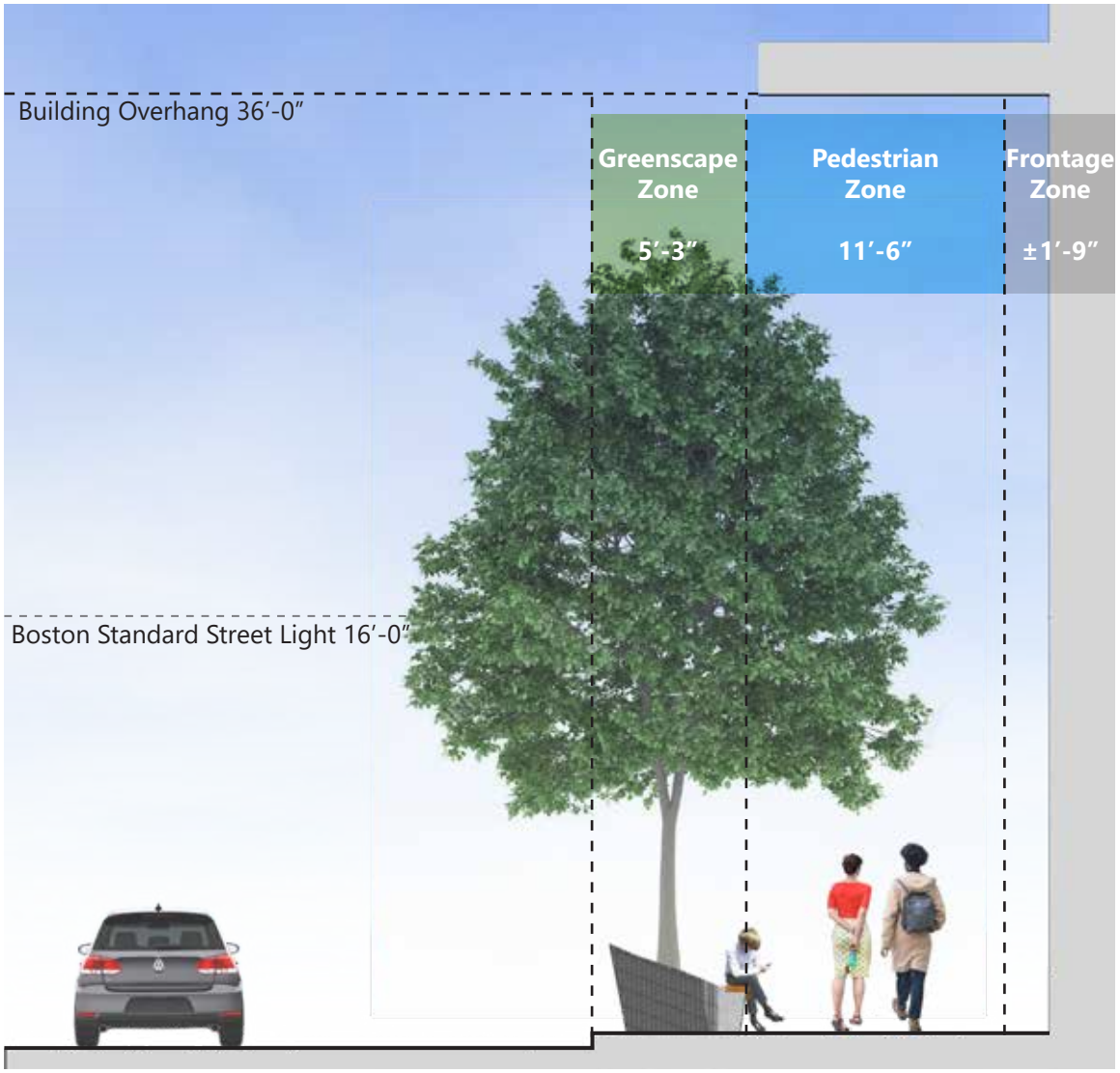
Boylston Street Section
1000 Boylston Street
Boston, Massachusetts

Figure 1.9

Boston Complete Streets Guidelines

Street Type: Downtown Commercial

Zone	Preferred	Minimum	Proposed
Frontage			
	2′-0″	0′-0″	±1′-9″
Pedestrian			
	12′-0″	0′-0″	11′-6″
Greenscape / Furnshing			
	6′-0″	1′-6″	5′-3″



GREGORY LOMBARDI DESIGN
Landscape Architecture

Bolyston Street Section
1000 Boylston Street
Boston, Massachusetts

Figure 1.10

PLANTER

American Hornbeam

Mesabi Black Granite

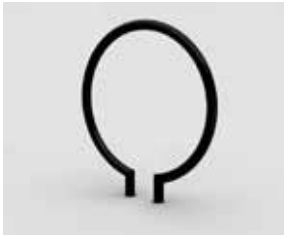
Hardwood Seating

Lake Placid Blue Granite

STREET FURNITURE

Boston Standard Street Light

Solar Trash Compactor



Black Powder Coated Bike Rack

MATERIALS

Greenscape, Furnishing and Frontage Zones

Pedestrian Zone

Main Entrance and Restaurant

0 15 30 Feet

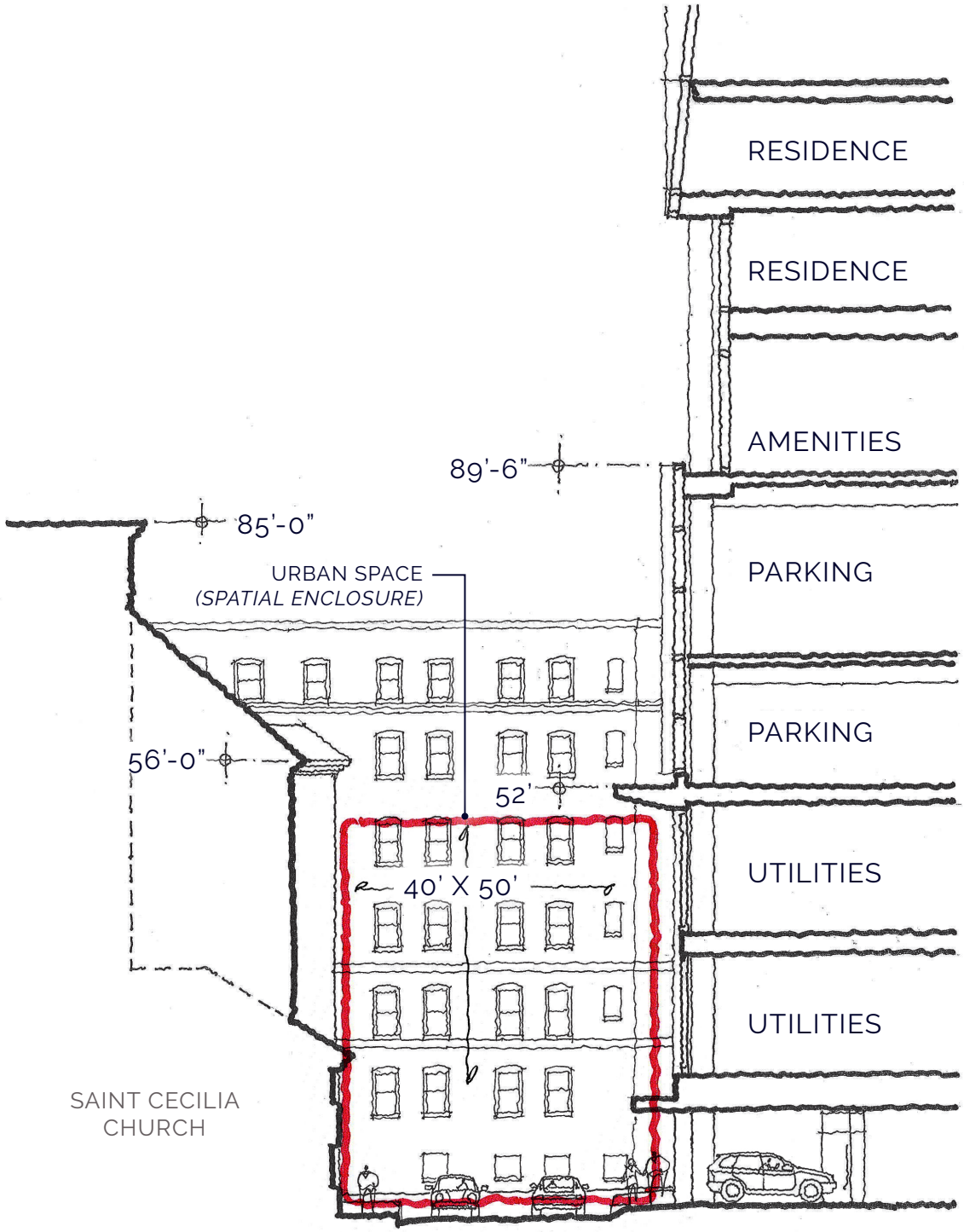
GREGORY LOMBARDI DESIGN
Landscape Architecture

Proposed Streetscape Materials
1000 Boylston Street
Boston, Massachusetts

Figure 1.11

ELKUS | MANFREDI ARCHITECTS

View of Boylston Street Looking East Figure 1.12
1000 Boylston Street
Boston, Massachusetts



0 10 20 Feet

ELKUS | MANFREDI ARCHITECTS

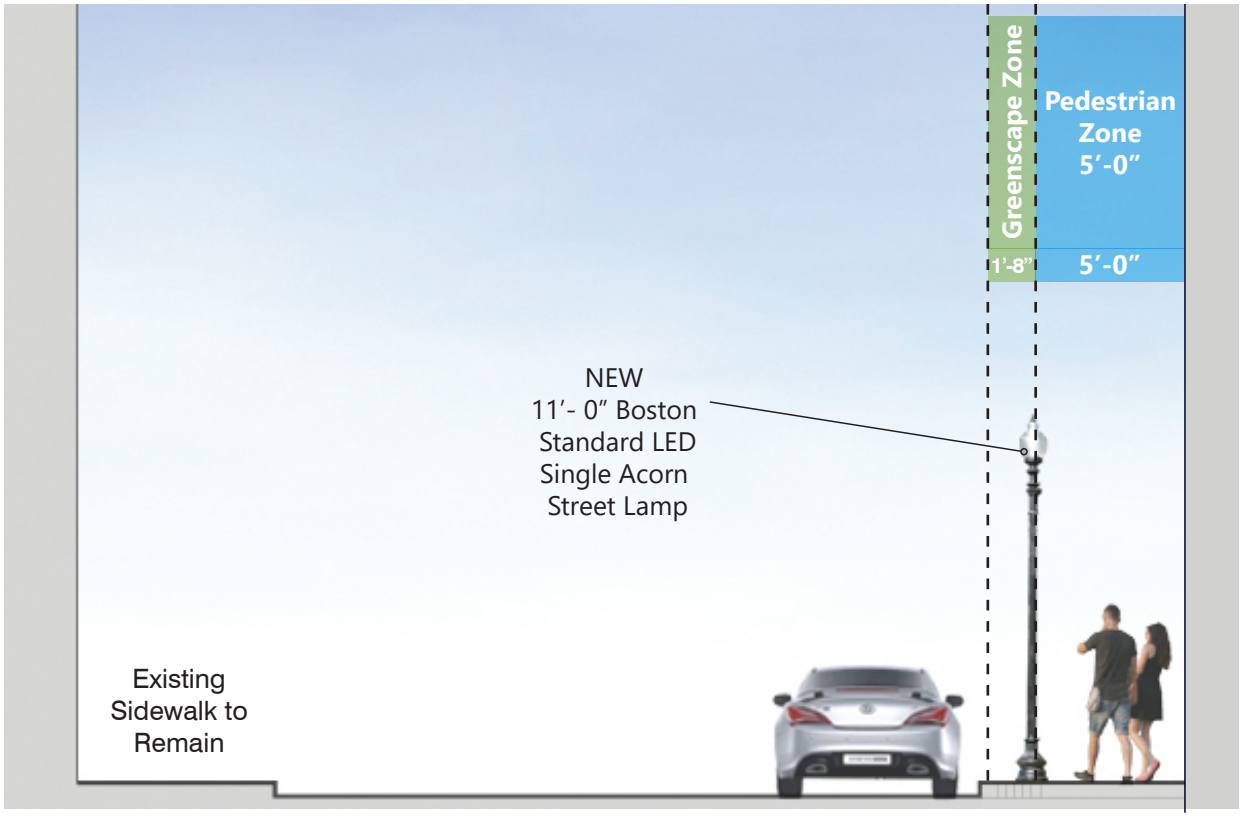
Scotia Street Section
1000 Boylston Street
Boston, Massachusetts

Figure 1.13

Boston Complete Streets Guidelines

Street Type: Downtown Connector

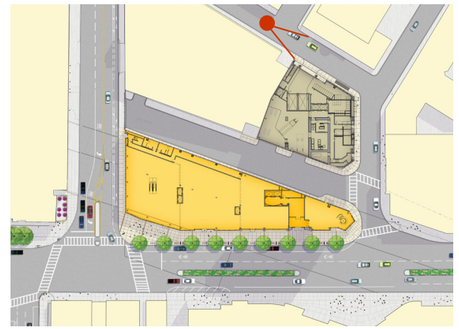
Zone	Preferred	Minimum	Proposed
Frontage			
	2′-0″	0′-0″	0′-0″
Pedestrian			
	8′-0″	5′-0″	5′-0″
Greenscape / Furnshing			
	5′-0″	1′-6″	1′-8″



GREGORY LOMBARDI DESIGN
Landscape Architecture

Scotia Street Section
1000 Boylston Street
Boston, Massachusetts

Figure 1.14



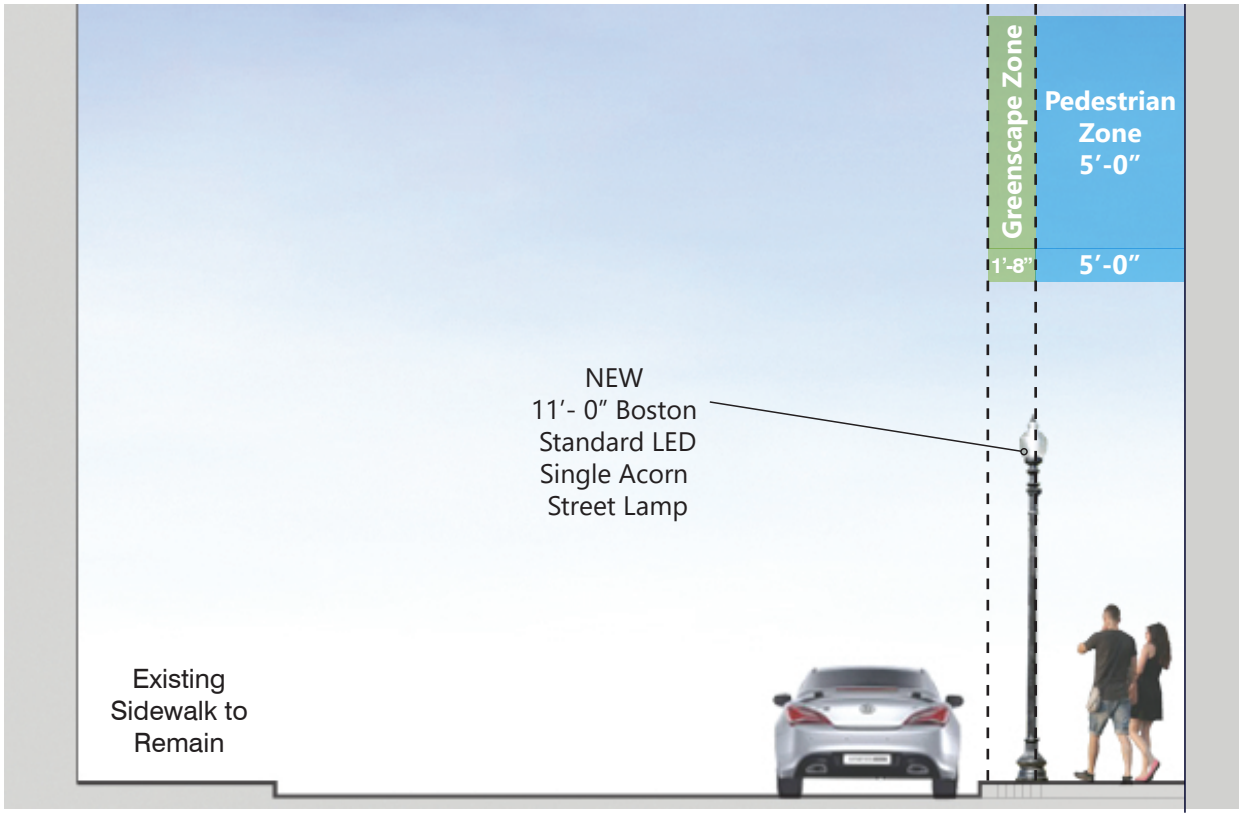
ELKUS | MANFREDI ARCHITECTS

View of Scotia Street Looking West Figure 1.15
1000 Boylston Street
Boston, Massachusetts

Boston Complete Streets Guidelines

Street Type: Downtown Connector

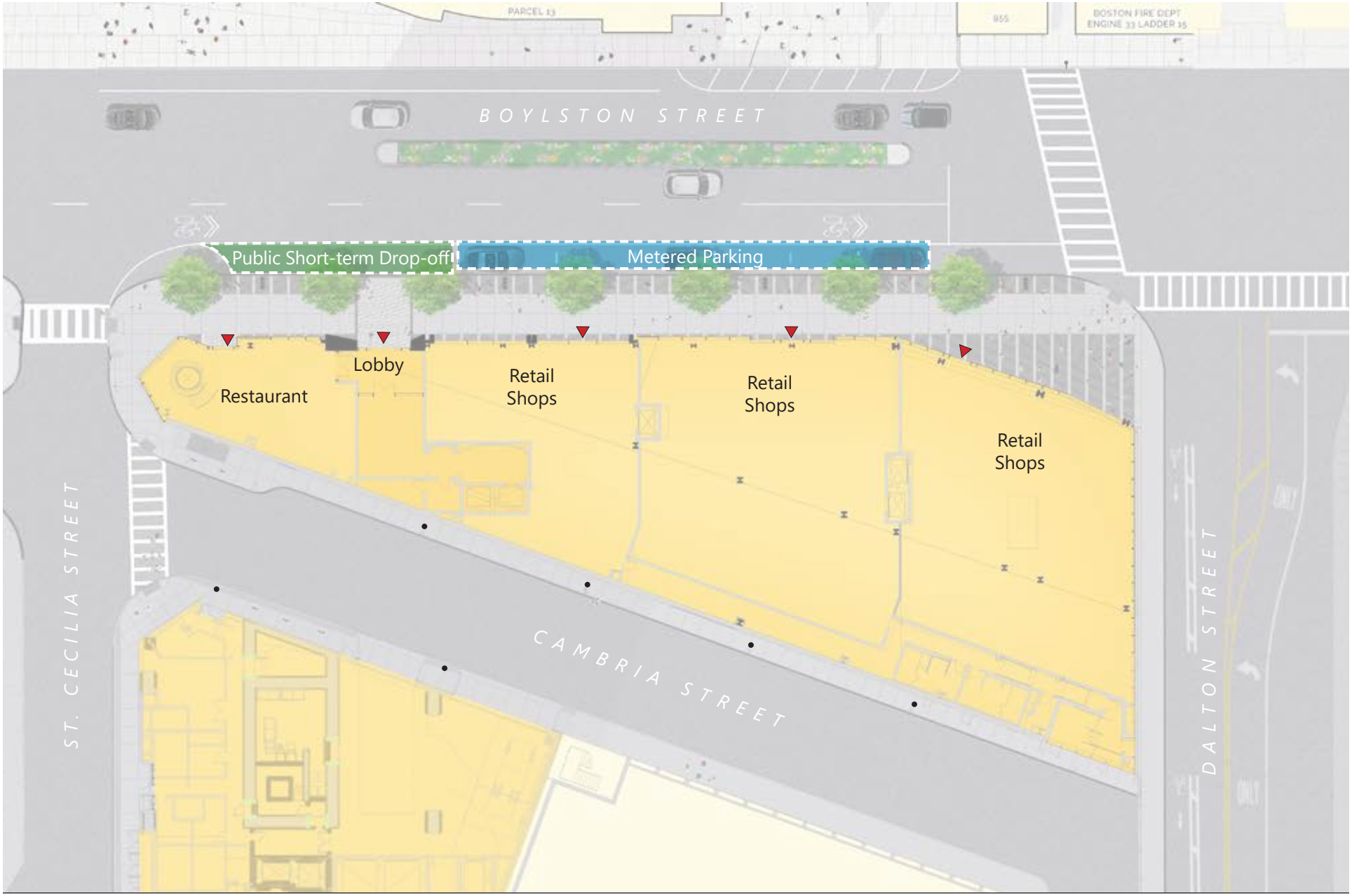
Zone	Preferred	Minimum	Proposed
Frontage			
	2′-0″	0′-0″	0′-0″
Pedestrian			
	8′-0″	5′-0″	5′-0″
Greenscape / Furnshing			
	5′-0″	1′-6″	1′-8″



