
BOSTON PLANNING & DEVELOPMENT AGENCY

**SCOPING DETERMINATION
1000 BOYLSTON STREET**

**SUBMISSION REQUIREMENTS
FOR DRAFT PROJECT IMPACT REPORT (DPIR)**

| | |
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| 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: | JULY 7, 2017 |

The Boston Redevelopment Authority d/b/a Boston Planning & Development Agency ("BPDA") is issuing this Scoping Determination pursuant to Section 80B-5 of the Boston Zoning Code ("Code"), in response to a Project Notification Form ("PNF") which ADG Scotia II LLC c/o Weiner Ventures LLC (the "Proponent"), filed for the 1000 Boylston Street project on January 3, 2017. Notice of the receipt by the BPDA of the PNF was published in the [Boston Herald](#) on January 3, 2017, which initiated a public comment period with a closing date of February 2, 2017; the public comment period was subsequently extended until March 17, 2017. Comments received since then have subsequently been added as well.

On November 16, 2016, the Proponent filed a Letter of Intent in accordance with the Executive Order regarding Provision of Mitigation by Development Projects in Boston. On January 3, 2016 the Proponent filed a Project Notification Form (PNF) pursuant of Article 80 Large Project Review for a proposal, which includes the development of two new residential buildings at 1000 Boylston St in the Back Bay.

Pursuant to Section 80B-5.3 of the Code, a Scoping Session was held on February 1, 2017 with the City's public agencies, where the proposal was reviewed and discussed. The PNF was sent to the City's public agencies pursuant to Section 80A-2 of the Code.

A Citizens Advisory Committee (CAC) was established in 2011 to advise the City and State prior to the Massachusetts Department of Transportation (MassDOT)'s disposition process for each of the Back Bay Turnpike Air Rights Parcels (12-15). Letters soliciting nominations to the CAC were delivered to following elected officials in office at the time: City Councilor Michael Ross, City Councilor Bill Linehan, all at large City Councilors, State Senator Sonia Chang-Diaz, State Senator Steven Tolman, State Representative Byron Rushing, and State Representative Martha Walz.

BPDA staff conferred with then Mayor Thomas M. Menino's Office of Neighborhood Services to finalize the CAC nominees and the Mayor's Office approved the final list of members in June 2011.

The Citizens Advisory Committee (CAC) members are:

- Brandon Beatty, Resident
- Kathleen Brill, Fenway Civic Association
- Fritz Casselman, Neighborhood Association of the Back Bay
- Brian Doherty, Building & Construction Trades Council of the Metropolitan District
- David Gamble, Boston Society of Architects
- Valerie Hunt, Resident
- David Lapin, Community Music Center / Millennium CAC (SDSC)
- Meg Mainzer-Cohen, Back Bay Association
- Teri Malo, Fenway Studios
- Barbara Simons, Berklee TF/Symphony United Neighbors
- Gil Strickler, St Cecilia Parish
- Steve Wolf, Fenway CDC

The ex-officio members are:

- Senator Brownsberger
- Councillor Essaibi-George
- Councillor Flaherty
- Councillor Linehan
- Representative Livingstone
- Councillor Pressley
- Representative Rushing
- Councillor Wu
- Councillor Zakim

All CAC members were notified of and invited to the scoping session held on February 1, 2017.

A total of twenty CAC meetings, all of which were advertised via the BPDA website and standard email notifications, have been held, two of which fall under Article 80 Large Project review for this Project. The majority of the CAC meetings were at held at the St. Cecilia Parish, 18 Belvidere Street, Boston, 02115 and took place on:

1. August 9, 2011
2. September 20, 2011
3. October 13, 2011
4. November 10, 2011
5. December 1, 2011
6. January 11, 2012
7. February 15, 2012
8. April 5, 2012
9. April 24, 2012
10. May 18, 2012
11. June 15, 2012
12. April 4, 2013
13. March 27, 2014
14. November 20, 2014
15. December 4, 2014
16. December 11, 2014
17. October 25, 2016
18. December 20, 2016
19. February 14, 2017
20. March 7, 2017

As part of the Article 80 Large Project review of the project, the BPDA hosted a public meeting on February 28, 2017 at St. Cecilia Parish, 18 Belvidere Street, Boston, 02115. 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 PNF received by the BPDA from agencies of the City of Boston and elected officials are included in **Appendix A**. Comments from the public are included in **Appendix B**. Comments from the Citizens Advisory Committee (“CAC”) are included in **Appendix C**. All comments must be answered in their entirety. The DPIR should include complete responses to all comments included in **Appendices A, B and C** within the framework of the criteria outlined in the Scoping Determination.

