
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 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. |
| 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.

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. 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. 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.

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.

INCLUSIONARY 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

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

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.

Appendix

Comment Letters



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

Appointed

Brandon Beatty
Kathleen Brill
Fritz Casselman
Co-Chair
Brian Doherty
David Gamble
Valerie Hunt
David Lapin
Meg Mainzer-Cohen
Co-Chair
Teri Malo
Barbara Simons
Gil Stricker
Steve Wolf

Ex Officio

William Brownsberger
Senator
Byron Rushing
Representative
Jay Livingstone
Representative
William Linehan
City Councilor
Josh Zakim
City Councilor

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 is pleased 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.
- 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.
- c. 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. 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.
- 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.

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.

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. **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.
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.
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
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

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.

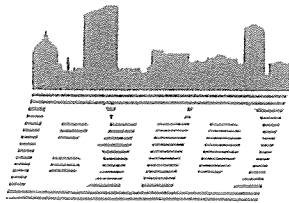
We appreciate the opportunity to advise the BPDA on this important project and are pleased with the progress thus far. We hope that our comments will be received by both the BPDA and the Proponent in the constructive spirit with which they are offered. We are willing to meet again to work through the 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



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.

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.

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, BTM 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 BTM 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).

As per its PNF letter, BTM 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? BTM would encourage the latter.

BTM'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. BTM 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, BTM 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.

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

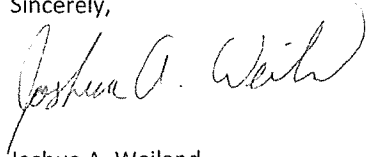
BTM supports the proponent's proposal for 30 on-street bicycle parking spaces, as well as a 1:1 ratio of secured/covered spaces for residential units, which matches the ratios in the City of Boston Bicycle Parking Guidelines. As laid out in the guidelines, there should also be 0.3 secured/covered spaces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

As mentioned in BTM'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.

Transportation Demand Management (TDM)

BTM is pleased to see the development propose joining a Transportation Management Association. As mentioned in BTM'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. BTM 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.

Sincerely,



Joshua A. Weiland

Transportation Planner

Boston Transportation Department

Cc: Vineet Gupta, Director of Policy and Planning

John DeBenedictis, Director of Engineering

BOSTON TRANSPORTATION DEPARTMENT
ONE CITY HALL SQUARE - ROOM 721 • BOSTON, MA 02201 • 617-635-4680

Boston Groundwater Trust

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

Board of Trustees

Gary L. Saunders
Tim Ian Mitchell
Co-Chairs

Janine Commerford
Greg Galer
John Hemenway
Peter Shilland
Austin Blackmon
Daniel Manning
Josh Zakim
Andre Jones
Aaron Michlewitz
Angie Liou

Executive Director

Christian Simonelli

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.

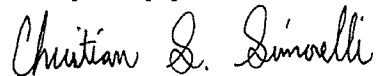
The project is located in the Groundwater Conservation Overlay District (GCOD) established under Article 32 of the Zoning Code. As stated in the document and confirmed at the scoping session the project is proposed to be designed and constructed to comply with the requirements of Article 32. Also stated 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.

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

stated in the document and meets the GCOD requirement for no reduction in groundwater levels on site or on adjoining lots.

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,

A handwritten signature in cursive script that reads "Christian L. Simonelli".

Christian Simonelli
Executive Director

CC: Kathleen Pederson, BPDA
Maura Zlody, EEOS



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO
Brian Shortsleeve, Chief Administrator and Acting General Manager

massDOT
Massachusetts Department of Transportation

TO: Michael Rooney, BPDA

FROM: Ellen DeNooyer *EDN*
Senior Project Manager, Capital Delivery

DATE: November 6, 2017

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

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.

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.

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.

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.

5.14.5 Construction Management Plan and6.10 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.

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).

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.

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

GREGG LISCIOTTI
One Charles Street South - PH105
Boston, MA 02116-5448

October 31, 2017

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

Via Email: michael.rooney@boston.gov

Re: 1000 Boylston Street Project Letter of Support

Dear Mr. Rooney,

The decision of Weiner Ventures to propose a single-tower condominium project during the DPIR stage of the BPDA process was a highly appropriate response to community feedback about the design concept that was unveiled earlier this year.

The current revised project design addressed several community concerns, including the desire for reduced density, a more pedestrian-friendly streetscape, less structural height, and fewer parking spaces. Specifically, the DPIR design lowered the height of the condo building located on the west side of the project site by 82 feet, eliminated the other building on the east side of the project site, all while still decking over the entire current large gaping opening below to the Turnpike. The project also removed 128 parking spaces and 2 of the prior 4 floors of parking. These are meaningful changes that have resulted in a better project and has my full support.