GREGORY LOMBARDI DESIGN
Landscape Architecture

St. Cecilia Street Section
1000 Boylston Street
Boston, Massachusetts

Figure 1.16

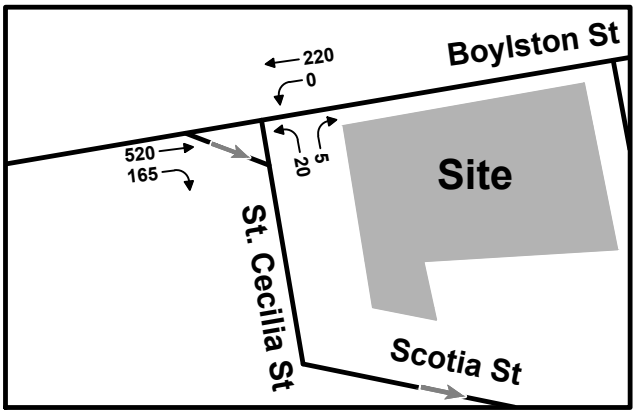


GREGORY LOMBARDI DESIGN
Landscape Architecture

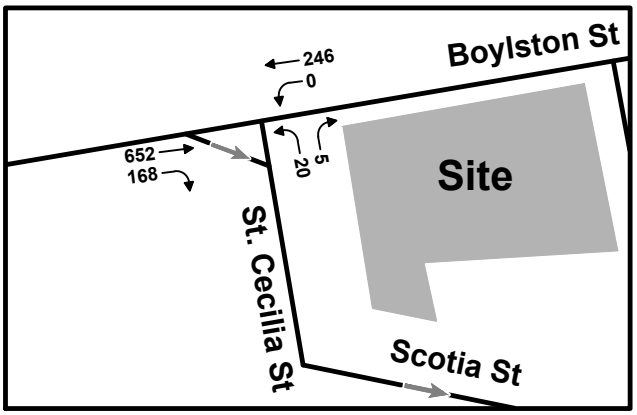
Boylston Street Curb Use Management Figure 1.17
1000 Boylston Street
Boston, Massachusetts

AM Peak Hour

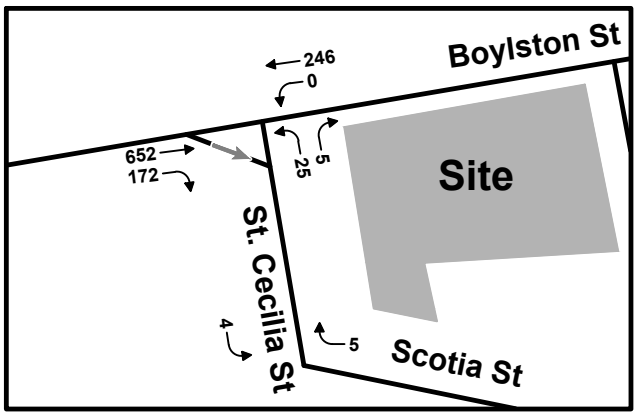
2017 Existing Condition



2024 No-Build Condition

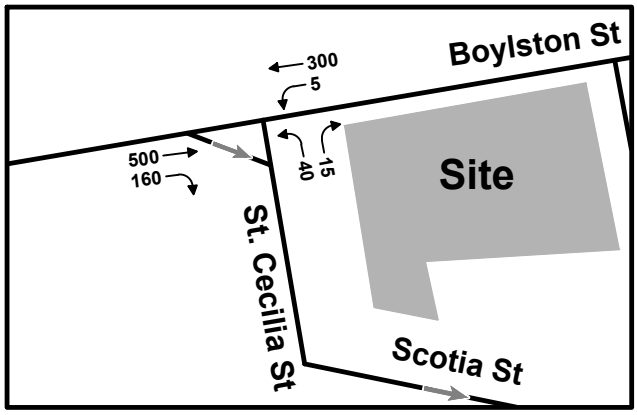


2024 Build Condition

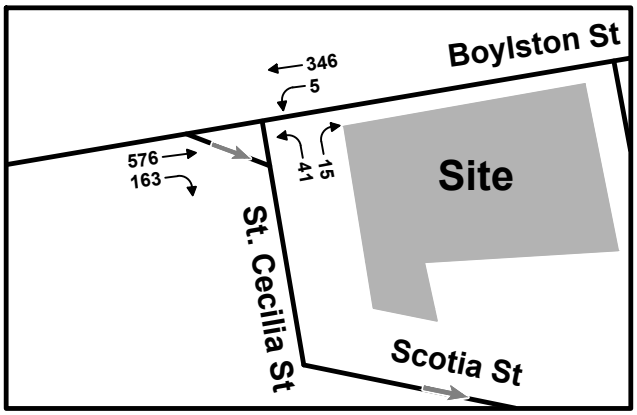


PM Peak Hour

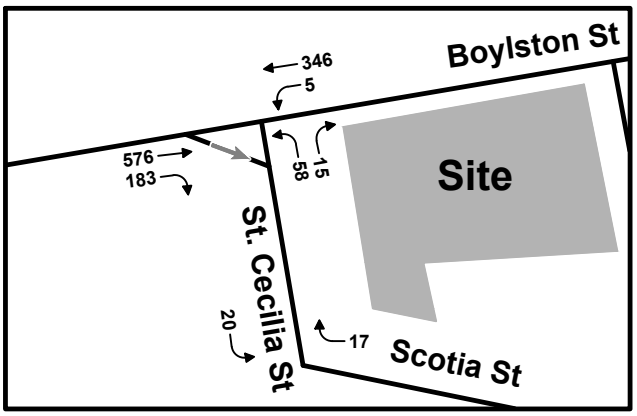
2017 Existing Condition



2024 No-Build Condition



2024 Build Condition



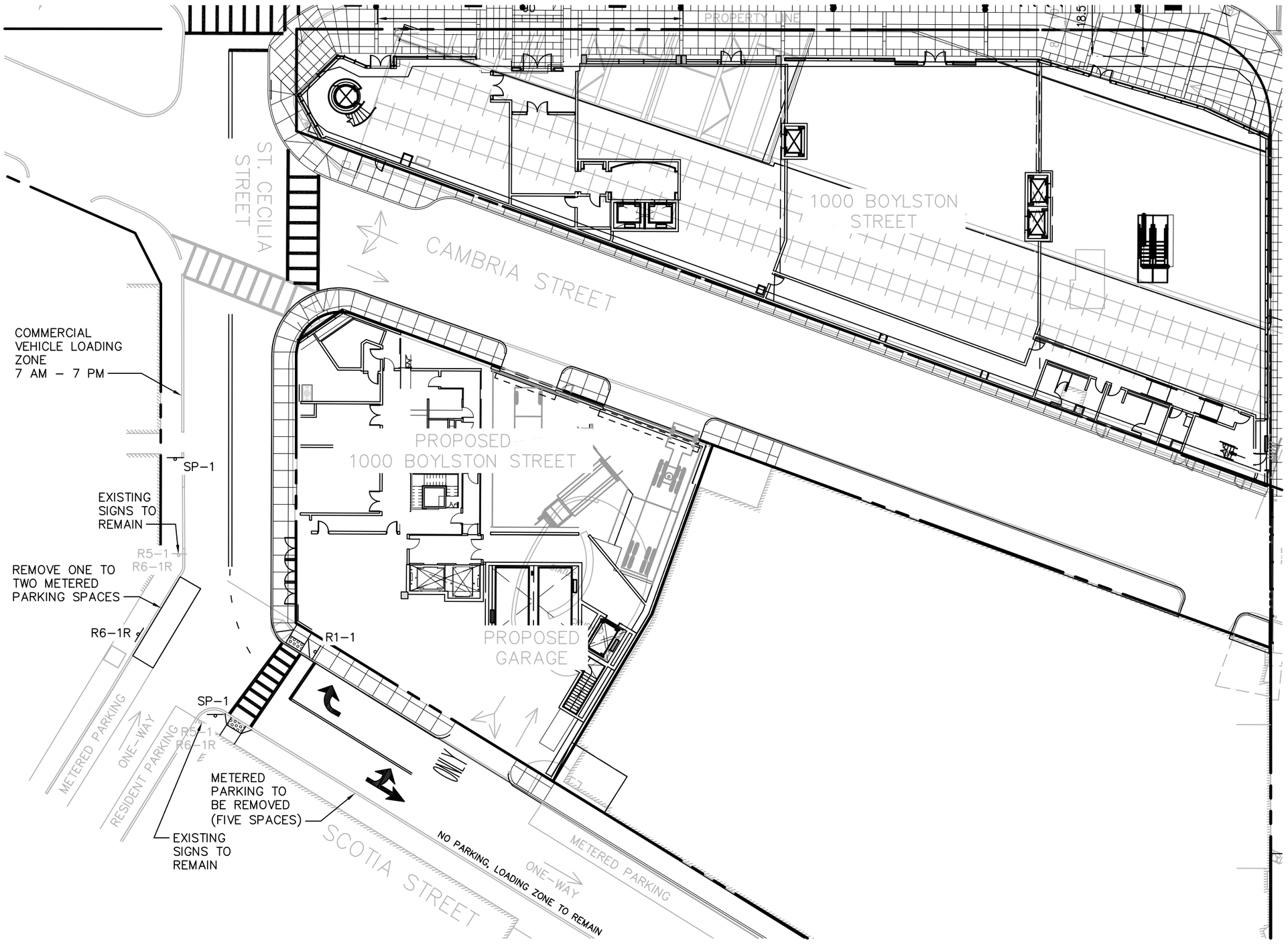
Not to Scale

Figure 1.18

St. Cecilia Street at Boylston Street
Peak Hour Vehicle Volumes

1000 Boylston Project
Boston, Massachusetts

\\vhb\proj\Boston\13148.00\cad\ld\Planmisc\Scotia Street Traffic\Scotia Street Traffic.dwg



Sign Summary

Sign Number*	Specification Width	Specification Height	Desc.
R1–1	30”	30”	STOP
R5–1	30”	30”	DO NOT ENTER
R6–1R	36”	12”	ONE WAY
SP–1	30”	36”	TWO–WAY TRAFFIC ON SCOTIA STREET

*Includes both MUTCD and City of Boston Designations

0 15 30 Feet

DRAFT
NOT FOR CONSTRUCTION

Figure 1.19
Scotia Street Two-Way Conceptual Improvement Plan
1000 Boylston Street
Boston, Massachusetts

2

Response to Comments

This chapter presents direct responses to the BPDA's supplemental information request ("SIR"), as well as all public comments received on the DPIR. Copies of the SIR and each comment letter received during the public review period of the DPIR are included in this chapter.

2.1 Agency and Organization Comment Letters

Each letter from an agency, organization, or individual received during the public comment period was been assigned a number, as listed in Table 2-1 below. Each individual comment is assigned a code that corresponds with the annotated comment letter included herein for reference.

Table 2-1 List of DPIR Comment Letters

Letter No.	Commenter	Affiliation	Date Received
SIR		Boston Planning and Development Agency	December 12, 2017
1	Ellen DeNooyer	Massachusetts Bay Transportation Authority	November 6, 2017
2	Joshua A. Weiland	Boston Transportation Department	November 6, 2017
3	Christian Simonelli	Boston Groundwater Trust	October 19, 2017
4	Fritz Casselman	Citizens' Advisory Committee/Impact Advisory Group	November 29, 2017
5	Martyn Roetter	Neighborhood Association of the Back Bay	November 10, 2017
6	Kathleen Brill	Fenway Civic Association	November 22, 2017
7	William D. Whitney	Berklee College of Music	November 21, 2017
8	Teri Malo	Fenway Studios	n/a
9	Peter Papesch	Papesch Associates	October 3, 2017
10	Elisabeth Cianciola	Charles River Watershed Association	March 17, 2017
11	Jacqueline Royce	Resident	November 10, 2017
12	G Lee Humphrey	Resident	n/a

Letter No.	Commenter	Affiliation	Date Received
13*	Robert Chapman	Resident	March 10, 2017
14*	Thomas Jones	Resident	February 19, 2017
15*	Thomas MacDonald	Resident	January 15, 2017
16*	Meg Mainzer-Cohen	Back Bay Association	November 13, 2017
17*	Chris Nolan	Resident	n/a
18*	Gregg Lisciotti	Resident	October 31, 2017
19*	Steven B. Leed	Resident	n/a
20*	Kenneth Frieze	Resident	n/a
21*	Christopher Egan	Resident	n/a
22*	Daniel Saul	Resident	n/a

* Comment letters in support of the Project and, therefore, no direct responses are needed.

Individual comments from the agency and community organization letters are addressed below. Where appropriate, reference is made to corresponding section of the SID.

BPDA Request for Supplemental Information

Comment SIR.1

The Boston Transportation Department's (BTD) comment letter focuses on parking, as BTD feels a 1.62 parking ratio is too high for the projects location. Please respond to these comments in the SIR and continue to work with BTD and BPDA staff as we continue through the review process.

Response

Refer to Section 1.3.4 of Chapter 1, *Supplemental Information*, for response to this comment.

Comment SIR.2

Also, please provide a more detailed analysis in the SIR on the public realm bounding the project, specifically the proposed conditions and potential impacts on Boylston Street, Dalton Street, Cambria Street, Scotia Street, and St. Cecilia's Street.

Response

Refer to Section 1.2 of Chapter 1, *Supplemental Information*, for a more detailed analysis of the public realm bounding the Project, the proposed conditions and potential impacts.

Comment SIR.3

In particular, the SIR should include more information regarding curb use management along Boylston Street and how the proponent will optimize the pedestrian and bicycle experience in this important corridor.

Response

Refer to Section 1.3.1 of Chapter 1, *Supplemental Information*, for additional information on curb use management. Sections 1.2 and 1.3.3 further describe the pedestrian and bicycle experience along Boylston Street, respectively.

Comment SIR.4

Additionally, please provide more details on how this project will coordinate loading with abutting properties, specifically with the Berklee College of Music, Hynes Convention Center, and St. Cecilia's Church.

Response

Refer to Section 1.3.5 of Chapter 1, *Supplemental Information*, for additional information on coordination of loading activities with adjacent property owners.

The Proponent has already begun a process involving on-going meetings with Berklee College of Music, St. Cecilia's Church and the Hynes Convention Center staff. Additional meetings are planned with all of these entities and the adjacent parking garage owner as well.

Comment SIR.5

Please respond to the comment letter from the Boston Groundwater Trust in the SIR, and continue to work with BPDA staff and other city agencies as we continue through the review process.

Response

Refer to Section 1.4 of Chapter 1, *Supplemental Information*, for a response to the Boston Groundwater Trust comment letter.

Comment SIR.6

Based on the number of residential units outlined in the DPIR and the zoning actions necessary for approval, the Proposed Project will be subject to the Inclusionary Development Policy of 2015. Therefore a full proposal on how the development team intents on complying with the Inclusionary Development Policy should be submitted as part of the SIR.

Response

Refer to Section 1.5 of Chapter 1, *Supplemental Information*, for additional information regarding compliance with the Inclusionary Development Policy ("IDP").

Comment SIR.7

The Citizens Advisory Committee along with other members of the public submitted comment letters focusing on a number of concerns including, Wind, Sidewalk Width, Transportation, Shadows, Greenhouse Gas Emissions, and Solar Glare. Please take time to review all comments letters submitted during the DPIR review process and respond accordingly in the SIR.

Response

Direct responses are provided herein for each comment letter received, including additional information or clarification on topics related to wind, shadow, GHG emissions and solar glare.

BOSTON PLANNING & DEVELOPMENT AGENCY

REQUEST FOR SUPPLEMENTAL INFORMATION
1000 BOYLSTON STREET

SUBMISSION REQUIREMENTS
FOR DRAFT PROJECT IMPACT REPORT (DPIR)

PROPOSED PROJECT:	1000 BOYLSTON STREET PROJECT
PROJECT SITE:	LOCATED IN BOSTON'S BACK BAY NEIGHBORHOOD, THE PROJECT SITE IS IN AN UNDEVELOPED LOCATION NEAR THE HYNES CONVENTENTION CENTER AND PRUDENTIAL CENTER, THE SHOPS AND RESIDENCES OF THE BACK BAY, THE BUSTLING CORRIDOR OF MASSACHUSETTS AVENEU AND THE CHRISTIAN SCIENCE CENTER PLAZA.
PROPONENT:	ADG SCOTIA II LLC c/o WEINER VENTURES LLC
DATE:	DECEMBER 12, 2017

The Boston Redevelopment Authority ("BRA") d/b/a The Boston Planning & Development Agency ("BPDA") is issuing this Supplemental Information Request in response to a Draft Project Impact Report ("DPIR") which ADG Scotia II LLC c/o Weiner Ventures LLC (the "Proponent"), filed for the 1000 Boylston Street project on September 22, 2017. Notice of the receipt by the BPDA of the DPIR was published in the Boston Herald on September 22, 2017, which initiated a public comment period with a closing date of November 6, 2017. Comments received since then have subsequently been added as well.

This document is not a Preliminary Adequacy Determination as we are not requesting a Final Project Impact Report. This document is only requesting that the Proponent provide more details around the information that was submitted in the DPIR and respond to comments and feedback received during the comment period. When the Proponent files a response to this request we will start a new comment period and continue the public review process.

Since the filing of the DPIR the BPDA have held two (2) Citizens Advisory Committee (CAC) meetings, which were advertised via the BPDA website and standard email notifications.

The BPDA also hosted a public meeting on October 3, 201. The public meeting was advertised in the Fenway News as well as through the BPDA website and the Back Bay and Fenway neighborhood email distribution lists.

Written comments in response to the DPIR received by the BPDA from agencies of the City of Boston and elected officials are included in the attached Appendix.