Appendix A includes comments from agencies of the City of Boston and elected officials, specifically:

- BPDA Planning and Urban Design
- BPDA Environment
- Carrie Marsh, Boston Parks and Recreation Department
- Christian Simonelli, Boston Groundwater Trust
- John Sullivan, Boston Water and Sewer Commission
- Joshua Weiland, Boston Transportation Department

Appendix B includes comments from the public, including:

- Back Bay Association
- Boston Preservation Alliance
- Fenway CDC
- Friends of the Public Garden
- Garden Club of the Back Bay
- Massachusetts Convention Center Authority
- Neighborhood Association of the Back Bay

Appendix C includes comments from the Citizens Advisory Committee:

The Scoping Determination requests information that the BPDA requires for its review of the proposed project in connection with Article 80 of the Code, Development Review and Approval and other applicable sections of the Code.

I. 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 consists of two residential buildings rising above a 6- to 7-story podium that spans the Project Site (the “Podium”). The Podium, which is 6 stories tall fronting Boylston Street and 7 stories tall along Scotia Street, will contain up to approximately 35,000 square feet of first and second-story retail, including restaurant space facing Boylston and St. Cecilia Streets above which will be a four-story, above-grade, parking garage accessible from Dalton Street containing up to approximately 303 parking spaces, lobbies for the

condominium and rental residential components, and amenity space for the residential uses in the Project. Atop the Podium, and set back from the street wall along Boylston Street, are up to approximately 342 residential units split among two slender residential buildings: the “West Building”, or the “Residences Building”; and the “East Building”, or the “Apartments Building.” The West Building rises 32 stories above the Podium to a height of up approximately 566 feet from grade to the top of the highest occupiable floor and contains up to approximately 160 condominium units. The East Building rises 17 stories above the Podium to a height of up to approximately 283 feet from grade to the top of the highest occupiable floor and contains up to approximately 182 residential rental units.

II. PREAMBLE

The Proposed Project is being reviewed pursuant to Article 80, Development Review and Approval, which sets forth a comprehensive procedure for project review of the following components: transportation, environmental protection, urban design, historic resources, infrastructure systems, site plan, tidelands, and Development Impact Project, if any. The Proponent is required to prepare and submit to the BPDA a Draft Project Impact Report (“DPIR”) that meets the requirements of the Scoping Determination by detailing the Proposed Project’s impacts and proposed measures to mitigate, limit or minimize such impacts. The DPIR shall contain the information necessary to meet the specifications of Section 80B-3 (Scope of Large Project Review; Content of Reports) and Section 80B-4 (Standards for Large Project Review Approval), as required by the Scoping Determination. After submitting the DPIR, the Proponent shall publish notice of such submittal as required by Section 80A-2. Pursuant to Section 80B-4(c) (i) (3), the BPDA shall issue a written Preliminary Adequacy Determination (“PAD”) within ninety (90) days. Public comments, including the comments of public agencies, shall be transmitted in writing to the BPDA no later than fifteen (15) days prior to the date by which the BPDA must issue its PAD. The PAD shall indicate the additional steps, if any, necessary for the Proponent to satisfy the requirements of the Scoping Determination. If the BPDA determines that the DPIR adequately describes the Proposed Project’s impacts and, if appropriate, proposed measures to mitigate, limit or minimize such impacts, the PAD will announce such a determination and that the requirements of further review are waived pursuant to Section 80B-5.4(c) (iv). Section 80B-6 requires the Director of the BPDA to issue a Certification of Compliance indicating the successful completion of the Article 80 development review requirements before the Commissioner of Inspectional Services can issue any building permit for the Proposed Project.

III. REVIEW/SUBMISSION REQUIREMENTS

In addition to full-size scale drawings, 15 copies of a bound booklet and an electronic copy (PDF format) containing all submission materials reduced to size 8-1/2” x 11”, except where otherwise specified, are required. The electronic copy should be submitted to the BPDA via

the following website: <https://attachments.bostonredevelopmentauthority.org/>. The booklet should be printed on both sides of the page. In addition, an adequate number of copies must be available for community review. A copy of this Scoping Determination should be included in the booklet for reference.