Taken together, the new project deserves support as it will create numerous lasting benefits, not least of which is achieving the longstanding goal of building a deck over the Turnpike to connect the Back Bay and Fenway neighborhoods.

I also appreciate the developer's proposed uses for the building as they relate to density and congestion. The combination of residential and retail will result in far less traffic impact than other potential uses, and it's clear the developer is mindful of the goal of supporting public transportation and bicycling for those visiting the site.

I'm hopeful these project attributes will help Boston advance the first successful air rights project in decades.

Sincerely,



Gregg Lisciotti

Hi Mike,

As a Back Bay resident and business owner, I support the [1000 Boylston](#) project from an environmental perspective. The current Parcel 15 site is noisy and unpleasant, which is unfortunate for a space serving as a key connector between the Back Bay and Fenway neighborhoods.

The environmental and public health benefits of decking over the Turnpike cannot be understated. [1000 Boylston](#) will likely create better surface-level air quality and will definitely promote pedestrian activity. As Boston continues to grow and evolve, the city needs more cohesive neighborhoods and blocks so that residents see connections between the places they live, work, and visit. This cohesion comes from connected blocks with wide sidewalks, continuous retail, and green interventions – all of which encourage people to walk instead of drive. [1000 Boylston](#) is a leap toward this vision and toward repairing the environmental scars left by the Turnpike construction through the heart of the city.

Thank you,

Chris Nolan

[360 Newbury Street](#) Resident



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.

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.

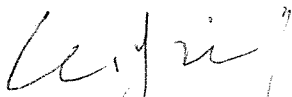
Elsewhere in the DPIR, reference is made to St. Cecilia Street as being considered as an option for being the primary point of access for construction vehicles, materials delivery, refuse removal and the like is of particular concern. As previously noted, the sole service door to the Berklee Performance 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 curblineline 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.

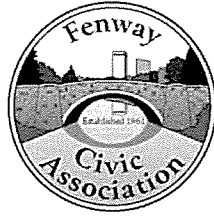
Thank you for your attention to these matters. We look forward to a continuing dialogue among the Agency, the proponent and ourselves as the project continues to move forward through the regulatory process and thereafter.

Sincerely,



William D. Whitney
Vice President for Real Estate

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



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.

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

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.

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

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

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

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 M. Brill

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



November 13, 2017

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

Dear Michael,

I am writing on behalf of the Back Bay Association to support the updated submission for 1000 Boylston Street by Weiner Ventures. I have had the opportunity to participate on the Citizens Advisory Committee, and it is my pleasure to present the following comments.

This submission clearly demonstrates that the project developer, Weiner Ventures, paid close attention to the comments of the community throughout the public process. The overall program for 1000 Boylston Street has been reduced from 689,000 square feet to 439,500 square feet, by eliminating the “second tower” of apartments, and reducing the residential building (containing condominiums) by 48,000 square feet and reducing the number of units to 108. Many members of the community were ecstatic about the reduction of parking from 303 spaces to 175. Lastly, the increase in retail space to 45,500 will enhance the vitality of Boylston Street, especially as it heads toward Fenway.

Due to this dramatic decrease in the overall size of the project, all environmental impacts are reduced, including shadow, wind, traffic, etc. The architecture, as designed by Elkus Manfredi, will add a new icon to Back Bay’s skyline, and we look forward to the architectural refinement that further public and city processes will afford. The angles, shapes and changing glass material of 1000 Boylston will create a building that will offer a constantly changing view as the building interfaces with its environment (sun, light, seasons of the year, etc.). The Back Bay Association is in strong support of the building’s placement and architecture of Boylston Street.

The Back Bay Association will continue to participate in the public process as the 1000 Boylston Street team reviews comments from the community and BPDA staff on topics of interest, such as solar glare, sidewalk width, etc. Yet we remain steadfast in our belief that we must protect the projects of developers, who take a great risk in taking on an Air Rights projects (with extraordinary added costs), that after the project is approved, it is still financially feasible! While every project must also contribute to the City of Boston, affordable housing goals, provide mitigation for impacts, we most strongly want to see 1000 Boylston Street get built!

We laud the development team for this updated plan, which will do so much for the Back Bay.

Sincerely,

Meg Mainzer-Cohen
President, Back Bay Association

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.
- 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?

- 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.

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?

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.

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?

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

780 Boylston St.
Boston, MA 02199

Cc: Mayor@boston.gov, 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, ichael.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

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?

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?

* 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?

* 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?

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](#)

Neighborhood
Association *of the*
Back Bay



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 Vision¹ 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.