PROJECT DESCRIPTION:

Located in Boston's Back Bay neighborhood, the Project Site is undeveloped and exists as a major gap in the cityscape created by the nearby Hynes Convention Center and Prudential Center, the shops and residences of the Back Bay, the bustling corridor of Massachusetts Avenue, and the Christian Science Center Plaza. Large-scale development in this area has historically included construction along the "High Spine," tracing from the Project Site generally along the Turnpike right-of-way from the Prudential Center eastward to Copley Place and Stuart Street. The Project aims to fill this gap and provide a new connection to the surrounding areas, strengthened by street-level retail, an improved streetscape, and new residents who will enliven the area on a 24/7 basis.

The Project is envisioned as a vibrant residential development with ground-floor uses, which will activate the street that aims to repair the discontinuity in the urban street wall left behind by the Turnpike expansion through Boston. It will improve the pedestrian realm by providing active ground floor uses along Boylston Street, one of Boston's most walkable districts, and will knit together two distinct Boston neighborhoods: the Back Bay and the Fenway.

The Project is conceived as a transformative development. The Project offers a considerable opportunity to rejuvenate a vacant highway overpass, transform the adjoining public realm, create an attractive and appealing place worthy of its prominent location, and become an asset to the vibrant Back Bay and Fenway neighborhoods and the City overall.

By introducing a mix of uses in appropriate and carefully considered locations, the Project will reinforce the existing mixed-use character of the area, while also creating a sustainable development. The Project's residents will contribute to the economic and philanthropic sectors of the City, stimulate economic growth and enliven the area.

PROJECT CHANGES FROM PNF TO DPIR:

The Project described in the Project Notification Form (PNF) consisted of two residential buildings rising above a 5-story Podium with rooftop outdoor amenity space that spanned the Project Site – an "East Building" or "Apartments Building" comprised of residential apartments with a height of approximately 283 feet from grade to the top of the highest occupiable floor, and a "West Building" or "Residences Building" comprised of residential

condominiums with a height of approximately 566 feet to the top of the highest occupiable floor.

In response to community concerns about density of the Project and the height of the West Building, the Project has been re-designed to include only one residential building—the Residences Building—consisting of up to approximately 108 units, and with a reduced height of 484 feet from grade to the top of the highest occupiable floor. The number of condominium units have been reduced by 52 from up to 160 units to up to approximately 108 units, and the 182 rental units have been eliminated entirely for a total reduction of approximately 234 residential units. The height to the top of the highest occupiable floor has been reduced by 82 feet from 566 feet to 484 feet.

As previously proposed, the first and second stories of the Podium will continue to contain retail, including restaurant space facing Dalton, Boylston and St. Cecilia Streets with a two-story above-grade parking garage atop the first- and second story retail uses, which will be accessible from Scotia Street. The Podium will also continue to include a ground-floor residential lobby, as well as 5th floor amenity space for the condominium residential component of the Project. The roof of the Podium will contain a greenspace and amenity area for the condominium unit owners.

The following section summarizes changes to the Project since the PNF filings.
Development Program: Overall, the proposed development program has been reduced by 36% from 689,000 SF to 439,500 SF through:

- Elimination of the Apartments Building (212,000 SF or 182 units);
- Reduction in overall square footage of the Residences Building by 11% from 442,000 SF to 394,000 SF, and elimination of 52 units—from up to 160 to up to approximately 108 units;
- Reduction in parking capacity from 303 spaces to 175 spaces, with parking levels designed to be capable of conversion to alternative use in the future after construction is completed; and
- Accommodation of tunnel fan standby power generators has been created in Level 4.

Floor Area Ratio: Reduced from 17 to 10.7 due to elimination of the Apartments Building.

Retail Space: Increased from approximately 35,000 SF to approximately 45,500 SF to further enliven the public realm and encourage pedestrian activity in the vicinity of the Project.

Building Height and Massing: Significantly reduced overall building height and massing by:

- Eliminating the Apartment Building (previously 17 stories above the Podium, approximately 300 feet in height above grade);

- Reducing height of the Residences Building by approximately 82 feet; and
- Setting back the fifth floor of the Podium to more closely align with the height of the cornice of the Hynes Convention Center (approximately 80 feet) while still completing the street walls along Boylston, Dalton, St. Cecelia, and Scotia Streets.

Access and Circulation:

- Relocating parking garage access to Scotia Street;
- Turning a short-section of Scotia Street into two-way for a direct connection to Boylston Street; and
- Reducing the number of curbside drop-off areas to one from two

Green Space:

- Increased green amenity space for residents on the roof level of the Podium, and in the setback of the Podium; and
- Exterior green landscaping in setback area of amenity floor of Podium from lower Podium levels.

SUPPLEMENTAL IMPACT REPORT RESPONSE

TRANSPORTATION COMPONENT:

The Boston Transportation Department's (BTD) comment letter focuses on parking, as BTD feels a 1.62 parking ratio is too high for the projects location. Please respond to these comments in the SIR and continue to work with BTD and BPDA staff as we continue through the review process. SIR.1

Also, please provide a more detailed analysis in the SIR on the public realm bounding the project, specifically the proposed conditions and potential impacts on Boylston Street, Dalton Street, Cambria Street, Scotia Street, and St. Cecilia's Street. SIR.2 In particular, the SIR should include more information regarding curb use management along Boylston Street and how the proponent will optimize the pedestrian and bicycle experience in this important corridor. SIR.3 Additionally, please provide more details on how this project will coordinate loading with abutting properties, specifically with the Berklee College of Music, Hynes Convention Center, and St. Cecilia's Church. SIR.4

ENIRONMENTAL PROTECTION COMPONENT:

Please respond to the comment letter from the Boston Groundwater Trust in the SIR, and continue to work with BPDA staff and other city agencies as we continue through the review process. SIR.5

INCLUDSIONARY DEVELOPMENT POLICY COMPONENT:

Based on the number of residential units outlined in the DPIR and the zoning actions necessary for approval, the Proposed Project will be subject to the Inclusionary Development Policy of 2015. Therefore a full proposal on how the development team SIR.6

intents on complying with the Inclusionary Development Policy should be submitted as part of the SIR. SIR.6

PUBLIC COMMENT LETTERS:

The Citizens Advisory Committee along with other members of the public submitted comment letters focusing on a number of concerns including, Wind, Sidewalk Width, Transportation, Shadows, Greenhouse Gas Emissions, and Solar Glare. Please take time to review all comments letters submitted during the DPIR review process and respond accordingly in the SIR. SIR.7

Letter 1: Massachusetts Bay Transportation Authority

Comment 1.1

We appreciate the work the development team is doing regarding tunnel ventilation. We would like the team to specifically address ventilation of the railroad tunnel, in addition to this section which currently addresses ventilation of the highway tunnel only. Railroad tunnel normal and emergency ventilation requirements, as well as ambient air quality in the vicinity, should be addressed.

Response

Since the filing of the DPIR, the Proponent has continued to participate in regular meetings organized by MassDOT to coordinate the tunnel ventilation needs (for both the highway and railroad) associated with the build-out of various air rights parcels over the Turnpike including, but not limited to, the Project Site. MassDOT is currently in the process of designing the tunnel ventilation for the tunnel extension created by the Project, as well as the proposed developments on Parcels 12 and 13, in accordance with applicable regulations.

Comment 1.2

While the MBTA is part of MassDOT, the MBTA will have designated reviews and approvals for applicable actions, including design review, construction management plan review, GL c.40 sec.54A, access permits, and tunnel ventilation. We request that the development team reference the MBTA in addition to MassDOT wherever applicable.

Response

The Proponent acknowledges that the MBTA has separate designated reviews and other permitting and oversight roles relating to the Project. Moving forward, the Proponent will reference the MBTA in addition to MassDOT wherever applicable.

Comment 1.3

The developer's resiliency planning should include resiliency of applicable project elements for the MBTA, including the planned Communications and Electrical Rooms. Consideration should be given to providing additional resiliency protection, beyond the minimum of locating them above the flood plain.

Response

Based on the flood elevations of the *MassDOT-FHWA Pilot Project Report: Climate Change and Extreme Weather Vulnerability Assessments and Adaptation Options for the Central Artery*, the Project Site is not at high risk of inundation from sea level rise during its design life, which is typically assumed to be approximately 50 years. This is

primarily due to the Project Site's location above the Turnpike and MBTA commuter rail tracks the majority of which is approximately eight (8) feet above the Turnpike at its lowest point (the ground floor loading dock).

Based on the 2030 and 2070 inundation probabilities from the high emissions scenario of the same flood risk model developed by the Woods Hole Group, no flooding due to sea level rise is projected at or near the Project Site in 2030. In 2070, the projections show minimal risk to the immediate Project Site despite the potential flooding of I-90, which could result in substantial flooding of regional transportation systems and the surrounding area.

The Project plans include proposed locations for the MBTA communication room. For example, the communication room is proposed at the Cambria Street level, which is approximately three (3) feet above the tracks. Per the recent MassDOT 25% Tunnel design, MBTA electrical rooms are no longer proposed to be located within the Project. The Proponent will work closely with the MBTA as part of the ongoing design review process to ensure that any MBTA equipment is protected from potential future flooding.

Comment 1.4

The detailed transit analysis may require further review with MBTA Service Planning, particularly the concern regarding Green Line capacity at Hynes Station. We look forward to working closely with the developer regarding construction phase bus service, and in particular to ensure that the bus stop on Boylston Street is fully accessible at the conclusion of construction.

Response

The DPIR included an analysis of the Project-related impacts to the MBTA Green Line, which were proven minimal (slight increase in utilization on the outbound train entering the Hynes Convention Center Station). Should additional information be requested by the MBTA, the Proponent would be pleased to continue to provide the requested information to the MBTA related to this topic.

The Proponent is committed to working closely with the MBTA to maintain bus operations along Boylston Street both during and after construction. The Proponent recognizes the importance of providing continuous bus service on Boylston Street during each phase of the Project.

Comment 1.5

We look forward to working closely with the developer and their contractor to address the construction phase challenges of this project. As noted above under permits/approvals, there are concerns specific to the MBTA, and we request that the development team reference the MBTA in addition to MassDOT wherever applicable. The MBTA is providing comments to the development team on the draft CMP included

in the 30% design submittal. In addition to concerns about construction adjacent to and above the active rail lines, any construction phase impacts to MBTA bus service will need to be addressed.

Response

Comment noted. Moving forward, the Proponent will reference the MBTA in addition to MassDOT wherever applicable. Specifically, construction phase logistics and impacts to public bus service, if any, will be carefully coordinated with the MBTA.

Comment 1.6

The portions of the project affecting the MBTA will need to comply with applicable portions of NFPA 130 as well as AREMA. Elements such as tunnel emergency egress required under NFPA 130 will need review and potentially permitting by the Commonwealth's Office of Public Safety and Inspections (OPSI, formerly DPS).

Response

Comment noted.

Comment 1.7

The MBTA will require two separate dedicated feeds from the local utility to provide redundant power for new tunnel ventilation fans.

Response

The Proponent is awaiting direction from MassDOT on the design intent for the power feeding the tunnel ventilation.

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Letter 1

TO: Michael Rooney, BPDA

FROM: Ellen DeNooyer
Senior Project Manager, Capital Delivery

DATE: November 6, 2017

RE: Parcel 15 / 1000 Boylston Street Project – Draft EIR/PIR Review

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The TOD group within MBTA Capital Delivery has reviewed the Draft Environmental Impact Report (DEIR) / Project Impact Report (PIR) submitted by the Parcel 15 / 1000 Boylston Street developer, ADG Scotia II LLC. We appreciate the opportunity to review the DEIR/PIR and we look forward to continuing to work closely with the developer to support this project. We have the following comments on the DEIR/PIR:

2.15 Tunnel Ventilation:
We appreciate the work the development team is doing regarding tunnel ventilation. We would like the team to specifically address ventilation of the railroad tunnel, in addition to this section which currently addresses ventilation of the highway tunnel only. Railroad tunnel normal and emergency ventilation requirements, as well as ambient air quality in the vicinity, should be addressed. 1.1

2.2 Anticipated Permits/Approvals:
While the MBTA is part of MassDOT, the MBTA will have designated reviews and approvals for applicable actions, including design review, construction management plan review, GL c.40 sec.54A, access permits, and tunnel ventilation. We request that the development team reference the MBTA in addition to MassDOT wherever applicable. 1.2

4.3.2 Climate Change Preparedness and Resiliency:
The developer's resiliency planning should include resiliency of applicable project elements for the MBTA, including the planned Communications and Electrical Rooms. Consideration should be given to providing additional resiliency protection, beyond the minimum of locating them above the flood plain. 1.3

5.11.5 Transit Analysis
The detailed transit analysis may require further review with MBTA Service Planning, particularly the concern regarding Green Line capacity at Hynes Station. We look forward to working closely with the developer regarding construction phase bus service, and in particular to ensure that the bus stop on Boylston Street is fully accessible at the conclusion of construction. 1.4

Massachusetts Bay Transportation Authority
Ten Park Plaza, Boston, MA 02116
www.mbta.com

5.14.5 Construction Management Plan and
6.10 Construction

We look forward to working closely with the developer and their contractor to address the construction phase challenges of this project. As noted above under permits/approvals, there are concerns specific to the MBTA, and we request that the development team reference the MBTA in addition to MassDOT wherever applicable. The MBTA is providing comments to the development team on the draft CMP included in the 30% design submittal. In addition to concerns about construction adjacent to and above the active rail lines, any construction phase impacts to MBTA bus service will need to be addressed. 1.5

9.4 Regulatory Context

The portions of the project affecting the MBTA will need to comply with applicable portions of NFPA 130 as well as AREMA. Elements such as tunnel emergency egress required under NFPA 130 will need review and potentially permitting by the Commonwealth's Office of Public Safety and Inspections (OPSI, formerly DPS). 1.6

9.9.2 Electrical Service

The MBTA will require two separate dedicated feeds from the local utility to provide redundant power for new tunnel ventilation fans. 1.7

Cc: Donnie Levine, Levine Management
Steve McLaughlin, MassDOT
Sara Coyle, Kleinfelder
Ryan Coholan, Bill Lally, Rich Arnold, Melissa Dullea, Bill Charrette, Ed Baird, Dave Silva, Peter Paravalos; MBTA

Letter 2: Boston Transportation Department

Comment 2.1

The proponent proposes making some of Scotia Street two-way. BTD would like the proponent to examine the impact of this change on the intersection of St. Cecilia and Boylston, especially of those wishing to make a left onto Boylston and how that will affect this and neighboring intersections.

Response

Refer to Section 1.3.2 of Chapter 1, *Supplemental Information*, for an evaluation of Project-related impacts to the St. Cecilia Street/Boylston Street intersection.

Comment 2.2

BTD would like to see a bike lane on Boylston Street, protected if feasible. We are pleased to see the PNF say that "The Proponent is fully committed and prepared to work with the BTD to define the feasible treatment for accommodating bicyclists on Boylston Street at the Project Site", and are looking forward to working to find this solution.

Response

Refer to Section 1.3.3 of Chapter 1, *Supplemental Information,* for details regarding bicycle accommodations along Boylston Street.

Comment 2.3

… because of the project's transit-oriented location, BTD would like to see a parking ratio at the lower end of this scale. 1.62 is higher than what has been proposed or approved for similar developments in transit-oriented locations, including those that are marketing luxury units, and BTD would encourage the proponent to propose something closer to 0.5. Further, the proponent should spell out how many of the spaces would be dedicated to non-residential use, and explore whether they would need to engage with the Air Pollution Control Commission (APCC).

Response

Refer to Section 1.3.4 of Chapter 1, *Supplemental Information,* for details regarding the proposed parking supply for the Project and anticipated engagement with the Air Pollution Control Commission ("APCC").

Comment 2.4

BTD would like to know whether the proponent proposes to bundle parking spaces or not. That is, would parking be included in condo sales, or would they be marketed separately, at market rate? BTD would encourage the latter.

Response

It has not been determined whether parking spaces will be included in the unit price for a residential condominium sale or priced separately. However, in either case, the parking spaces will be sold only to owners of residential units within the condominium for use by residents and their invitees, and will not be available for sale to outside parties.

Comment 2.5

BTD's PNF letter requested the proponent to discover how many publicly available parking spaces are within a quarter mile, and whether any spaces might be made available through agreement, thereby lessening the need for parking at this location. Whereas the DPIR shows how many spaces exist within a five-minute walk, on p. 5-59, it states that it is unknown how many of the spaces are available. BTD would like the proponent to reach out to the owners of these spaces to discover how many are available; the City can help make these connections if necessary. If spaces are available, BTD would encourage the proponent to explore gaining access to those spaces and reducing even further the number of new spaces to be built on-site.

Response

Refer to Section 1.3.4 of Chapter 1, *Supplemental Information,* for details regarding off-site parking opportunities.

Comment 2.6

As laid out in the guidelines, there should also be 0.3 secured/covered (bike) spaces per 1,000 sf of restaurant/retail, or approximately 14 spaces.

Response

Refer to Section 1.3.3 of Chapter 1, *Supplemental Information,* for details regarding bicycles parking spaces.

Comment 2.7

BTD notes that the Guidelines also call for one bike share station (standard size) for any residential building with 100 or more units. BTD would like to see the proponent propose such a bike share station, the location of which to be determined by BTD.

Response

Refer to Section 1.3.3 of Chapter 1, *Supplemental Information,* for details regarding a potential bike share station.

Comment 2.8

Finally, the DPIR proposes on-site lockers and showers for building staff - BTD would like to see the proponent commit to the "at least one shower / changing facility" in the Guidelines.

Response

As discussed in Section 1.3.3 of Chapter 1, *Supplemental Information,* the Project will include on-site lockers and showers for building and tenant staff.

Comment 2.9

As mentioned in BTD's PNF letter, the City's Electric Vehicle Charging standards are that a minimum 5% of all spaces must be EV spaces, and that at least 15% of spaces must be constructed with EV-ready electrical capacity. At the current number of spaces, this would be 16 EV spaces, and 46 EV-ready. To be EV ready, the building should have space available to expand electrical capacity, and lay conduit during construction so that these additional spaces can be made into EV spaces.

Response

The numbers from the BTD comment appear to have been calculated under the assumption that the Project still proposed 303 parking spaces. The Project is now proposing 175 parking spaces. Refer to Section 1.3.4 of Chapter 1, *Supplemental Information,* for details regarding the planned number of electric vehicle charging spaces and the number of EV-ready spaces provided.

Comment 2.10

As mentioned in BTD's PNF letter, we would like to see the proponent propose require retail tenants to subsidize transit, bike share and car share membership for employees, as well as to bundle subsidized transit, bike share and car share membership for residents through residential leases, as well as for the first year of any condo sales. BTD would also like to see a proposal for real-time transportation (transit, bikeshare, car share, transportation network services, wayfinding, walk/bike distance) display technology in all lobbies.

Response

As presented in the DPIR, the Proponent will offer a transit pass subsidy to its own employees who will work in the building, and will encourage retail/restaurant tenants to subsidize transit passes for their staff.

The Proponent continues to explore the best way to implement real-time transportation information in the building's lobby. The Proponent is considering facilities and technology to have real-time transportation information available at the building concierge desk.

Finally, the Proponent and its marketing team are in the process of developing the marketing package and the amenities that will be provided to potential unit buyers. Since the Project will be developed as a condominium building, there will be no residential leases. The Proponent is considering offering an initial transit subsidy program for building residents for the first year after initial condo sales.

