



Comments/Questions

- How will you keep Ubers and Lyfts out of the bus stop?
 - *Response*¹
 - We reversed the order of the two after BPDA and BTD conversations
 - We want to prevent people from dropping off right after Newbury Street
 - Signage is key for this location
 - Occasional enforcement is also key
 - The city may eventually get rid of all that pick-up and drop-off
 - It is also possible to use bollards to prevent people from crossing the bike lane at points
- The Boylston Street turn-in's and turn-out's will also be a problem during the morning. How will loading work?
 - *Response*
 - Loading staff will guide trucks, and trucks will back in
 - Trucks will be smaller; we likely won't have any tractor trailers here
 - Managing the loading will be key
- On behalf of WalkBoston, how will conflicts be resolved between bus and subway transfers?
 - *Response*
 - Cycle tracks are starting to be the norm
 - We will use paint to demarcate where pedestrians can cross
 - We are also talking about putting bollards in
- The number of pedestrians that will be using this area is on the website, right?
 - *Response*
 - Yes
- Can you carve out some property for the buses?
 - *Response*
 - The project is carving out around 30 feet for more public space
 - There is a much wider sidewalk
 - Bikes and buses will each get their own space
 - We have also improved the Newbury crossing
 - We have used the shelter as a way to funnel people
 - We are also not done with the process of refining this plan
- Will the 122 parking spaces be for employees of the office building?
 - *Response*
 - The parking use will be mixed
- Retailers will want those spaces for their customers. Will people have to pay to get into the parking lot?

¹ All responses, unless otherwise noted, came from members of the development team.

- *Response*
 - This will be a valet-attended stacker parking garage
 - They will have a monthly pass or will pay a ticket
 - Office users will be the primary users of the parking garage
- Have you considered a flyover for the bikes? They could ramp up to the second level.
 - *Response*
 - We have not looked at that
 - That is probably well beyond what this project could carry
 - The second floor is being used for something else
- What other projects are you considering in your traffic analysis?
 - *Response*
 - I don't have the list on the top of my head
 - We took into account a series of projects that were identified by the BPDA
- Did you include the Fenway Theater?
 - *Response*
 - They filed after we did
 - We followed the guidance that we were given in terms of what we should evaluate
- Putting drop-offs on Boylston will cause U-turns on Boylston, which will lead to traffic jams.
 - *Response*
 - We know that drop-offs will happen here
 - We know that it is safer to carve off space for it to happen
 - This is also why the Massachusetts Ave. drop-off is important
 - We are planning for Ubers and Lyfts in the way that past projects have
- I have a hard time believing that the Boylston pedestrian experience will be improved. Why is South Boylston not involved in mitigation conversations? You should use Ipswich for some drop-offs. Why is there no bump-out on Massachusetts Ave. before Boylston Street, but there is one on Massachusetts Ave. after Newbury Street?
 - *Response*
 - Before Newbury, buses are separated from the curb by bike lanes and parking
 - We are making the north side of Boylston as good as possible
 - We are not precluding any improvements on the south side; this project is not carrying any of that mitigation, though
 - We are replacing a current parking lot
 - We are providing a very low parking ratio
 - The Prudential Center has over 4,000 parking spaces; this building has approximately 120
 - We will also have a police officer to control the turn-ins/turn-outs

- The Fenway Theater followed your project, but their transportation study does not include your project.
 - *Response*
 - We sat with the BPDA to determine the project list that our traffic study would include
 - We looked into the Ipswich piece, but unfortunately it was not feasible, because there are 2 different land owners there
- Did you study Fenway Park game times? Will petty cabs be going in the bike lanes?
 - *Response*
 - Hopefully not
 - They would likely still be in the street
 - We have not specifically studied the petty cab situation
 - We have fresh data on traffic from different types of games at different times
 - A police officer, a cycle track, and a wider sidewalk will be incredibly helpful
 - This will give people a sidewalk option besides the South Boylston option
- Where will electric scooters go?
 - *Response*
 - The City of Boston is trying to figure out policy-wise how they will handle the electric scooters
- Will you close the Massachusetts Turnpike during construction?
 - *Response*
 - No; we are coordinating with MassDOT on lane closures
 - We will try to overlap with other lane closures as much as possible
- How long will lane closures last for?
 - *Response*
 - It is hard to say at this point
 - We are working through that with MassDOT staff
 - We are looking to overlap with the 1000 Boylston closures
 - *Response from Ted Schwarzberg, BPDA Senior Planner I*
 - This project has its basis in the document "A Civic Vision for Turnpike Air Rights in Boston"
 - Traffic has been anticipated as a necessary trade-off for development at this site
- It looks like wind may be rationalized for this development. It is for us to decide what impacts are appropriate. I don't want a cop stopping traffic there. Cars should have to take a left turn like I have to. You will create a larger traffic problem. I would rather see police at Ipswich St. and Boylston St.
 - *Response*
 - We are flexible on how to make this work best over time
 - The idea of a police detail came from community concerns

- We do not want to unnecessarily send traffic into Fenway
 - We are trying to protect the neighborhoods here
- There are still too many parking spaces. Would a hotel here mean more parking spaces?
 - *Response*
 - Whether the second tower is residential or hotel will not affect the number of parking spaces for this project
- Mayor Walsh and two other mayors are calling for the stretch code to be updated. The park is wonderful. You are close to being LEED Platinum. Keep stretching yourself to build a LEED Platinum building.
 - *Response*
 - We are constantly pushing that to make the building more sustainable
- Please make this building all-electric. Try air-sourcing pumps here.
 - *Response*
 - We have done a ton of research on that
 - We are still looking at air-source heat for the residential building
 - We would still have to do more engineering
 - On the office building, it would not work as well
- Keep on going in that great direction.
- It is disappointing that you are going to build a hotel building, and not a residential one.
 - *Response*
 - We have an extremely burdened property in terms of infrastructure
 - The cost of residential construction is out of control
 - Lower-rise residential buildings are very hard to finance
 - That could change, which is why we have this flexibility
 - We are trending toward hotel in order to secure financing