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

Officers:

Martyn Roetter
Chairman
Susan Ashbrook
Vice Chairman
Vicki C. Smith
President
Paula Griswold
Vice President
Steven Sayers
Treasurer
Patricia Corrigan
Secretary

Directors:

Susan Baker
Catherine Bordon
Roseann Colot
Charlotte DeWitt
Peter Der Manuelian
Michael Fenter
Kristin Field
Andrew Friedland
Michael George
Joseph Gertner
Ann Gleason
Jack Gregg
Janet Hurwitz
H. Parker James
Jay Johnson
Warren Johnson
Howard Kassler
Rosanne Kumins
Elliott Laffer
Nancy Macchia
Martha McAllister
Michael McCord
Tim Ian Mitchell
Charles Neckyfarow
Roberta Orlandino
Tracy Pesanelli
Margaret Pokorny
Jason Post
Susan Prindle
Susan Richardson
Ellen Rooney
Jacqueline Royce
Susan Shafer
Peter Sherin
Lara Shkordoff
Barry Solar
Elaine Sullivan
Anne Swanson
Lauren Thomas
Jack Wallace
Marvin Wool
Sheri Olans Wright
Jacquelin Yessian
Kathleen Young

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.

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.

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.

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?

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.

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.

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.

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.

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.

Affordable Housing Options

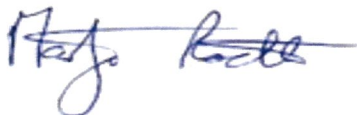
We suggest starting discussions at the earliest possible date. NABB has a longstanding preference for including all affordable housing onsite to create diversity of housing types and residents, strengthening the community. We anticipate discussing the options for meeting the affordable housing component 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.

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

Neighborhood Association of the Back Bay, Inc.
160 Commonwealth Avenue L8, Boston, MA 02116 Tel: 617-247-3961 info@nabbonline.com www.nabbonline.com

Mr. Rooney:

I have lived on Marlborough St and Mass Ave for over 20 years, now with my family of five. I also work in the Prudential tower and walk by the corner of Boylston and Mass Ave twice a day on my way to work. I was both interested and concerned when I heard about the [1000 Boylston St](#) project. I have attend the presentations by the developer am relieved to hear the thoughtful plans originally presented and now revised in response to community feedback. Along with many of my neighbors, we are enthusiast supporters of this project. The developer has a terrific reputation, has been thoughtful of the design and has been able to put together multiple parcels to solve the most important issue of all: filling in the hole.

I learned that the this hole was an unfortunate result of the Turnpike extension from the 1960s. Our community has long desired to transform this unsightly area into an engaging streetscape. Of course, there are also economic, housing and other benefits 1000 Boylston brings to the neighborhood and the city.

The current revised project design addressed several community concerns, including the desire for reduced density, a more pedestrian-friendly streetscape, less structural height, and fewer parking spaces. Specifically, the DPIR design lowered the height of the condo building located on the west side of the project site by 82 feet, eliminated the other building on the east side of the project site, all while still decking over the entire current large gaping opening below to the Turnpike. The project also removed 128 parking spaces and 2 of the prior 4 floors of parking. These are meaningful changes that have resulted in a better project and has my full support.

The [1000 Boylston Street](#) project deserves the support of the City of Boston and its residents and businesses. I fully support the project and developer.

Thank you for your consideration of my thoughts,

Kenneth Frieze
[445 Marlborough Street](#)
[Boston, MA 02115](#)
[617.422.6272](#)

Mr. Rooney,

I write in follow up to my March 8, 2017 letter to Mr. Phil Cohen regarding [1000 Boylston](#) project.

As someone who lives and works in the Back Bay area, I remain strongly in favor of development of [1000 Boylston](#). We have the opportunity to replace a pit that creates a de facto dead zone splitting Back Bay and Fenway with a pedestrian-friendly, aesthetically-pleasing vibrant corridor.

The Draft Project Import Report filed by Weiner Ventures in September shows a real effort to incorporate neighbor feedback into a project that can actually get built. The complexity of decking needs a developer with a proven track record; by seriously listening to the community the Weiner team continues to demonstrate its long-term commitment to responsibly working in Boston. The September DPIR is a better than the plan we saw in the spring, and both are much better than leaving a loud, unattractive and unpopulated hole.

I strongly encourage the BPDA to work with Weiner Ventures and the neighborhood to ensure we don't miss this opportunity to bridge the Back Bay and Fenway.