Letter 2

BOSTON
TRANSPORTATION
DEPARTMENT

ONE CITY HALL SQUARE • ROOM 721
BOSTON, MASSACHUSETTS 02201
617-635-4680 • FAX 617-635-4295

November 6, 2017

Brian Golden, Director
Boston Planning & Development Agency
One City Hall Square, 9th Floor
Boston, MA 02201

RE: Draft Project Impact Report: 1000 Boylston Street

Dear Mr. Golden,

Thank you for the opportunity to comment on the 1000 Boylston Street Project ("the Project") Draft Project Impact Report (DPIR), which follows on the Boston Transportation Department (BTD) comment letter, dated February 1, 2017, on the Project Notification Form (PNF). That comment letter focused on five overarching considerations:

1. Developing an appropriate transportation mitigation package, and associated analysis;
2. Curbside use, including bicycle facilities;
3. Parking ratios;
4. Transportation Demand Management; and
5. Loading.

BTD is pleased to note that the project team has overall met the spirit of these considerations, as well as many of the detailed requests in the previous letter, but notes below several places where we would encourage rethinking and/or more analysis.

Transportation Mitigation

The proponent proposes making some of Scotia Street two-way. BTD would like the proponent to examine the impact of this change on the intersection of St. Cecilia and Boylston, especially of those wishing to make a left onto Boylston and how that will affect this and neighboring intersections. 2.1

Curbside Use

As mentioned in its PNF letter, BTD would like to see a bike lane on Boylston Street, protected if feasible. We are pleased to see the PNF say that "The Proponent is fully committed and prepared to work with the BTD to define the feasible treatment for accommodating bicyclists on Boylston Street at the Project Site", and are looking forward to working to find this solution. 2.2

Parking

Whereas the PNF proposed 342 units and 303 parking spaces, for a ratio of 0.89, the DPIR proposes 108 units and 175 parking spaces, for a ratio of 1.62. As was mentioned in BTD's PNF letter, the BTD policy maximum for Back

Bay is 0.5 to 1; because of the project's transit-oriented location, BTD would like to see a parking ratio at the lower end of this scale. 1.62 is higher than what has been proposed or approved for similar developments in transit-oriented locations, including those that are marketing luxury units, and BTD would encourage the proponent to propose something closer to 0.5. Further, the proponent should spell out how many of the spaces would be dedicated to non-residential use, and explore whether they would need to engage with the Air Pollution Control Commission (APCC). 2.3

As per its PNF letter, BTD would like to know whether the proponent proposes to bundle parking spaces or not. That is, would parking be included in condo sales, or would they be marketed separately, at market rate? BTD would encourage the latter. 2.4

BTD's PNF letter requested the proponent to discover how many publically available parking spaces are within a quarter mile, and whether any spaces might be made available through agreement, thereby lessening the need for parking at this location. Whereas the DPIR shows how many spaces exist within a five minute walk, on p. 5-59, it states that it is unknown how many of the spaces are available. BTD would like the proponent to reach out to the owners of these spaces to discover how many are available; the City can help make these connections if necessary. If spaces are available, BTD would encourage the proponent to explore gaining access to those spaces and reducing even further the number of new spaces to be built on-site. 2.5

BTD supports the proponent's proposal of parking floor plans that allow them to be converted to other uses.

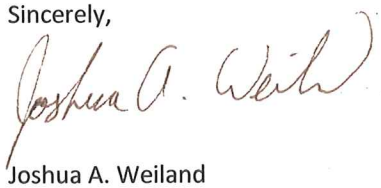
BTD supports the proponent's proposal for 30 on-street bicycle parking spaces, as well as a 1:1 ratio of secured/covered spaces for residential units, which matches the ratios in the City of Boston Bicycle Parking Guidelines. As laid out in the guidelines, there should also be 0.3 secured/covered spaces per 1,000 sf of restaurant/retail, or approximately 14 spaces. BTD notes that the Guidelines also call for one bike share station (standard size) for any residential building with 100 or more units. BTD would like to see the proponent propose such a bike share station, the location of which to be determined by BTD. Finally, the DPIR proposes on-site lockers and showers for building staff – BTD would like to see the proponent commit to the "at least one shower / changing facility" in the Guidelines. 2.6 2.7 2.8

As mentioned in BTD's PNF letter, the City's Electric Vehicle Charging standards are that a minimum 5% of all spaces must be EV spaces, and that at least 15% of spaces must be constructed with EV-ready electrical capacity. At the current number of spaces, this would be 16 EV spaces, and 46 EV-ready. To be EV ready, the building should have space available to expand electrical capacity, and lay conduit during construction so that these additional spaces can be made into EV spaces. 2.9

Transportation Demand Management (TDM)

BTD is pleased to see the development propose joining a Transportation Management Association. As mentioned in BTD's PNF letter, we would like to see the proponent propose require retail tenants to subsidize transit, bike share and car share membership for employees, as well as to bundle subsidized transit, bike share and car share membership for residents through residential leases, as well as for the first year of any condo sales. BTD would also like to see a proposal for real-time transportation (transit, bikeshare, carshare, transportation network services, wayfinding, walk/bike distance) display technology in all lobbies. 2.10

Sincerely,



Joshua A. Weiland
Transportation Planner
Boston Transportation Department
Cc: Vineet Gupta, Director of Policy and Planning
John DeBenedictis, Director of Engineering

Letter 3: Boston Groundwater Trust

Comment 3.1

…the current design provides the required volume and utilizes injection wells within the sidewalk and infiltration chambers under the loading dock to achieve infiltration despite Site constraints. In addition, due to the limited amount of terra firma the proponent may request a license from the Public Improvement Commission for maintenance of a portion of a recharge system beneath the city sidewalk.

Response

Updated soil permeability information has indicated that the Project will be able to accommodate infiltration facilities within the Project Site. The current design utilizes infiltration chambers located under the slab of the Project located on the Scotia Street parcel between Cambria and Scotia Streets.

The final design of the stormwater management system will be reviewed and approved by the Boston Water and Sewer Commission (BWSC) through their Site Plan Review process. At this time, injection wells within the public right-of-way are not anticipated. All of the infiltration facilities will be located within the Scotia Street parcel.

Comment 3.2

Before the GCOD zoning approval can be put in place, the proponent must provide the BPDA and the Trust a letter stamped by a professional engineer registered in Massachusetts that details how it will accomplish what is stated in the document and meets the GCOD requirement for no reduction in groundwater levels on site or on adjoining lots.

Response

The Proponent recognizes that the Project Site is in the Groundwater Conservation Overlay District established by Article 32 of the Boston Zoning Code. The PDA Development Plan will provide that, before a Certificate of Consistency is issued, the Proponent will provide the BPDA and the Trust with a stamped certification from a Massachusetts registered engineer showing that the requirements of Section 32-6 of the Code are met or, if site constraints prevent compliance on-site, the Proponent and their engineer will work with Boston Water and Sewer to develop a plan that would achieve the maximum compliance and any alternatives that would satisfy compliance.

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Letter 3

Boston
Groundwater Trust

229 Berkeley St, Fourth Floor, Boston, MA 02116
617.859.8439
www.bostongroundwater.org

October 19th, 2017

Michael Rooney, Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201-1007

Subject: 1000 Boylston Street Draft Environmental Impact Report (DEIR)/Draft Project Impact Report (DPIR) Comments

Dear Mr. Rooney:

Thank you for the opportunity to comment on the 1000 Boylston Street Draft Environmental Impact Report (DEIR)/Draft Project Impact Report (DPIR) located in the Back Bay. The Boston Groundwater Trust was established by the Boston City Council to monitor groundwater levels in sections of Boston where the integrity of building foundations is threatened by low groundwater levels and to make recommendations for solving the problem. Therefore my comments are limited to groundwater related issues.

The project is located in the Groundwater Conservation Overlay District (GCOD) established under Article 32 of the Zoning Code. As stated in the document and confirmed at the scoping session the project is proposed to be designed and constructed to comply with the requirements of Article 32. Also stated in the document and confirmed at the scoping session, the current design provides the required volume and utilizes injection wells within the sidewalk and infiltration chambers under the loading dock to achieve infiltration despite Site constraints. In addition, due to the limited amount of terra firma the proponent may request a license from the Public Improvement Commission for maintenance of a portion of a recharge system beneath the city sidewalk. 3.1

Also noted in the document based on the Trusts' PNF comment letter dated February 23rd, 2017 and confirmed at the scoping session, compliance with the GCOD requires both the installation of a recharge system and a demonstration that the project cannot cause a reduction in groundwater levels on site or on adjoining lots. Before the GCOD zoning approval can be put in place, the proponent must provide the BPDA and the Trust a letter stamped by a professional engineer registered in Massachusetts that details how it will accomplish what is 3.2

stated in the document and meets the GCOD requirement for no reduction in groundwater levels on site or on adjoining lots. 3.2 con't

I look forward to continuing to work with the proponent and the Agency to assure that this project can have only positive impacts on area groundwater levels.

Very truly yours,

Christian S. Simonelli

Christian Simonelli
Executive Director

CC: Kathleen Pederson, BPDA
Maura Zlody, EEOS

Letter 4: Citizens Advisory Committee/Impact Advisory Group

Comment 4.1

Some IAG members believe that the retail frontage should be more varied. Others would urge the Proponent to at least ensure that the individual storefront appearances provide variety. Still others advocate masonry to separate the retail outlets. Another believes that the design of all four floor should be more integrated.

Response

There will be a number of retail tenants occupying the building and each will bring its own identity and brand. This will lead to organic variety in design, and each storefront will be distinct. Each will have its own designer. What has been shown in renderings to this point represents only an approximation or illustration of the ultimate look of the retail spaces.

Providing masonry piers to separate the retail stores would be at odds with the building expression and material palette. It is assumed that there will be adequate separation, as each retailer will want to assert its identity and claim its section of street frontage.

The integration of all four podium floors has been discussed, and a conscious decision was made to visually separate the retail and parking floors for a number of reasons. One reason is to allow flexibility in divisions between retail stores. Another is to visually disassociate retail from parking. There will be some subtle cues tying the floors together, for example the structure, which occurs behind the reveals, or channels in the parking floors, at 30-foot intervals. The Condo entry locks into one of these modules. The design of the podium (and the entire building) has been reviewed twice in BCDC subcommittees, with a large-scale model being presented at the second meeting, and was very positively received and supported.

Comment 4.2

The awning raises other concerns. While it serves the function of minimizing the wind and separating the retail from the parking, some members are concerned that some of the renderings suggest that it may feel intrusive at the pedestrian level. Some suggest the addition of structural elements such as trusses below or rods above. Others suggest modifying the awning to meet pedestrian needs, such as downlighting. We urge more design work to make the awning look more attractive and more like it belongs there for reasons other than mitigating the wind.

Response

The "wind canopy" serves several purposes aside from mitigating wind levels at the street level. It will play a role in the streetscape lighting, whether it is down lighting,

lighting the retail façade, or lighting the underside of the canopy itself. The underside of the canopy is envisioned as a wood material, which would bring warmth to the streetscape, particularly if lit at night. The wind canopy will help focus the pedestrian's attention on the retail and away from parking, shielding views of the parking from the sidewalk, and will visually separate the two functions. The wind canopy is approximately 40 feet above the sidewalk level, and accordingly, will not feel intrusive or oppressive. Rather, the wind canopy will help define the space of the sidewalk and occasionally provide some protection from the rain and snow.

The possibility of giving the canopy a more structural expression, with struts or hanging rods, was discussed and studied, but a design decision was made to pursue a more abstract, or clean and simple form that would be consistent with crisp geometry of the building.

Comment 4.3

The awning has been adopted principally to reduce the pedestrian-level wind. At our request the Proponent has supplied various technical studies supporting the predictive accuracy of wind tunnel tests, but none of the studies involved an awning such as proposed here.

Response

Several wind tunnel studies were conducted for the Project with and without wind mitigation measures to understand whether a single design element, such as a wind canopy, or the cumulative effect of multiple mitigation measures would result in more comfortable conditions at the pedestrian level. Based on the testing, the Project includes many positive design features that are contributing to the wind comfort conditions around the Project Site. These include the setback of the Podium along the north, west, and south faces of the building, the inclusion of a continuous wind canopy and the building having many faces to reduce the amount of down-washing from a single direction.

Furthermore, the wind study presented in the DPIR demonstrates that the Project complies with the BPDA wind criteria for the Full Build-Out Condition studied with Parcels 12 and 13, and the Berklee Crossroads assumed developments included.

Comment 4.4

The facade of the garage may be the most controversial element of the podium. Some IAG members find the outward lean of the garage wall above the awning presents a somewhat threatening appearance. Others find the "folding" hard to visualize and not convincing. Some ask whether the garage façade would be a good location for public art, while others oppose that. As noted above, some think the design of the retail and parking levels should be more integrated.

Response

The outward lean of two of the four planes of the parking garage along Boylston Street is quite subtle. From the sidewalk in front of the building the garage façade is not visible, as a result of the continuous wind canopy. From across the street the garage façade will be visible and will relate to the slight outward lean of the northeast portion of the tower (contrasting the slight inward lean of the northwest portion). The diagonal folds in the façade echo the folds in the tower and help unite the podium and tower through a similar attitude towards geometry and massing. The folds in the garage façade will reflect light differently and will be further differentiated by a change in the frequency of fins from one plane to the other. The glass of the garage façade will be etched and fritted in a varying linear pattern, which, while transmitting light into the garage, it will obscure the view of cars from the outside. The combination of vertical fins and etched glass will mitigate solar glare from the podium façade.

The integration or separation of retail and parking levels is discussed in the response to Comment 4.1, above. The design team feels that it is important to make a strong visual distinction between the two. There will be some reiteration of the 30-foot bays of the parking levels (at condo entry and some retail divisions) but some of the retail storefronts will span more than 30 feet, and the design of the facades will be provided by the retailers.

The handling of above grade parking in an urban setting is challenging. The BCDC is generally against above grade parking for new downtown projects, but below grade parking is not an option for this site, with the Turnpike, MBTA tracks, and Cambria Street undercutting the block. In two subcommittee meetings with the BCDC this fall, the BCDC responded very positively to the design of the podium and, the parking garage. One commissioner called it the best handling of an above-grade parking structure in Boston. Refer to Figures 2.1 through 2.5 for additional design and detail of the garage façade.

Comment 4.5

We strongly encourage further refinement and detailing of the architectural plans for the podium. In light of the widely varying suggestions described above, more than one of our members suggest that it would be helpful to convene an IAG meeting devoted to the design of the podium.

Response

As described in the responses to Comments 4.1 through 4.4 above, refinements have been made to the design of the Podium, which were presented at the CAC meeting on January 17, 2018. Refer to Figures 2.1 through 2.5 for further details, including renderings of the updated Podium design.

Comment 4.6

Many members question not just whether 18' is sufficient but also whether the 18' width will remain free of obstructions that would hamper the anticipated pedestrian volumes. There will be many demands for the same space—trees, planters, benches, "respite" seats, sidewalk cafes, street furniture and signage. Most members strongly dislike the Decaux advertising structures that cause considerable pedestrian congestion elsewhere in the Back Bay, and recommend that no such street furniture on this site be allowed by the City. We urge BPDA to evaluate carefully the necessary width to serve pedestrians, and encourage the use of novel approaches, such as the Hudson Yards tree pits.

Response

Refer to Section 1.2 of Chapter 1, *Supplemental Information*, for a description of how the Project will enhance the public realm and create a comfortable and safe pedestrian environment along the perimeter of the new building.

Comment 4.7

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.

Response

The transportation study presented in Chapter 5, *Transportation*, of the DPIR evaluated traffic under both the Existing Conditions and Future No-Build Conditions, which accounts for projected growth in the study area from planned and recently approved projects without the Project. A list of anticipated development projects to come online ahead of the Project was identified in the DPIR, which includes Parcels 12 and 13, and the Berklee Crossroads project, was confirmed with BPDA and BTD staff. Under the Build Condition, accounting for the Project-related trips, changes to traffic conditions are expected to be modest due to the residential nature of the proposed use.

Comment 4.8

Overall, the CAC welcomes the reduction of shadow impacts associated with the refined Project design. We await an accounting of how much park space is covered by new shadow, when and for how long. This information may be helpful in developing mitigation strategies, depending on what we find. It does not appear to be possible to predict how much extra maintenance will be required on the Commonwealth Avenue Mall. Mitigation strategies to address loss of or damage to green space could include a

contribution to existing or recovering green space such as the Charlesgate Park and the Commonwealth Avenue Mall.

Response

The Proponent presented extensive shadow analysis to the CAC at the January 17, 2018 meeting to demonstrate compliance with both state statutory prohibitions on the creation of new shadow on the Public Garden and Boston Common, as well as with City zoning restrictions limiting new shadow on dedicated public parkland, including the Commonwealth Mall, during much of the year.

Comment 4.9

Proponent intends to power the Project with natural gas. A few CAC members would urge the Proponent to power 1000 Boylston by electricity so that sustainable and cleaner fuels can increasingly be used. The Proponent should be encouraged to explore designs that can be converted to electricity as updated technology becomes available.

Response

The electric grid (ISO New England) is becoming more efficient and is decreasing its greenhouse gas emissions. However, today, the grid primarily relies on fossil fuel based generation. The generation of energy for the building is going to change over time. However, one variable that the design team could control was the demand within the building. By designing an efficient layout, sharing air where appropriate, and tightly controlling heating and cooling, the building has decreased its demand for resources. Gas heating equipment can be evaluated and replaced with electric systems as part of future renovations, if deemed appropriate at the time.

Comment 4.10

The solar glare discussion is unsettling, at least to non-experts. The Proponent appears satisfied that solar glare is an issue for drivers only 8-10 minutes per day in specified months. But unlike driving into the sun, when one is ready for it and adjusts accordingly, solar glare is typically a surprise, so brief exposure can be dangerous. There is no attempt to quantify the potential number of incidents, yet simply knowing the traffic volume of the Turnpike extension during the solar glare times (estimates of which are readily available) would be helpful in estimating the number of people at risk.

Response

As presented in DPIR Appendix E and at the January 17, 2018 CAC meeting, the solar glare analysis concluded that three conditions would experience brief and infrequent high visual impact reflections for vehicular traffic during limited times of the year and day at study receptor locations D-4 (the Turnpike traveling east), D-7 (Boylston Street at Massachusetts Avenue traveling northeast), and D-8 (immediately adjacent

to Project on Boylston Street traveling northeast). Reflections associated with receptor location D-7 are emanating from small sections on the west façade, and reflections associated with receptor location D-8 are emanating from the north façade on levels 1 and 2 of Podium. The primary source of reflections related to receptor D-4 is the lower portion of the tower on north façade. It is important to note that at receptor location D-4, reflections would occur at most 27 days annually for up to 7 minutes in duration before 7 am EST. At locations D-4 and D-8, the sun would already be in a driver's line of sight, thus not significantly altering the glare currently experienced by a driver.

Mitigation strategies for reflections emanating from the north façade on the Turnpike (from location D-4) could include the deployment of small vertical fins, three to four inches deep, to breakup or block the glancing reflections of the early morning sun. Mitigation strategies will be discussed with the BPDA to determine what is appropriate.

Letter 4

From: Fritz Casselman [mailto:fritz.casselman@gmail.com]
Sent: November 29, 2017 2:41 PM
To: Brian.golden.bra@cityofboston.gov; Jonathan Greeley <jonathan.greeley@boston.gov>; Lauren Shurtleff <lauren.shurtleff@boston.gov>; Michael Rooney <michael.rooney@boston.gov>; William Brownsberger <William.Brownsberger@masenate.gov>; Rushing, Byron - Rep. (HOU) <byron.rushing@mahouse.gov>; Livingstone, Jay - Rep. (HOU) <Jay.Livingstone@mahouse.gov>; Josh Zakim <JOSH.ZAKIM@boston.gov>; Adam J. Weiner <aweiner@weinerventures.com>
Subject: CAC|IAG comments on DPIR for 1000 Boylston Street (Parcel15)

Dear Director Golden:

I am pleased to attach the comments of the CAC|IAG on the DPIR for 1000 Boylston. We have collectively made substantial progress during the last four months, and we look forward to working with the Proponent and BPDA to make the project a success.

Certain aspects of proposal have been difficult to work through and one in particular, the design of the podium, remains a work in process. Some of our members have suggested that we convene another IAG meeting to focus on the podium design, and that could be very constructive. Also, please note that we have not yet addressed how best to handle the affordable housing requirements, preferring to have an IAG meeting on the topic before making recommendations. We will discuss with your staff how these two issues can best be handled before making a decision on whether to schedule one meeting or two.

With kind regards,

Meg Mainzer-Cohen and Fritz Casselman, Co-Chairs

--

Fritz Casselman
(m) 617-285-6767

Citizens' Advisory Committee
for
MassDOT Turnpike Parcels 12 - 15
in its capacity as
1000 Boylston Street Impact Advisory Group

November 29, 2017 By Email

Brian Golden, Executive Director
Boston Planning & Development Agency
One City Hall Square Boston, MA 02201

Re: Comments relating to 1000 Boylston Street Proposal

Dear Mr. Golden:

The Citizens' Advisory Committee for MassDOT Turnpike Parcels 12-15, in its capacity as the 1000 Boylston Street Impact Advisory Group ("IAG"), has reviewed the Weiner Ventures' ("Proponent") DPIR for a project utilizing Parcel 15 and certain adjacent parcels (the "Project"). We are pleased to offer the following comments and requests.

Introduction

- The IAG found that the DPIR for 1000 Boylston Street demonstrated substantial changes in response to community comments.
- The IAG ispleased that the proposed development was reduced from 689,000 square feet to 439,500 square feet by:
  - Eliminating the 212,000 SF apartment building with 182 units
  - Reducing the residential (condo) tower from 442,000 SF to 394,000 SF, reducing the number of units from 160 to 108.
  - Decreasing the number of parking spaces (for residents only) from 303 spaces to 175, reducing four floors of parking to two.
- The IAG approves of the increase in retail space from 35,000 SF to 45,500 SF
- The IAG is pleased with the overall reduction of the size, height and density of the Project.
- The IAG is pleased with the relocation of parking garage access from Dalton Street to Scotia Street.

The IAG offers the following additional comments on specific aspects of the project:

1. **Podium** We are pleased that the podium has been reduced in height and the parking component has been reduced by two floors. The podium will be the most visible to pedestrians, local traffic and other passers-by. The podium runs ~600 feet around the project, and will stand amidst some important and historic structures. While most members believe the design can be improved, there is little consensus on what the improvements should be. We should note that every element of the podium facade had at least one supporter.

Viewing from the bottom up:

a. Some IAG members believe that the retail frontage should be more varied. Others would urge the Proponent to at least ensure that the individual storefront appearances provide variety. Still others advocate masonry to separate the retail outlets. Another believes that the design of all four floor should be more integrated. 4.1

b. The awning raises other concerns. While it serves the function of minimizing the wind and separating the retail from the parking, some members are concerned that some of the renderings suggest that it may feel intrusive at the pedestrian level. Some suggest the addition of structural elements such as trusses below or rods above. Others suggest modifying the awning to meet pedestrian needs, such as down-lighting. We urge more design work to make the awning look more attractive and more like it belongs there for reasons other than mitigating the wind. 4.2

c. The awning has been adopted principally to reduce the pedestrian-level wind. At our request the Proponent has supplied various technical studies supporting he predictive accuracy of wind tunnel tests, but none of the studies involved an awning such as proposed here. We are not wind experts, but some of us remain skeptical. While some members are comfortable relying on the RDWI studies, most members urge that, prior to approval of the project, the BPDA do everything reasonably possible to understand and predict the effects. 4.3

d. The facade of the garage may be the most controversial element of the podium. Some IAG members find the outward lean of the garage wall above the awning presents a somewhat threatening appearance. Others find the "folding" hard to visualize and not convincing. Some ask whether the garage façade would be a good location for public art, while others oppose that. As noted above, some think the design of the retail and parking levels should be more integrated. 4.4

We strongly encourage further refinement and detailing of the architectural plans for the podium. In light of the widely varying suggestions described above, more than one of our members suggest that it would be helpful to convene an IAG meeting devoted to the design of the podium. 4.5

2. **Sidewalks.** The Proponent characterizes its 18' sidewalk width as a positive contribution to the public realm. (The Civic Vision suggested 24 feet.) The Boylston Street sidewalk is likely to be heavily used on a daily basis, with spikes associated with events at Fenway Park.

3. Many members question not just whether 18' is sufficient but also whether the 18' width will remain free of obstructions that would hamper the anticipated pedestrian volumes. There will be many demands for the same space—trees, planters, benches, "respite" seats, sidewalk cafes, street furniture and signage. Most members strongly dislike the Decaux advertising structures that cause considerable pedestrian congestion elsewhere in the Back Bay, and recommend that no such street furniture on this site be allowed by the City. We urge BPDA to evaluate carefully the necessary width to serve pedestrians, and encourage the use of novel approaches, such as the Hudson Yards tree pits. 4.6

4. **Transportation.** 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 BTD 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. 4.7

5. **Shadows.** Overall, the CAC welcomes the reduction of shadow impacts associated with the refined Project design. We await an accounting of how much park space is covered by new shadow, when and for how long. This information may be helpful in developing mitigation strategies, depending on what we find. It does not appear to be possible to predict how much extra maintenance will be required on the Commonwealth Avenue Mall. Mitigation strategies to address loss of or damage to green space could include a contribution to existing or recovering green space such as the Charlesgate Park and the Commonwealth Avenue Mall. 4.8

6. **Shifting from gas to electric power.** Proponent intends to power the Project with natural gas. A few CAC members would urge the Proponent to power 1000 Boylston by electricity so that sustainable and cleaner fuels can increasingly be used. The Proponent should be encouraged to explore designs that can be converted to electricity as updated technology becomes available. Because the electric vs. gas choice is likely to arise in future developments, we encourage the BPDA to take this as an opportunity to study the relative costs of the options, including capital cost, operating cost and estimated replacement cost when it's time to replace the units. This would be supportive of the Mayor's commitment to reduce greenhouse gas emissions 4.9

7. **Solar Glare.** The solar glare discussion is unsettling, at least to non-experts. The Proponent appears satisfied that solar glare is an issue for drivers only 8-10 minutes per day in specified months. But unlike driving into the sun, when one is ready for it and adjusts accordingly, solar glare is typically a surprise, so brief exposure can be dangerous. There is no attempt to quantify the potential number of incidents, yet simply knowing the traffic volume of the Turnpike extension during the solar glare times (estimates of which are readily available) would be helpful in estimating the number of people at risk. That said, analyzing solar glare is not for amateurs. We have asked the BPDA for an explanation of how it reviews solar glare studies, whether it has expertise in house and whether it utilizes outside consultants. We recommend that the BPDA leverage the expertise available to conduct an independent 4.10

review of the Proponent's studies. We hope that the BPDA can identify and evaluate the risks, assess available corrective action, and require the Proponent to implement impact minimization and mitigation measures, if appropriate. We urge the BPD do this before giving final approval of the project, and request BPDA to articulate its findings and rationale therefor.

We appreciate the opportunity to advise the BPDA on this important project and are pleased with the progress thus far. We hope that our comments will be received by both the BPDA and the Proponent in the constructive spirit with which they are offered. We are willing to meet again to work through the issues, and there is particular interest in meeting to discuss options for improving the podium facade. We have found our conversations with the Weiner team to be very helpful and constructive, and we hope to continue in that vein.

Sincerely,

MEMBERS OF THE PARCEL 15 IMPACT ADVISORY GROUP

By Meg Mainzer-Cohen and Fritz Casselman, Co-Chairs

cc: Jonathan Greeley
Lauren Shurtleff
Michael Rooney
Senator William Brownsberger
Representative Byron Rushing
Representative Jay Livingstone
City Councilor Josh Zakim
Adam Weiner

Letter 5: Neighborhood Association of the Back Bay

Comment 5.1

We request that the proponent start monitoring wind now and provide regular seasonal reports on findings leading to comparison with the wind tunnel test data.

Response

The Proponent will continue to comply with the BPDA Development Review Guidelines regarding the extent of wind monitoring required.

Comment 5.2

We request additional information to quantify the shadow - the number of days and the number of hours each day the Commonwealth Avenue will be in new shadow, for the length of the Mall. Additional shadows on the Commonwealth Avenue Mall are a source of serious concern, given the major year-round role this precious public space, supported by private donations, plays in the daily lives of neighborhood residents and the enjoyment of visitors to Boston's historic districts. We request an electronic copy of the source media file of the shadow study.

Response

To demonstrate compliance with both state statutory prohibitions on the creation of new shadow on the Public Garden and Boston Common, as well as with City zoning restrictions that limit new shadow on dedicated public parkland, including the Commonwealth Mall, during much of the year, the Proponent conducted an extensive shadow analysis. In addition to the static shadow studies typically required under Article 80B presented in the DPIR, several additional shadow studies were conducted for the Project, including:

- Twelve shadow overlap studies, one per month on the 21st day of the month. This analysis included shadows cast between 8:00 am and 3:00 pm.
- Twelve shadow animations, one per month on the 21st day of the month. The animations show net new shadow created by the Project from sunrise to sunset, and demonstrate compliance with the Public Garden and Boston Garden Shadow Acts and Article 41-16.

The Proponent presented the shadow animations to the CAC on January 17, 2018. Digital copies of the animation are available through the BPDA.

Comment 5.3

We request further traffic review that takes into account the likelihood that a destination restaurant would be part of the retail mix. The days with Red Sox Games should be studied separately, as has been usual for projects in this area.

Response

Following the PNF filing, a more refined analysis of this issue was included in the DPIR (Chapter 5, *Transportation*). The restaurant and retail space were broken out separately and analyzed individually in the traffic, transit, and parking analyses, as requested in a previous comment letter.

Specifically, the 45,500 square feet of retail and restaurant space was further defined as 39,500 square feet of pure retail space and a 6,000-square foot 170-seat quality restaurant. The trip generation impacts of these two uses were measured independently.

The traffic study provided in the DPIR, as requested by BTD, was not required to complete the study during a Red Sox game day.

Comment 5.4

We recommend reducing the number of permitted spaces to 0.7 parking per residential unit as per the Huntington Avenue/Prudential zoning.

Response

The Huntington Avenue/Prudential Center zoning for a site within a PDA established 0.7 parking per residential unit as the minimum amount of parking required, but does not limit the permitted parking to that ratio. Refer to Section 1.3.4 of Chapter 1, *Supplemental Information*, for discussion of the need for the parking supply proposed.

Comment 5.5

The information on Green Line capacity shows that the outbound Hynes Station will be operating beyond its capacity during the evening rush hour in 2024 even without the addition of this project. The additional ridership projected and sought for this and several other projects could be limited by Green Line capacity. If this limit is reached, how can this and other projects truly be Transit Oriented Development? What steps are planned to avoid this condition?

Response

The transit analysis assumed that the existing Green Line on-time performance would remain the same under the existing and future conditions. As shown in the DPIR (page 5-63), the on-time performance factor for the Green Line Analysis was 0.74 (meaning that 74% of the time, the service is on schedule). This factor lowers the capacity per hour of the Green Line, resulting in the observed and forecast system performance.

The MBTA is taking steps to increase the on-time performance of the Green Line through track improvement with the goal of minimizing the number of derailments and disruptions to the daily service. An article appearing on the MassDOT blog, on

November 29, 2017, stated that "The MBTA provided the Fiscal and Management Control Board (FMCB) with an update on major short-term improvements with Green Line track areas along with a long-term strategic plan for continued track maintenance, which will improve service for customers and increase the reliability of the fleet."[1] With these improvements, the on-time performance of the Green Line is anticipated to increase, and this will ultimately increase the available capacity during the peak hours and overall daily service.

Additionally, a new generation of fare collection is another upcoming improvement that is expected to increase service reliability.[2] Updated fare equipment will decrease the amount of time it takes for passengers to board the Green Line when boarding at the street-level stations due to the removal of the cash fare option. The system will be completely electronic.

Comment 5.6

The project should not use gas as a heating source. This project, and others, should use the latest technology in efficient electric heat sources, to help the City rely less on fossil fuels as the electrical grid shifts to more renewable sources. This is in keeping with the Mayor's Climate Action Plan and is critical for minimizing climate change effects. New gas pipelines are unnecessary and do not fit in with the City's climate action plans.

Response

The electric grid (ISO New England) is becoming more efficient and is decreasing its greenhouse gas emissions. However, the grid currently primarily relies on fossil fuel based generation. The generation of energy for the building is going to change over time. However, one variable that the design team could control was the demand within the building. By designing an efficient layout, sharing air where applicable, and controlling heating and cooling tightly, the building has overall decreased its demand for resources. Gas heating equipment can be evaluated and replaced with electric systems as part of future renovations, if deemed appropriate at the time.

Comment 5.7

The many drawings provide a good start to understanding the design. However, a model would be necessary to show how the building fits into the neighborhood and to fully explain the design.

Response

The design team has been working with a physical context model (at 1"= 50' scale), which has been shared with the community (at CAC meetings) and city agencies. The 1"=50' scale model is used primarily to help the community and BPDA deign staff

[1] Link: https://blog.mass.gov/transportation/mbta/mbta-making-green-line-track-improvements/

[2] Link: http://www.wbur.org/news/2017/11/20/charliecards-may-be-on-their-way-out

understand the building massing and relationship to its neighboring context. At the request of the CAC, a larger model of a portion the podium has been created to further explain the design. The large-scale model was presented to the BCDC in subcommittee and to the CAC on January 17, 2018.

In addition to the large scale model of the podium, new renderings, axonometric views and elevations of the podium was presented to the CAC and community on January 17, 2018.

Comment 5.8

We are concerned that leaning over the sidewalk shapes may cause a sense of increased canyonization. We believe vertical planes would be more hospitable from the street view.

Response

The garage façade is folded along diagonal lines in a manner similar to the folding of the surfaces of the tower, helping to relate the two masses and unify the design. The outward lean of two of the four planes of the parking garage along Boylston Street is quite subtle. From the sidewalk in front of the building the outward lean is not visible as a result of the continuous wind canopy. From across the street it will be visible and will relate to the slight outward lean of the northeast portion of the tower (contrasting the slight inward lean of the northwest portion).

By comparison to most Boston streets, Boylston Street is quite wide at the Project Site where about 90 feet exists between (future) building faces (refer to Figure 1.9). The height of the Podium setback is at approximately 75 feet, which gives the street a very comfortable and well-proportioned width to height ratio. The sidewalk along Boylston Street in front of the Project has been increased in width by 8 feet from 11'6" to 18'6". Further, at the intersection with Dalton Street the entire podium façade is peeled back at an angle creating a generous pedestrian zone and opening a view to the west end of the Hynes loggia (refer to Figure 1.8). The subtle outward lean of portions of the Podium façade is a reflection of the dynamism of the tower massing above, which is further set back from the podium. Additionally, pedestrians on the south side of Boylston Street will experience the "streetscape zone" defined by the retail façade, street trees and continuous canopy as seen in Figure 1.10 and Figure 1.12. At BCDC subcommittee meetings the commissioners stated that the design of the Podium and residential building were both urbanistically responsive and responsible.

Comment 5.9

The sidewalk width proposed is minimal for such a prominent building. Anticipating an important building on this site, the Civic Vision requests 25 feet sidewalks. Especially if street activation and bicycles may be added in the future, a wider sidewalk is important to give the building presence.

Response

Refer to Section 1.2.2 of Chapter 1, *Supplemental Information*, for discussion of public realm improvements relating to the Project, including increase to the widths of the sidewalks.

Comment 5.10

Boylston Street should be planted with trees. Ideally, even on a bridge structure, trees can be planted flush in the sidewalk to maximize the sidewalk width compared to planters. An example of this type of planting is used successfully at Hudson Yards, New York.

Response

Figure 1.11 presents the streetscape materials proposed for Boylston Street, subject to approvals related to the structural and engineering design of the Boylston Street bridge by MassDOT, which owns and has responsibility for the bridge. Up to seven (7) large raised planters with canopy trees and a series of smaller planters for flowering plants are proposed within the GZ. The street tree planters have been sized to accommodate sufficient soil volume for successful street trees; however, constraints from the Turnpike below prevent lowering the planters below the sidewalk surface. The Project intends to reuse the existing deck structure in contrast to the Hudson Yards project, which consisted of all new construction and had the benefit of ample above- and below-grade space to accommodate approximately six feet of soil and water retention elements required for tree planting.

Comment 5.11

We suggest starting discussions at the earliest possible date. NABB has a longstanding preference for including all affordable housing onsite to create diversity of housing types and residents, strengthening the community. We anticipate discussing the options for meeting the affordable housing component of this project. The developer should be specific about how the affordable housing obligation will be met so that the neighborhood can comment about this important aspect of the project before an option is chosen.

Response

Refer to Section 1.5 of Chapter 1, *Supplemental Information*, for discussion of Project compliance with the IDP.

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Neighborhood Association of the Back Bay

N A B B

Letter 5

November 10, 2017
Michael Rooney, Project Manager
Boston Planning and Development Agency
1 City Hall Square
Boston, MA 02201

Re: 1000 Boylston Street DPIR

Dear Mr. Rooney:

Members of NABB have attended several meetings about this project, reviewed key project documents, and submitted written comment on March 7 and March 17, 2017. We begin these comments with congratulations on the major improvements in the project plan:

- Reduction of project size to a single tower with the slender side oriented east-west;
- Reduction of floors of parking; revised vehicle circulation to garage; wider sidewalks (though still not wide enough);
- Reduction to a single vehicular drop off area on Boylston.

We are heartened by the developer's response to public input through the Article 80 process and look forward to continuing improvements/refinements.

While these improvements are very important, we believe that there are still important questions to be answered. Our highest priority concerns remain environmental impacts: sunlight/shadow, wind, traffic, and greenhouse gas emissions. We continue to be keenly interested in affordable housing and mitigation, as mentioned in previous letters. We are also concerned about the building design and seek treatments to reduce the canyonization of this block. We continue to seek responses to those of our previous comments that have not yet been addressed. The guidelines incorporated in the Civic Vision[1] retain relevance for the development of this and projects on the other sites.

Environmental Impacts

Wind

We ask the BPDA to independently verify the wind studies and to explain mitigation measures for each location with an increased level of wind. Uncomfortable wind conditions are currently experienced at times along Boylston Street and major cross streets. The overhang is intended to reduce windy conditions on the sidewalk adjacent to the podium. It is not clear how effective this treatment will be. We request that the proponent start monitoring wind now and provide regular seasonal reports on findings leading to comparison with the wind tunnel test data.

5.1

[1] "A Civic Vision For Turnpike Air Rights in Boston," - http://www.nabbonline.com/files/Turnpike_Air_Rights_Civic_Vision.pdf.