Sincerely,
Daniel Saul
[20 Park Plaza, Suite 1401](#)
[Boston MA 02116](#)

Dear Sirs;

A remark during the recent meeting of the [1000 Boylston](#) Citizen Advisory Committee accurately reflects the wonderful responsiveness of the project design team that took place between the filing of the Project Notification Form (PNF) and Draft Project Impact Report (DPIR). “Wow... what did you not accommodate?” asked one CAC member after hearing a presentation of project changes.

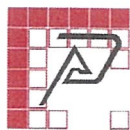
It is clear that the developers of [1000 Boylston](#) heard the community’s desire for a revised project that includes a better scale, design, and proportion. Despite financial complexities associated with building over a “hole” in the Back Bay’s urban fabric, [1000 Boylston](#) still adheres to the principles set forth by the community while delivering substantial positive modifications to address neighborhood concerns.

I also appreciate the developer’s proposed uses for the building as they relate to density and congestion. The combination of residential and retail will result in far less traffic impact than other potential uses, and it’s clear the developer is mindful of the goal of supporting public transportation and bicycling for those visiting the site.

I’m hopeful these project attributes will help Boston advance the first successful air rights project in decades.

Respectfully yours,

Christopher Egan
[5 Commonwealth Avenue](#)
[Boston, MA 02116](#)



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

Mr. Michael Rooney
BPDA project manager
City Hall
Boston

November 15, 2017

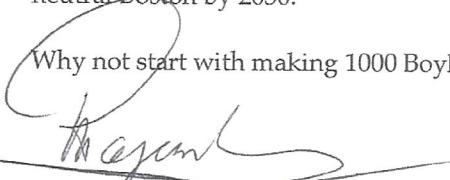
Re: 1000 Boylston St.

Dear Mr. Rooney:

There is an urgent need to examine electricity as the primary supply for a new building's energy, since the developer will pay substantially less in up-front costs for an all-electric building. The fact that operating an all-electric building sounds economically counterintuitive is because developer today don't request from their architects and engineers a study how much lower electricity demand of such a building would be if the building were designed to provide 2 types of electric wiring, with one single AC to DC inverter and the necessary wiring for all low-voltage appliances like computers, TV sets, mobile phone chargers, etc., and the remainder of supply provisions for electric boilers, chilling equipment and outlets for those appliances which can only be powered by AC current (at this time). This separation of high-voltage AC current supply from low-voltage DC provisions should reduce the operating cost projections for the typical unit owner or renter in any new all-electric building, thereby further underpinning the reason for the City and the BPDA requiring such an alternative energy supply comparison with natural gas energy supplied designs.

Another reason to design all-electric buildings is that engineers who deal with mechanical and electrical systems already predict that by 2025 or 2030, all electrical needs in Massachusetts will be met by renewables. This will make gas supplies less and less desirable due to their contribution not only of carbon dioxide but of the much more harmful methane, both of which contribute to global warming and climate change. Any new building using gas as its primary energy source will also constitute a major obstacle to Mayor Walsh's goal to see a carbon neutral Boston by 2050.

Why not start with making 1000 Boylston Street an all-electric building?


Peter Papesch, AIA
Chair, BSA Sustainability Education Committee
Member, NABB Green Committee
617 267-6598

CC: Mayor Walsh
NABB
NABB Green Committee

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. 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 its 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.

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?

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

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

To whom it may concern,

I write in support of the [1000 Boylston](#) project. The development takes seriously the goals of sustainability, resilience and energy efficiency – in spite of the challenges of constructing a project on so little *terra firma*. The project integrates efficient heating/cooling systems and low-flow fixtures, and continues to examine innovative building design techniques to mitigate potential damage from severe weather events associated with climate change.

The revised project includes fewer parking spaces, meaning less car traffic and emissions, and promotes the use of public transit and bicycles for people visiting the site. The wide sidewalks activate the block for pedestrians.

It's also important to remember that decking over the existing highway will deliver significant quality of life benefits to residents and visitors at the sidewalk level. Once [1000 Boylston](#) is completed, pedestrians will no longer have to endure a significant level of daily exposure to vehicular noise and emissions generated by thousands of trips on the Mass Pike.

The Back Bay neighborhood will be a better place once the “hole” below Boylston Street is eliminated, and the completed [1000 Boylston](#) project creates a walkable, vibrant block.

Respectfully,
Steven B. Leed
One Charles Street South #1501
Boston, MA 02116

| Date | First Name | Last Name | Organization | Comments |
|-----------|------------|-----------|-------------------------------------|--|
| 3/17/2017 | Elisabeth | Cianciola | Charles River Watershed Association | <p>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</p> |
| 3/10/2017 | Robert | Chapman | | <p>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.</p> |
| 2/19/2017 | Thomas | Jones | | <p>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</p> |
| 1/15/2017 | Thomas | MacDonald | | <p>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!</p> |