Shadow

While shadow impacts have been substantially reduced from those in the two tower configuration in the PNF, shadow studies indicate significant additional shadow on nearby parks, particularly the Commonwealth Mall from Dartmouth Street to Kenmore. We request additional information to quantify the shadow - the number of days and the number of hours each day the Commonwealth Avenue will be in new shadow, for the length of the Mall. Additional shadows on the Commonwealth Avenue Mall are a source of serious concern, given the major year round role this precious public space, supported by private donations, plays in the daily lives of neighborhood residents and the enjoyment of visitors to Boston's historic districts. We request an electronic copy of the source media file of the shadow study. 5.2

Glare

We are concerned that the solar glare from the all glass folded facade tower and podium facades could pose a safety hazard for motorists. Reviewing this is beyond our expertise. We ask the BPDA to provide an independent review to assure that glare is not a problem.

Traffic and Parking

The traffic at the Mass Ave/Boylston St intersection is now congested at certain times. Cars wait through multiple light changes at certain periods during the day. We request further traffic review that takes into account the likelihood that a destination restaurant would be part of the retail mix. The days with Red Sox Games should be studied separately, as has been usual for projects in this area. 5.3

Moving the garage entrance off of Dalton Street and reducing the amount of parking are two welcome changes. The size of the floors inherently limits the number of parking spaces. We recommend reducing the number of permitted spaces to 0.7 parking per residential unit as per the Huntington Avenue/Prudential zoning. 5.4

Public Transportation

The information on Green Line capacity shows that the outbound Hynes Station will be operating beyond its capacity during the evening rush hour in 2024 even without the addition of this project. The additional ridership projected and sought for this and several other projects could be limited by Green Line capacity. If this limit is reached, how can this and other projects truly be Transit Oriented Development? What steps are planned to avoid this condition? 5.5

Greenhouse Gases

The project should not use gas as a heating source. This project, and others, should use the latest technology in efficient electric heat sources, to help the City rely less on fossil fuels as the electrical grid shifts to more renewable sources. This is in keeping with the Mayor's Climate Action Plan and is critical for minimizing climate change effects. New gas pipelines are unnecessary and do not fit in with the City's climate action plans. 5.6

Urban Design and Architecture

The many drawings provide a good start to understanding the design. However, a model would be necessary to show how the building fits into the neighborhood and to fully explain the design. 5.7

We are concerned that leaning over the sidewalk shapes may cause a sense of increased canyonization. We believe vertical planes would be more hospitable from the street view. 5.8

The sidewalk width proposed is minimal for such a prominent building. Anticipating an important building on this site, the Civic Vision requests 25 feet sidewalks. Especially if street activation and bicycles may be added in the future, a wider sidewalk is important to give the building presence. 5.9

Street trees

Boylston Street should be planted with trees. Ideally, even on a bridge structure, trees can be planted flush in the sidewalk to maximize the sidewalk width compared to planters. An example of this type of planting is used successfully at Hudson Yards, New York. 5.10

Affordable Housing Options

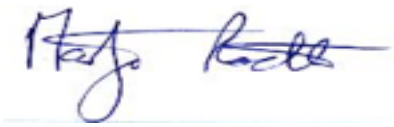
We suggest starting discussions at the earliest possible date. NABB has a longstanding preference for including all affordable housing onsite to create diversity of housing types and residents, strengthening the community. We anticipate discussing the options for meeting the affordable housing component of this project. The developer should be specific about how the affordable housing obligation will be met so that the neighborhood can comment about this important aspect of the project before an option is chosen. 5.11

Historic Resources

As the Mass Historic Commission letter to MEPA pointed out, the Back Bay neighborhood is an historic resource. We look forward to this new building meeting the standards that have evolved for this neighborhood.

Thank you for the opportunity to comment.

Sincerely,



Martyn Roetter, Chair

Cc: Mayor@boston.gov
elected officials in the City Council: Michelle.Wu@boston.gov, Josh.Zakim@boston.gov, Ayanna.Pressley@boston.gov, A.E.George@boston.gov, Tito.Jackson@boston.gov, Salvatore.Lamattina@boston.gov, Michael.F.Flaherty@boston.gov, Andrea.Campbell@boston.gov, Frank.Baker@boston.gov, Timothy.McCarthy@boston.gov, Matthew.OMalley@boston.gov, Mark.Ciommo@boston.gov,
Byron.Rushing@mahouse.gov, Jay.Livingstone@mahouse.gov,
William.Brownsberger@masenate.gov

Letter 6: Fenway Civic Association

Comment 6.1

We also encourage the Proponent to pay careful attention to the pedestrian experience on Boylston Street as it further refines Project design. The Proponent should do everything it can to make the pedestrian experience comfortable and inviting. Careful consideration should be paid to balancing the placement of appropriate street furniture (including places to rest, bicycle racks, and street trees) with the provision of ample room for high-volume pedestrian traffic.

Response

Refer to Section 1.2 of Chapter 1, *Supplemental Information*, for discussion of the public realm improvements related to the Project.

Comment 6.2

We also encourage the Proponent to work with the MBTA to determine whether this might be an appropriate stretch to relocate the 55 Bus Stop currently located on a tiny and inaccessible traffic island.

Response

The Proponent meets regularly with MassDOT and the MBTA staff to review Project design, engineering and construction management plans, and will explore whether relocation of the bus stop is appropriate as the design of the Project progresses.

Comment 6.3

We ask that the BPDA and the Proponent work with MassDOT to identify mitigation measures for the Project's impact on public transportation. Just as the Proponent will be required to mitigate certain negative impacts on vehicular traffic, so should the Proponent be required to mitigate negative impacts on public transit services. The Proponent should work with the MBTA to identify creative solutions that might make up for the weight of additional users on the already stressed system.

Response

The Proponent meets regularly with MassDOT and the MBTA staff to review Project design, engineering and construction management plans, including impacts on public transportation facilities and ways to mitigate any impacts.

Comment 6.4

FCA reiterates that it would like to see the Proponent maximize the number of affordable home ownership opportunities available in Project. FCA would like to see

the development of workforce housing. In the Fenway, we encourage through our zoning the development of affordable housing for residents making 100 – 120 % area median income. We would support the development of such housing at the Project as well. In the event the Proponent decides not to meet its IDP requirements on-site, we would encourage the Proponent to seek other development opportunities within the neighborhood. We would not want to see a total buyout of the IDP obligations resulting in only a cash payment to a fund that will eventually go to constructing affordable housing elsewhere in the City. We ask the BPDA involve FCA in future discussions regarding the Project's compliance with the IDP.

Response

Refer to Section 1.5 of Chapter 1, *Supplemental Information*, for discussion of Project compliance with the IDP.

Letter 6

Fenway Civic Association – P.O. Box 230435 – Astor Station – Boston, MA 02123

November 22, 2017

Via E-mail

Michael Rooney
Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Re: 1000 Boylston Street Draft Project Impact Report /
Draft Environmental Impact Report Comments (EOEEA #15632)

Dear Michael:

Fenway Civic Association (FCA) is the Fenway's oldest volunteer organization that accepts no public or developer funds. Our mission is to promote a safe and vital neighborhood that serves the interest of our residents.

FCA takes this opportunity to provide its comments on the Draft Project Impact Report / Draft Environmental Impact Report (the "DPIR") filed by ADG Scotia II LLC c/o Weiner Ventures LLC (the "Proponent") for the project proposed to be located at 1000 Boylston Street (the "Project"). The FCA has held a seat on the Community Advisory Committee ("CAC") for the Turnpike Air Rights since June 2011 and has been actively involved in the developer selection process. The CAC is now sitting as an Impact Advisory Group ("IAG") for purposes of the Article 80 process.

The IAG is submitting a comment letter to the Boston Planning and Development Agency ("BPDA") collecting the various concerns of all the IAG members on the DPIR. FCA incorporates by reference the comments of the IAG contained in that letter. FCA writes separately to emphasize particular points of concern to the Fenway Community.

First, we would like to point out that the FCA submitted a comment letter to the BPDA on the Project Notification Form ("PNF") on March 17, 2017, with copies to the Director of Development Review and the Proponent. Not only did the BPDA fail to post the comment letter online, but it also failed to incorporate the letter's contents in its scope for the DPIR, and failed to require the Proponent to respond to the letter.

When this was pointed out to the Proponent in October of 2017, the Proponent prepared a response to the comment letter and generated the additional renderings requested in the comment letter (the "October 31 Response Letter"). We thank the Proponent for providing this information. Our delay in submitting this comment letter is due the time required to meet and confer as a board after receiving this response from the Proponent.

The Project has changed significantly since the PNF, and FCA supports the reductions in massing, height, and number of towers, and applauds the parallel reduction in wind and shadow impacts. FCA is also pleased with the reduction in parking and the relocation of vehicular access from Dalton Street to Cambria Street.

Below we have provided further comment on various topics of importance to FCA.

Urban Design

We appreciate the Proponent's efforts to include more LEED components in the design of the Project. The Proponent stated in its October 31 Response Letter that while it does not intend to pursue the bird-safe building design LEED pilot credit, it is "in the process of reviewing the building façade areas to determine the *Bird Collision Threat Rating* for the Project." We appreciate the effort, and would like to be kept in the loop regarding the results of this analysis. The Project is located along an important migratory pathway for birds, and the Proponent's proposed glass cladding can be confusing for birds during low light hours.

We also encourage the Proponent to pay careful attention to the pedestrian experience on Boylston Street as it further refines Project design. The Proponent should do everything it can to make the pedestrian experience comfortable and inviting. Careful consideration should be paid to balancing the placement of appropriate street furniture (including places to rest, bicycle racks, and street trees) with the provision of ample room for high-volume pedestrian traffic. We also encourage the Proponent to work with the MBTA to determine whether this might be an appropriate stretch to relocate the 55 Bus Stop currently located on a tiny and inaccessible traffic island. 6.1 6.2

Transportation

We are disappointed that the Proponent was not asked by the BPDA to consider high volume scenarios that occur regularly in the Project area, including Berklee concerts, Hynes conventions, and Red Sox games in its transportation analysis. Red Sox games occur 80+ days per year, and this factor should not be ignored. Important components of the Project, such as the sidewalk, need to be designed with these peak volumes in mind. We recommend that for future projects in the area, the BPDA require developers to conduct baseline counts during such events and analyze the development's impact on peak vehicle, bicycle, and pedestrian impact during those peak times.

We ask that the BPDA and the Proponent work with MassDOT to identify mitigation measures for the Project's impact on public transportation. Just as the Proponent will be 6.3

required to mitigate certain negative impacts on vehicular traffic, so should the Proponent be required to mitigate negative impacts on public transit services. The Proponent should work with the MBTA to identify creative solutions that might make up for the weight of additional users on the already stressed system. 6.3

As the DPIR revealed, expected transit use at the Hynes T stop during peak hours in 2024 is expected to go from 3% over capacity outbound entering the station and 1% over capacity exiting the station without the Project to 4% over capacity outbound entering the station and 2% over capacity exiting the station with the Project. While this may not seem like a significant increase (indeed, the Proponent characterizes the public transportation impacts of the Project as "limited" in its October 31 Response Letter), when the system is *already* at or over capacity, the incremental impact is dearly felt on the existing users. The evening peak hour ridership demand is projected to be between 4,700 and 4,800 persons, with a max system capacity of 4,641. If the Project is contributing a 1% increase over capacity, that's approximately 50 new individuals in the peak hour who cannot fit into the train cars or are crammed in. The Proponent

There is recent precedent in MEPA proceedings for MassDOT to require proponents to mitigate Project impacts with public transit improvements, such as with the Wynn Casino project. With a dilapidated Hynes T station just across the street, there is ample opportunity for the Proponent to contribute meaningfully to public transit improvements in the area. When the Proponent was encouraged to come up with creative public transit mitigation proposals at the October IAG meeting, the Proponent said it would defer to MassDOT and its Section 61 findings for direction. Again, we ***strongly urge*** the Proponent and the BPDA to work with MassDOT and the MBTA to identify appropriate mitigation measures.

We also urge the BPDA to do more to address the cumulative impacts of multiple individual development projects on our public transit systems and roadways.

Residential Use

FCA supports the proposed residential use. The Proponent continues to state (as it has throughout the development process), that it is too early to tell how the Proponent will comply with the Inclusionary Development Policy ("IDP").

FCA reiterates that it would like to see the Proponent maximize the number of affordable home ownership opportunities available in Project. FCA would like to see the development of workforce housing. In the Fenway, we encourage through our zoning the development of affordable housing for residents making 100 – 120 % area median income. We would support the development of such housing at the Project as well. In the event the Proponent decides not to meet its IDP requirements on-site, we would encourage the Proponent to seek other development opportunities within the neighborhood. We would not want to see a total buyout of the IDP obligations resulting in only a cash payment to a fund that will eventually go to constructing affordable 6.4

housing elsewhere in the City. We ask the BPDA involve FCA in future discussions regarding the Project's compliance with the IDP. 6.4

FCA thanks the BPDA for the opportunity to provide these comments and looks forward to seeing more detailed analysis in the Project Impact Report.

Sincerely,

Kathleen Brill
Vice President, Fenway Civic Association

cc. Lauren Shurtleff, BPDA
Jonathan Greeley, BPDA
Yissel Guerrero, MONS
Councilor Zakim
Rep. Brownsberger
Rep. Rushing
Rep. Tyler
Adam Weiner
Mark Boyle, MBTA
Page Czepiga, MEPA

Letter 7: Berklee College of Music

Comment 7.1

We note, however, that winds near the Boylston Street/St Cecilia Street intersection are projected to be in the uncomfortable range upon project completion, specifically at Locations #19, 22 and 63. These windy conditions are projected despite the reshaping of the condominium tower and the creation of a 5' setback at Levels 5-6. We ask that the proponent continue to refine the project's massing and/or design features so as to ameliorate the projected winds at the base of the westerly face of the planned condominium building.

Response

As stated in Response 4.3 above, the wind study presented in the DPIR demonstrates the Project will not result in dangerous wind conditions and complies with the BPDA criteria established for in the Full Build-Out Condition studied with Parcels 12 and 13 and the Berklee Crossroads assumed developments included.

With respect to Sensors 22 and 63, the wind comfort conditions at these locations will be heavily influenced by the final massing and localized geometry of the proposed Berklee College of Music building. Therefore, it is difficult for the project team to comment on specific wind mitigation at these locations until the final geometry of the proposed building at Berklee Crossroads is more defined.

As for the wind conditions at Sensor 19, the uncomfortable conditions tend to be associated with strong winds and inclement weather in the late fall through late winter/early spring. The wind conditions at Sensor 19 are comfortable for walking in the summer when more people are expected to be outside. Furthermore, the addition of street trees along Boylston, particularly a marcescent species such as the Hornbeam that maintains its leaves during the winter months, will help improve the wind comfort conditions at this location at all times of the year.

Comment 7.2

We also remained concerned about construction period impacts as noted in our prior comment letter. The proponent's Response to Comment #16.1 addresses Berklee's prior request that the elements of a Construction Management Plan be included in the DPIR by referring to Exhibit G, a draft 10% construction management plan and construction logistics plan. Unfortunately, Exhibit G evidently was submitted as a CD ROM, and therefore is not available for viewing on the Agency's website. We therefore are unable to express an opinion as to the responsiveness of such these plans to the expressed concerns.

Response

The Proponent has met with Berklee to review the draft Construction Management Plan, which was provided in Appendix G of the DPIR, and will continue to consult with Berklee as the final Construction Management Plan is developed so that any impacts on Berklee will be minimized to the extent feasible.

Comment 7.3

Further, students and faculty routinely walk across St. Cecilia Street between Belvidere Street and Boylston Street to access classrooms in the lower level of St. Cecilia Church. In view of the impacts on pedestrian safety and on the smooth and efficient operation of the Berklee Performance Center, we ask St. Cecilia Street not be used for construction access to and egress from the project site.

Response

The Proponent's shared interest with adjacent properties is to minimize the influence of the Project's presence to the greatest extent possible and to ensure the safety of the public during all phases of construction. In light of that effort, the Proponent has modified the previously proposed plan for the full closure of St. Cecilia Street to now only propose a closure of the east half of the St. Cecilia Street during construction. The Proponent explored all other access points for construction traffic to access the site, but unfortunately there is a lack of other feasible routes. To further reduce the impact of the closure of the east half of St. Cecilia Street during construction, the Proponent has noted all pedestrian pathways and has made specific references to keeping the lanes on and adjacent to St. Cecilia Street free of standing vehicles. The Proponent will coordinate the timing of all deliveries to the Project Site and all abutting buildings on a weekly basis to ensure that all parties will be able to continue to utilize this street in an unobstructed fashion during construction. A police detail will be stationed on either end of St. Cecilia Street to ensure that all pedestrian and vehicular traffic co-exist in a safe and coordinated manner.

Letter 7

Berklee college of music

1140 Boylston Street, MS-1096 RE, Boston, MA 02215-3693
Tel 617 747-8112 Fax 617 747-6666 berklee.edu
Office of the Vice President for Real Estate

November 21, 2017

Mr. Brian Golden, Director
Boston Planning and Development Agency
One City Hall Square
Boston, MA 02201

Attention: Mr. Michael Rooney

Re: Comments on the DPIR for 1000 Boylston Street

Dear Mr. Golden:

Thank you for the opportunity to comment on the Draft Project Impact Report (DPIR) prepared in relation to the planned development at 1000 Boylston Street. As you are aware, Berklee College of Music is a direct abutter to the project site.

We are pleased to see that the proponent's preferred alternative retains the retail and restaurant presence along the entire length on the south side of Boylston Street between St. Cecilia Street and Dalton Street. Infilling this gap in the Boylston Street streetwall would be a significant improvement in the area. The widened sidewalks will provide an enhancement to the public realm that will be used and enjoyed by the many Berklee students, faculty and staff who regularly and frequently walk between the college's buildings in the East Fens and those located on Boylston Street in the Back Bay.

We note, however, that winds near the Boylston Street/St Cecilia Street intersection are projected to be in the uncomfortable range upon project completion, specifically at Locations #19, 22 and 63. These windy conditions are projected despite the reshaping of the condominium tower and the creation of a 5' setback at Levels 5-6. We ask that the proponent continue to refine the project's massing and/or design features so as to ameliorate the projected winds at the base of the westerly face of the planned condominium building. 7.1

We also remained concerned about construction period impacts as noted in our prior comment letter. The proponent's Response to Comment #16.1 addresses Berklee's prior request that the elements of a Construction Management Plan be included in the DPIR by referring to Exhibit G, a draft 10% construction management plan and construction logistics plan. Unfortunately, Exhibit G evidently was submitted as a CD ROM, and therefore is not available for viewing on the Agency's website. We therefore are unable to express an opinion as to the responsiveness of such these plans to the expressed concerns. 7.2

Elsewhere in the DPIR, reference is made to St. Cecilia Street as being considered as an option for being the primary point of access for construction vehicles, materials delivery, refuse removal and the like is of particular concern. As previously noted, the sole service door to the Berklee Performance Center is on the west side of St. Cecilia Street at roughly the midpoint between Cambria Street and Boylston Street. Performers routinely park service vehicles to load in and load out lighting, sound equipment, instruments and the like along the westerly curbline of St. Cecilia Street.

One can readily envision the effect of a lane of St. Cecilia Street being closed over an extended period for construction vehicle loading, hoists, and pumping of concrete, for queuing trucks waiting to enter the construction site, and for through traffic. Under such conditions, the operation of the performance center likely would be substantially impeded if not compromised entirely.

Further, students and faculty routinely walk across St. Cecilia Street between Belvidere Street and Boylston Street to access classrooms in the lower level of St. Cecilia Church. In view of the impacts on pedestrian safety and on the smooth and efficient operation of the Berklee Performance Center, we ask St. Cecilia Street not be used for construction access to and egress from the project site. 7.3

Thank you for your attention to these matters. We look forward to a continuing dialogue among the Agency, the proponent and ourselves as the project continues to move forward through the regulatory process and thereafter.

Sincerely,

William D. Whitney
Vice President for Real Estate

Cc: Mr. Jonathan Greeley
Mr. Adam J. Weiner

Letter 8: Fenway Studios

Comment 8.1

Architectural Significance of site *- There is a parade of architectural gems leading to 1000 Boylston – Massachusetts Historical Society, Berklee Conservatory on Boylston and Hemenway Street. St. Clements, and the Hynes Convention Center from the east. 1000 Boylston should be architecturally significant AT GROUND LEVEL. This is not a space for a mundane platform. It is one major entrance into the Back Bay historic district, and faces the start of the Fenway and it's internationally regarded arts institutions. Bordering communities where history and aesthetic concerns are vitally important, the design of 1000 Boylston should embrace its significance and add to the aesthetically pleasing promenade of architecture, especially at street level. The arts should be integrated into the site and architecture.*

Response

The design team is aware of the numerous architecturally significant buildings in the neighborhood, and the significance of the building's location in the city at the western edge of the Back Bay, adjacent to the Fenway. The design team is excited about the great potential of the Project and is confident that it will make a positive architectural addition to the city. At the ground level the Project will bring continuity to Boylston Street and repair a scar in the urban fabric that has existed for far too long. The BCDC commissioners at subcommittee reviews described the building as an appropriate and memorable "marker" at the western end of the Back Bay, as Boylston Street transitions into the Fenway.

Comment 8.2

Art *- How about a request for proposals for a public sculpture on Boylston, either on the enlarged sidewalk corner near the Hynes or, even better, facing Boylston and Mass. Ave.? Another possibility is a national competition for a design for a sculpturally interesting solution to the façade of the parking garage/podium, perhaps incorporating light?*

Response

The Proponent looks forward to exploring interesting opportunities for public art, in conjunction with input from MassDOT, which owns the portion of Boylston Street adjacent to the Project Site, and from the BPDA and other applicable city agencies.

Comment 8.3

Disabled and elderly should be accommodated*. Benches for seating, and smooth pavements for wheelchairs.*

Response

The Project will integrate pedestrian seating into the planters along the sidewalk. In compliance with the 'Complete Street' guidelines, the proposed PZ is a concrete sidewalk with sawcut joints to minimize potential paver heave and tripping hazards, while also creating a smoother surface for wheelchair passage. Refer to Section 1.2.3 of Chapter 1, *Supplemental Information*, for compliance with accessibility requirements. The Proponent will also review the specific repair plan for Boylston Street with the Boston Disabilities Commission as part of PIC review process for Specific Repairs.

Letter 8

CAC – 1000 Boylston Street

Comments Summary from Fenway Studios, submitted by Teri Malo

Development Issues: directed to BPDA

Transit - Our concerns are with density and the effects on transportation. The intersection of Mass. Ave. and Boylston is one of the busiest in the city, with gridlock every morning, afternoon, and evening. The Green Line subway station is over capacity, and frequently the Mass Ave buses are over-filled and stalled in the gridlock. This occurs even without a home game at Fenway Park.

The **expansion of the medical district** further into the Fenway neighborhood is increasing congestion on the roads and sidewalks, and helping to drive the gridlock, which now backs up onto Storrow Drive and beyond**. Large-scale developments near Massachusetts Avenue** will only exacerbate the problem. The traffic "*queue maps*" in the environmental impact study seem totally unrealistic – when were they done? Traffic going both east into Back Bay and west toward the medical district is holding up ambulances, fire trucks, buses, and police cars.

Continuity of Boylston Street – If Boylston Street is our main street, it should be continuous, from the Fenway through Back Bay – it should be our major boulevard. The Bowker interchange is a fiasco. The fact that Ipswich Street, which is narrow and has tight curves, has become the emergency vehicles' artery and the functional westbound "extension" of Boylston Street is unworkable and dangerous.

Sense of Community – the Fenway and Back Bay both have many long-term residents, and a strong sense of community. How will the condos in the tower be marketed, and to whom? *Year-round residents* have a stake in the viability of the neighborhood, and can add to public discourse, public associations, participate in democratic processes, block parties, and fundraisers for local causes. *Investment purchasers* can lead to air B&B transitory uses or part-time pied-de-terre use, which diminishes neighborhood livability (as noted in news reports about other urban areas, such as Manhattan.

Mitigation -- Since the air rights belong to the public, and are being leased to a private developer, shouldn't there be some compensation that remains in the public realm? Couldn't the developer be asked to contribute a substantial down payment toward a trust fund to maintain the ***Emerald Necklace in the Fenway***? The park is underfunded , overused, and in a sorry state.

Set Aside for Low and moderate-income housing - – what formula will be used? Boston's population is so weighted toward extremes of wealth and poverty or near poverty, the units of housing to be built must be affordable to the lower end of the spectrum.

Comments on design proposal - directed to development team

Architectural significance of site – There is a parade of architectural gems leading to 1000 Boylston – Massachusetts Historical Society, Berklee Conservatory on Boylston and Hemenway Street. St. Clements, and the Hynes Convention Center from the east. !000 Boylston should be architecturally significant AT GROUND LEVEL. This is not a space for a mundane platform. It is one major entrance into the Back Bay historic district, and faces the start of the Fenway and it's internationally regarded arts institutions. Bordering communities where history and aesthetic concerns are vitally important, the design of 1000 Boylston should embrace its significance and add to the aesthetically pleasing promenade of architecture, especially at street level. The arts should be integrated into the site and architecture. 8.1

Art – How about a request for proposals for a public sculpture on Boylston, either on the enlarged sidewalk corner near the Hynes or, even better, facing Boylston and Mass. Ave.? Another possibility is a national competition for a design for a sculpturally interesting solution to the façade of the parking garage/podium, perhaps incorporating light? 8.2

Disabled and elderly should be accommodated. Benches for seating, and smooth pavements for wheelchairs. 8.3

The changes offered in proposal three, October 2017, are much appreciated.

Letter 9: Papesch Associates

Comment 9.1

My recommendations tonight is that the BPDA require of Mr. Weiner / ADG Scotia and their architect that their proposed building be energized entirely by electricity supplied by renewable energies. This requirement would help in reaching Mayor Walsh's goal to reduce Boston greenhouse gas emissions by 80% -100% below 2005 levels by 2050.

Response

The Proponent has selected a design that targets the reduction in the demand of the building's need for resources; the plant that serves the building has been designed to the updated capacity. Gas heating equipment can be evaluated and replaced with electric systems as part of future renovations, if deemed appropriate at the time. Currently, natural gas is nearly four (4) times the cost per unit of energy as electricity. As an alternative, the Proponent has engaged a Renewable Energy Credit vendor to discuss options for off-setting portions of the proposed building energy usage over time.

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Letter 9

Papesch Associates
Architects & Development Consultants
416 Marlborough St., #804
Boston, MA 02115
Tel: 617 267-6598 - papesch@mac.com

Mr. Rooney
BPDA Project Manager for 1000 Boylston Street
One City Hall Square
Boston, MA 02201

October 3, 2017

Dear Mr. Rooney:

I am a private citizen and a neighbor who will be very much affected by this large project. The fact that it has been substantially reduced in size, plus the large green roof amenity make it better, but in my opinion still too large.

I am also an architect who chairs the BSA's Sustainability Education Committee, where we try to stay up-to-date on advances in the energy sector so we can disseminate the information to our fellow architects and others in the building sector of the economy.

My recommendations tonight is that the BPDA require of Mr. Weiner/ADG Scotia and their architect that their proposed building be energized entirely by electricity supplied by renewable energies. This requirement would help in reaching Mayor Walsh's goal to reduce Boston greenhouse gas emissions by 80% - 100% below 2005 levels by 2050. Otherwise, that goal seems meaningless because every large building powered by fossil fuels creates a major obstacle to reaching that objective. 9.1

Peter Papesch, AIA
Founder and current member of NABB Green Committee

Letter 10: Charles River Watershed Association

Comment 10.1

We also see that the project is proposing a new 70,000 GPD wastewater discharge. Neither treated stormwater discharges nor new wastewater discharges, including the proposed drain line along Scotia Street, should drain to combined drainage infrastructure operated by Boston Water and Sewer (BWSC) or the Massachusetts Water Resources Authority (MWRA) unless the discharges can be retained on site and released at a time when it can be guaranteed that they will not contribute to a combined sewer overflow (CSO) event. BWSC and MWRA have done a tremendous amount of work in the past 20 years to reduce the frequency and volume of CSO events on the Charles River and in Boston Harbor to provide safe conditions for boaters, and it is critical that no new discharges be added to the remaining combined infrastructure to maintain the progress that has been made.

Response

The sanitary sewer generation estimates for the Project density have been reduced to approximately 44,775 GPD as outlined in the DPIR. The Project will provide new sanitary sewer connections to the existing 12-inch sanitary sewer line in Cambria Street. The Project will capture the rooftop runoff and discharge to an infiltration system located under the proposed building. The infiltration system will be sized to provide a volume of one inch over the Project area for recharge of groundwater according to Boston Groundwater Conservation Overlay District requirements. Updated geotechnical boring information indicates the subsurface soils are adequate for groundwater recharge and adequate separation to high groundwater will be provided. The infiltration system will reduce stormwater flow from the site areas and improve stormwater quality while meeting BWSC's phosphorous treatment requirements which address the Charles River TMDL for phosphorous. The Project is also providing new separated stormwater infrastructure and is upgrading a drain line is Scotia Street. The Project design and final configuration for sewer and stormwater will be reviewed and approved by BWSC through their Site Plan Review Process. Accordingly, the Project design has been developed to not contribute to a combined sewer overflow (CSO) event, which relates to wastewater and stormwater.

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Letter 10

Date	First Name	Last Name	Organization	Comments
3/17/2017	Elisabeth	Cianciola	Charles River Watershed Association	March 3, 2017 Boston Planning and Development Agency 1 City Hall Square Boston, MA 02201 RE: 1000 Boylston Street Redevelopment Charles River Watershed Association (CRWA) has reviewed the Public Notification Form for the 1000 Boylston Street redevelopment project and submits the following comments. We are pleased to see that the project proponent is familiar with the need to treat and infiltrate stormwater runoff in this area. Please be advised that phosphorus removal must meet the requirements of the Total Maximum Daily Load (TMDL) for Nutrients in the Lower Charles River Basin. The TMDL requires a 65% reduction in phosphorus load in runoff from impervious surfaces. We also see that the project is proposing a new 70,000 GPD wastewater discharge. Neither treated stormwater discharges nor new wastewater discharges, including the proposed drain line along Scotia Street, should drain to combined drainage infrastructure operated by Boston Water and Sewer (BWSC) or the Massachusetts Water Resources Authority (MWRA) unless the discharges can be retained on site and released at a time when it can be guaranteed that they will not contribute to a combined sewer overflow (CSO) event. BWSC and MWRA have done a tremendous amount of work in the past 20 years to reduce the frequency and volume of CSO events on the Charles River and in Boston Harbor to provide safe conditions for boaters, and it is critical that no new discharges be added to the remaining combined infrastructure to maintain the progress that has been made. Should you have any questions, please feel free to contact me at ---- or ----. Sincerely, Elisabeth Cianciola Aquatic Scientist
3/10/2017	Robert	Chapman		I fully support this plan moving forward. It adds needed height to our high spine across the back bay and covers up I-90. This will help to add density of people to the area which has been lacking. I'm not excited about the above ground parking but as long as first floors contains retail that will help to improve street level activity. Please approve and set our sights on redeveloping the garage next door.
2/19/2017	Thomas	Jones		I would like to voice enthusiastic support for the proposed 1000 Boylston Street plan as submitted by Weiner Ventures. These wind-swept canyons have long been the spot where the curious explorer has decided that it was time to "turn around". We need these buildings to sew together the Back Bay and the Fenway. We are long-time residents of the Fenway where we own a condo. We love this neighborhood and are very pro-development. We sincerely hope that this project will be approved in its current state and that construction can begin in 2018, as projected. Thank you. Thomas Jones and Robert Curtis Boston, MA 02215
1/15/2017	Thomas	MacDonald		A really exciting project that would bring life to an underdeveloped corner and a new focus to the Back Bay skyline with architectural lines unmatched in the city of Boston (perhaps harkening to the seemingly changing shape of I.M.Pei's iconic 200 Clarendon from different perspective locations around the city?). I love the inclusion of green space in the tower. A model of 21st century architecture!

10.1

Letter 11: Jacqueline Royce

Comment 11.1

"Will project employ distributed Energy /Smart Grid Infrastructures or systems? Building will be smart grid ready?" Project answered NO. This is unacceptable. Please explain.

Response

The Building will be smart grid ready, although the grid in its current state is not "smart" as this requires two-way communication. Once the technology has enabled the ISO New England grid (and the central Boston utility grid) to be "smart," the Project will have the capacity to link into the smart grid.

Comment 11.2

"Will project be connected to district steam heat?" Project answered NO. More complete information before rejection would be appropriate. Has cost/benefit analysis actually been done? Is Project dependent on National Grid hard sell?

Response

The Project is not proposing to utilize district steam. The steam available to the Project is not necessarily more efficient nor would it result in a further reduction in emissions. The grid generates equivalent emissions as does the natural gas in the Project, and the Project has enabled more flexibility in lowering its emissions because it includes a central utility plant that serves the building which can be updated more quickly over time (and is within the building owner's control) than a district plant. Gas heating equipment within the building can be evaluated and replaced with electric systems as part of future renovations, if deemed appropriate at the time.

Comment 11.3

"Will project accommodate rain events? Such as vegetated water capture system?" Project answered NO. Vertical rain gardens could certainly be considered. That's an easy one.

Response

As discussed in the DPIR, the Project includes stormwater management and treatment systems that will improve water quality and control peak rates of runoff in comparison to pre-development conditions. The current design of the Project incorporates a multi-step process to manage stormwater:

› Retention tanks will be used to control flow rates;

- Stormwater treatment chambers/filters will improve water quality and reduce phosphorus loads to comply with the MassDEP Total Maximum Daily Load (TMDL) threshold of 65 percent phosphorus removal; and
- Injection wells proposed within the sidewalk along the perimeter of the Podium along with infiltration chambers under the loading dock will provide infiltration to replenish groundwater. (The injections wells will be subject to the City of Boston's Public Improvement Commission (PIC) approval, as applicable, and issuance of a MassDEP Underground Injection Control permit.)

Levels 5 and 6 of the Podium will provide over 11,000 square feet of vegetated area containing a mixture of native trees and shrubs (selected for high-performance in an exposed environment atop the Podium), which will divert stormwater and improve runoff quality in addition to the proposed stormwater infrastructure.

Vertical rain gardens are not well-suited for this specific urban environment. They perform best in warmer climates with less extreme temperature ranges. In this location, the high winds, shade and persistent freeze-thaw cycle during colder months prevent the vertical rain gardens from flourishing and would require frequent plant replacement, significantly reducing benefits to storm-water reduction and water quality improvement.

Comment 11.4

"Beneficial measures considered for incorporation into project's design" are all very modest and relatively easily implemented or dismissed as resulting in a much higher cost (e.g. Passive House superinsulation.) No cost figures are presented to back up claim. Can the all glass energy inefficient, solar-glare causing façade be reconsidered?

Response

Passive house standards are not as applicable to this building type; however, the Project has used the fundamental tenets of passive house standards to help direct the envelope and system designs.

The development of the building façade is ongoing and the project team is studying several measures to increase the overall performance of the building envelope and mechanical systems such as: reduced window to wall ratio, additional thermal insulation in the spandrel areas, glazing performance optimization and high efficiency ERU's.

Refer to the response to Comment 4.10 above for a summary of findings from the solar glare analysis. The application of etched glass is a potential measure that the Proponent will explore in order to reduce solar glare from the Project.

Comment 11.5

We look forward to a better understanding of alternative/cleaner energy sources and grants/rebates in future proposals.

Response

The project team is actively meeting with Eversource to evaluate incentive opportunities for the proposed building. The incentives that the team is evaluating include upgraded envelope, lighting, energy recovery systems and controls.

Comment 11.6

Has the Project considered air source electric heat pumps which are apparently more efficient than gas furnaces?

Response

Air source heat pumps are not necessarily more efficient than gas furnaces – the efficiency depends on the application and location of the Project, and the shape and demands curves of the building's energy needs. The Project is utilizing high-performance gas boilers for heating. Additionally, the building space and height and the air to air system requirement of air source heat pumps is not feasible for the Project.

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Letter 11

DATE: November 10, 2017

TO: Michael Rooney, Project Manager
Boston Planning and Development Authority
Michael.Rooney@boston.gov

FROM: Jacqueline Royce, PhD

RE: 1000 Boylston Street DPIR (dated September 22, 2017)

As a Back Bay resident with a background in City & Regional Planning and Medical Sociology, a close neighbor to the project, and a health care professional, I am concerned about the design and critical environmental and health issues in the current proposal and as presented at recent public meetings.

Major project improvements are a big step in the right direction and much appreciated.

What I have read, however, in the Project Report and heard in public meetings continues to short-change the public good and human health and welfare, and commits Boston ever more strongly to dependency on fossil fuels and soon-to-be obsolete pipeline infrastructure while seriously jeopardizing Boston's pledge to become carbon neutral by 2050.

This is the time for projects like 1000 Boylston to be truly visionary. Here is an opportunity for Weiner Ventures to transform the way we build in Boston. To imagine a future where costs of heating, cooling, and operating buildings are dramatically reduced and where high performing energy efficient buildings are the most sought after properties in the market.

Overall, this project chooses the most modest sustainability and resiliency goals in the name of "cost prohibitive." Could the Project go beyond LEED Gold? Is additional cost relatively minor and could it be passed on in the selling process? What are the long-term health and environmental costs of using fossil fuels as an energy source?

Here are some examples where this project could be more visionary.

1.BPDA Climate Change Preparedness and Resiliency Checklist (Appendix C)

All large-scale development projects subject to Boston Zoning Article 80 must complete the current BPDA checklist regarding project resiliency preparedness and to mitigate adverse impacts under future climate conditions.

In all items in the checklist the Project has proposed the minimum. Recent studies indicate that higher "green" standards have more appeal in the competitive luxury market. Is that a possible consideration for this Project?

a. "Will project employ distributed Energy/Smart Grid Infrastructures or systems? Building will be smart grid ready?" Project answered NO. This is unacceptable. Please explain. 11.1

b. "Will project be connected to district steam heat?" Project answered NO. More complete information before rejection would be appropriate. Has cost/benefit analysis actually been done? Is Project dependent on National Grid hard sell? 11.2

c. "Will project accommodate rain events? Such as vegetated water capture system?" Project answered NO. Vertical rain gardens could certainly be considered. That's an easy one. 11.3

2. Green House Gas Emissions (Chapter 7)

"Beneficial measures considered for incorporation into project's design" are all very modest and relatively easily implemented or dismissed as **resulting in a much higher cost (**e.g. Passive House superinsulation.) No cost figures are presented to back up claim. Can the all glass energy inefficient, solar-glare causing façade be reconsidered? 11.4

For Clean and Renewable Energy Analysis, the proposal states: "In support of Boston's GHG reduction goals, the Proponent has evaluated and incorporated strategies to minimize energy consumption associated with the Project through building energy modeling based on conceptual design as well as considered clean/renewable energy sources. Also, the Proponent is planning to engage utility providers to better understand available alternative/cleaner energy sources and grants/rebates."

Comment: We look forward to a better understanding of alternative/cleaner energy sources and grants/rebates in future proposals. 11.5

Thus far, the project proposes cautious minimum standards instead of bold new ideas.

3. Infrastructure (Chapter 9)

Natural Gas Service

The Project states "New natural gas service will be needed from National Grid.. The current design intent is for the Project to be supplied from a new National Grid IP gas main extension coming from the Belvedere and Dalton Street area. The Proponent is currently in negotiations with National Grid."

Comment – The need for a proposed gas pipeline is highly controversial and currently under review in light of City Council's unanimous resolution (October 18, 2017) regarding consistency of National Grid's pipeline proposal with City's climate commitments.

Natural Gas Requirements for proposed equipment to service 108 residential units with gas fireplaces, cookstoves, and HVAC are shown in Table 9-2.

Comment: This project should not use gas as a heating, cooking, or decorative fireplace source. This project should use the latest technology in efficient electric heat sources, to help the City rely less on fossil fuels as the electrical grid shifts to more renewable sources. This is in keeping with the Mayor's Climate Action plan. Numerous scientific papers have documented health hazards and air pollution risks associated with gas cookstoves. Gas fireplaces are less attractive as a marketing message when weighed against their impact on increased GHG emissions.

A more effective marketing message for luxury residences in the 21st century is feel good about living in a healthy innovative clean energy building that lowers your carbon footprint and is prepared to transition to the net zero buildings of the future with lower operating costs.

Has the Project considered air source electric heat pumps which are apparently more efficient than gas furnaces? 11.6

My other concerns agree with those of NABB Development and Transportation Committee and discussions with other Green Committee members:

- Environmental Impacts -- sunlight/shadow, glare, wind, traffic and parking
- Affordable housing
- Public transportation (cost sharing)
- Urban design and architecture issues --Open space, street trees, canyonization of area.

Thank you for the opportunity to comment. Our hope is that you will be visionary and design the best building possible with an eye to transitioning to a Net Zero/Carbon Neutral future.

Sincerely,
Jacqueline Royce, PhD
Board of Directors Neighborhood Association of the Back Bay (NABB)
and NABB Green Committee member
NABB's representative to Gas Leaks Allies
Founding Member, Boston Clean Energy Coalition

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Letter 12: G. Lee Humphrey

Comment 12.1

Turning to 1000 Boylston Street, we should be told in the DPIR what the cost difference is that says we should go to natural gas. How much cheaper is it today and in the longer term?

Response

The Proponent has selected a design that targets the reduction in the demand of the building's need for resources; the plant that serves the building has been designed to the updated capacity. Gas heating equipment can be evaluated and replaced with electric systems as part of future renovations, if deemed appropriate at the time. Currently natural gas is nearly four (4) times the cost per unit of energy as electricity.

Comment 12.2

The DPIR acknowledges that Passive House "results in ultra-low energy buildings that require little energy for space heating or cooling." Yet "Given the cost premium .... , Passive House Standard far exceeds the program of the Project." But what is the cost premium that rules it out? We are not told. Given the environmental benefits, would it have been excessive?

Response

Passive house standards are not as applicable to this building type; however, the Project has used the fundamental tenets of passive house standards to help direct the envelope and system designs.

Comment 12.3

On CHP, "Experience has shown that using district steam will reduce the overall GHG emissions; however, it will not necessarily reduce the overall cost for the owner." There seems to be a bit of a confusion here - it will reduce emissions but not the overall cost? Is this true? And even if the point is at all valid, which is more important?

Response

The steam available to the Project is not necessarily more efficient nor would it result in a further reduction in emissions. The grid generates equivalent emissions as the natural gas does in the Project, and the Project has enabled more flexibility in lowering its emissions because it includes a central utility plant that serves the building which can be updated more quickly over time (and is within the building owner's control) than a district plant. Gas heating equipment within the building can be evaluated and replaced with electric systems as part of future renovations, if deemed appropriate at

the time. To explain the cost differential: for the same amount of energy output, electricity costs four (4) times as much as natural gas on average.

Comment 12.4

And further, "Eversource has indicated that it will not allow cogeneration while the building is connected to the utility network." But what is the reason and does it make sense when we are trying to reduce emissions?

Response

Eversource has stated that cogeneration is not allowed on the network due to protection of the back feed into the utility grid.

Letter 12

Dear Mr. Rooney-

I have been a resident of the Back Bay for many years and I am particularly concerned about the impact that the 1000 Boylston Street project will have on our city. I have studied the project DPIR at length and am particularly concerned that like so many of the other projects before the BPDA, the energy source is natural gas which will only add to the emissions that are plaguing Boston today and will continue to plague Boston years into the future.

The reason given for turning to natural gas is that it is cheaper, but we are not told what the cost difference is between natural gas and other energy sources. Natural gas as an energy source is on the way out and will be replaced by less expensive electricity generated by non-fossil fuel sources. Today, from a financial standpoint, it is a bad investment. And from an environmental standpoint, when one looks at the longer term and the damage that natural gas as an energy source does to the environment, it should be rejected.

Turning to 1000 Boylston Street, we should be told in the DPIR what the cost difference is that says we should go to natural gas. How much cheaper is it today and in the longer term? 12.1

The DPIR is also replete with justifications for rejecting more environmentally favorable alternatives. Here are three:

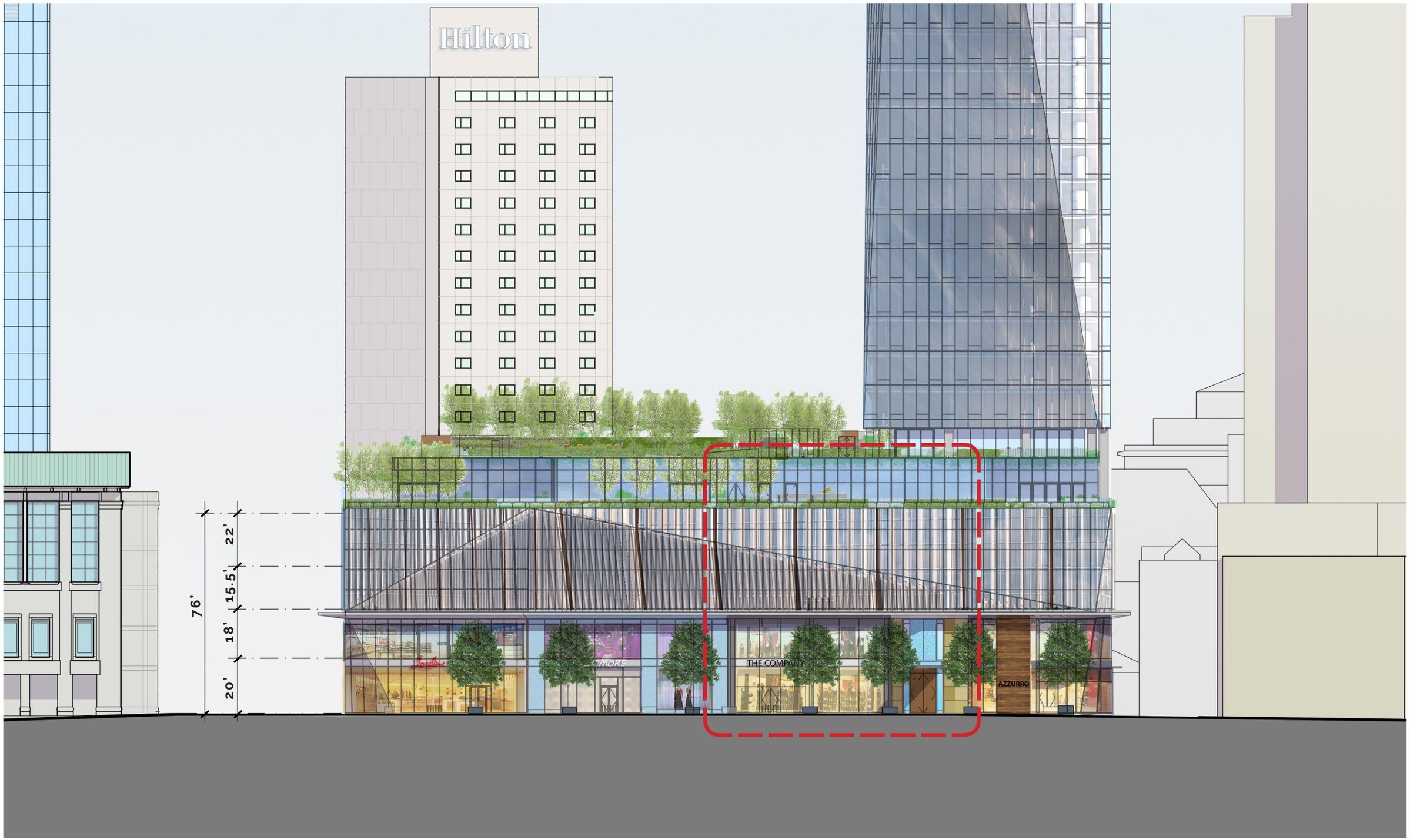
* The DPIR acknowledges that Passive House "results in ultra-low energy buildings that require little energy for space heating or cooling." Yet "Given the cost premium . . . . , Passive House Standard far exceeds the program of the Project." But what is the cost premium that rules it out? We are not told. Given the environmental benefits, would it have been excessive? 12.2

* On CHP, "Experience has shown that using district steam will reduce the overall GHG emissions; however, it will not necessarily reduce the overall cost for the owner." There seems to be a bit of a confusion here - it will reduce emissions but not the overall cost? Is this true? And even if the point is at all valid, which is more important? 12.3

* And further, "Eversource has indicated that it will not allow cogeneration while the building is connected to the utility network." But what is the reason and does it make sense when we are trying to reduce emissions? 12.4

In summary, I believe this project should not go forward without a stronger environmental review. Present day cost should not always rule.

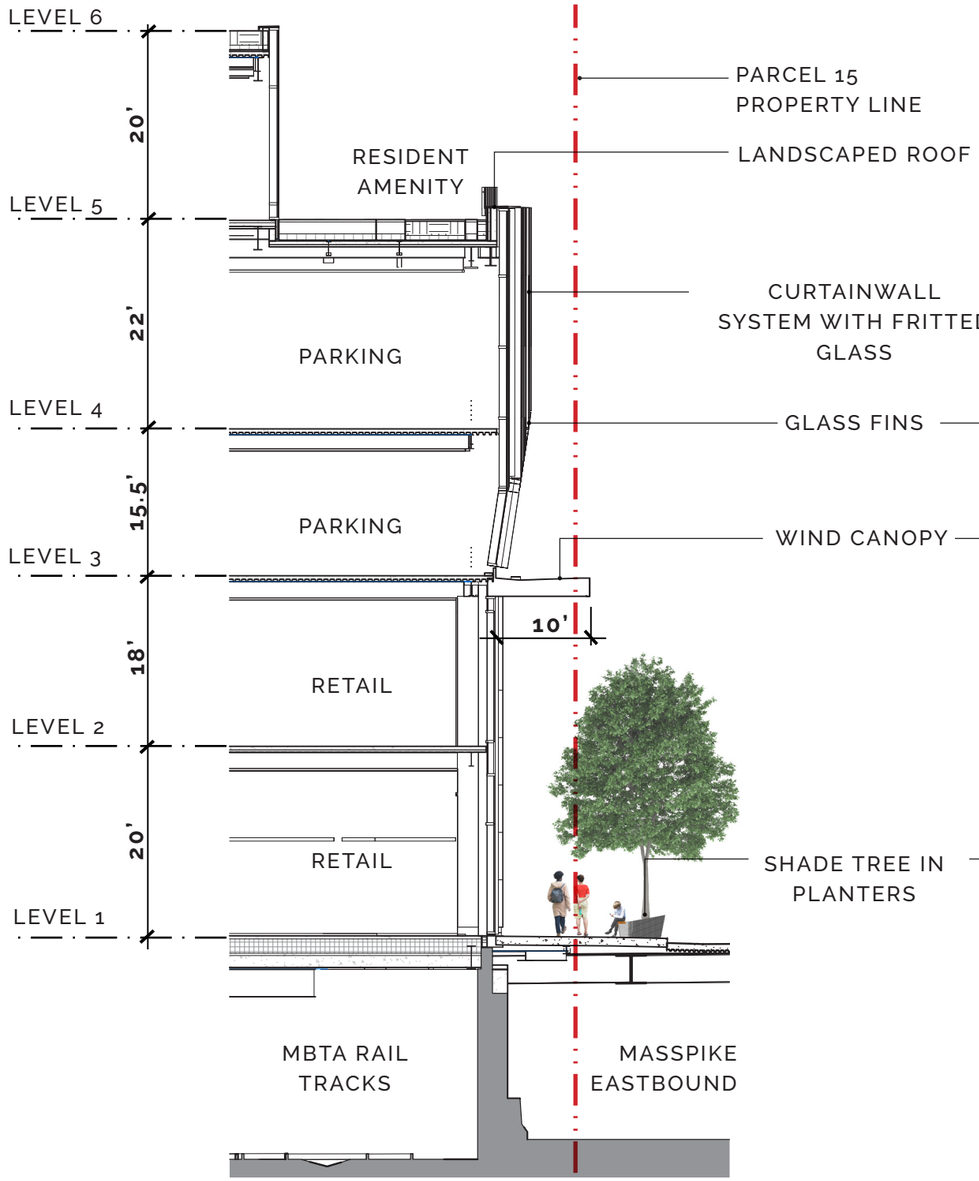
G. Lee Humphrey
169 Commonwealth Avenue
Boston

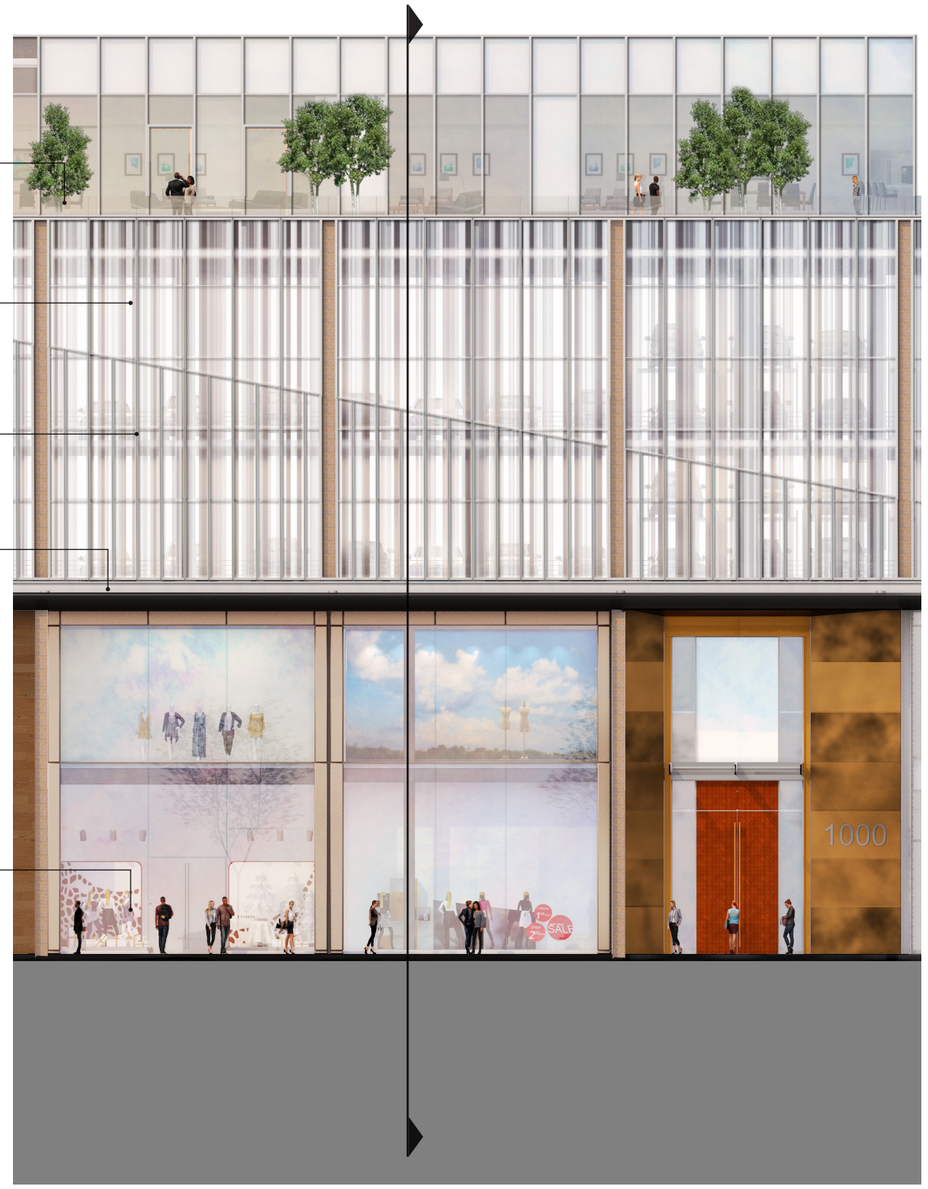


ELKUS | MANFREDI ARCHITECTS

Podium | North Elevation
1000 Boylston Street
Boston, Massachusetts

Figure 2.1



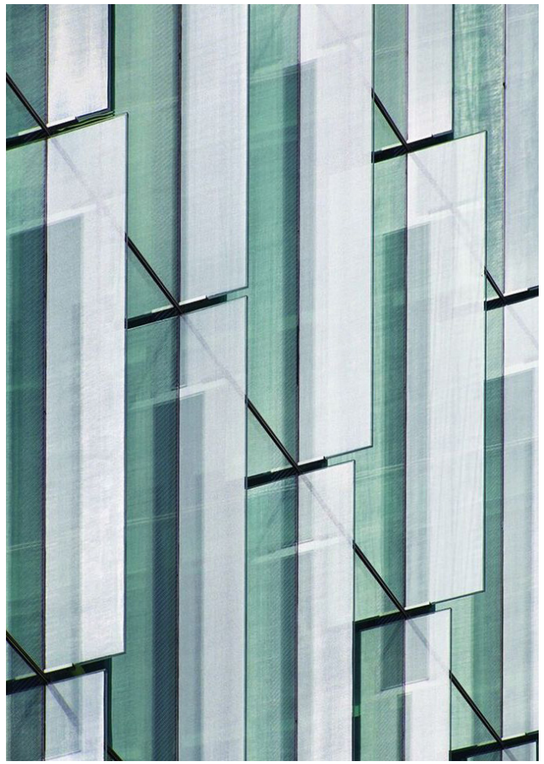


ELKUS | MANFREDI ARCHITECTS

Podium | Facade Detail
1000 Boylston Street
Boston, Massachusetts

Figure 2.2

FRITTED GLASS PATTERN



GLASS FIN

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Pedestrian View from Boylston
1000 Boylston Street
Boston, Massachusetts

Figure 2.4

ELKUS | MANFREDI ARCHITECTS

View from Boylston Street
1000 Boylston Street
Boston, Massachusetts

Figure 2.5