A. General Information

1. Applicant/Proponent Information
 - a. Development Team
 - (1) Names
 - (a) Proponent (including description of development entity and type of corporation, and the principals thereof)
 - (b) Attorney
 - (c) Project consultants and architects
 - (2) Business address, telephone number, FAX number and e-mail, where available for each
 - (3) Designated contact for each
 - b. Legal Information
 - (1) Legal judgments or actions pending concerning the Proposed Project
 - (2) History of tax arrears on property owned in Boston by Applicant
 - (3) Evidence of site control over Project Site, including current ownership and purchase options, if any, for all parcels in the Proposed Project, all restrictive covenants and contractual restrictions affecting the Proponent's right or ability to accomplish the Proposed Project, and the nature of the agreements for securing parcels not owned by the Applicant.
 - (4) Nature and extent of any and all public easements into, through, or surrounding the site.
2. Project Site

- a. An area map identifying the location of the Proposed Project
 - b. Description of metes and bounds of Project Site or certified survey of the Project Site.
 - c. Current zoning
3. Project Description and Alternatives
- a. The DPIR shall contain a full description of the Proposed Project and its components, including, its size, physical characteristics, development schedule, costs, and proposed uses. This section of the DPIR shall also present analysis of the development context of the Proposed Project. Appropriate site and building plans to illustrate clearly the Proposed Project shall be required.
 - b. A description of alternatives to the Proposed Project that were considered shall be presented and primary differences among the alternatives, particularly as they may affect environmental and traffic/transportation conditions, shall be discussed.
4. Public Benefits
- a. Anticipated employment levels including the following:
 - (1) Estimated number of construction jobs
 - (2) Estimated number of permanent jobs
 - b. Current and/or future activities and program which benefit adjacent neighborhoods of Boston and the city at large, such as, child care programs, scholarships, internships, elderly services, education and job training programs, etc.
 - c. Other public benefits, if any, to be provided.
5. Community Process
- a. A list of meetings held and proposed with interested parties, including public agencies, abutters, and business and community groups.
 - b. Names and addresses of project area owners, abutters, and any community or business groups which, in the opinion of the applicant, may be substantially interested in or affected by the Proposed Project.

B. REGULATORY CONTROLS AND PERMITS

An updated listing of all anticipated permits or approvals required from other municipal, state or federal agencies, including a proposed application schedule shall be included in the DPIR.

A statement on the applicability of the Massachusetts Environmental Policy Act (MEPA) should be provided. If the Proposed Project is subject to MEPA, all required documentation should be provided to the BPDA, including, but not limited to, a copy of the Environmental Notification Form, decisions of the secretary of Environmental Affairs, and the proposed schedule for coordination with BPDA procedure.

C. TRANSPORTATION COMPONENT

*The analysis included in the DPIR must utilize as its framework the scope as outlined in the comments of the Boston Transportation Department ("BTD"), dated February 1, 2017 and included in **Appendix A**.*

The BTD comment letter focuses on Transportation Mitigation, Curbside details on Boylston (?) Street, Parking, Transportation Demand Management, Public Realm Improvements, Loading, Traffic, a Detailed Site Plan, and a Construction Management Plan

Given the complexity of the project and its potential long term impacts, BTD recommends that the proponent prepare a Draft Project Impact Report (DPIR) and provide new information and analysis below.

*The full text of the BTD Comments can be viewed in **Appendix A**.*

D. ENVIRONMENTAL PROTECTION COMPONENT

*The DPIR must address the comments of the BPDA Environmental Review/IGBC, dated July 1, 2017, included in **Appendix A** and must include the most up to date Article 37/Interagency Green Building Committee documents.*

*The full text of the BPDA Environmental Review/IGBC Comments can be viewed in **Appendix A**.*

*The DPIR must address the comments of the Boston Parks and Recreation Department, dated February 3, 2017 and included in **Appendix A**.*

This project is located several blocks from the parks of the Emerald Necklace, particularly the Commonwealth Avenue Mall and the Back Bay Fens. The building will cast shadows on the Commonwealth Avenue Mall in December, and this needs to be considered. Further, the scale of this project and the limited onsite open space will create a need for active recreational open space to serve the residents. The residents will look to the already over-utilized public parks in the neighborhood to meet this need. BPRD therefore respectfully

requests that mitigation be provided for impacts to existing public open spaces in the neighborhood, such as the Back Bay Fens.

*The full text of the Boston Parks and Recreation Department Comments can be viewed in **Appendix A.***

E. URBAN DESIGN/PLANNING COMPONENT

*The DPIR must address the comments of the BPDA's Urban Design and Planning Department, dated July 6, 2017 included in **Appendix A.** In addition to this, the standard list of urban design materials should be included in the DPIR for the Proposed Project, included in **Appendix A.***

Though there have been many attempts to develop the parcels identified in the 2000 Civic Vision for Turnpike Air Rights ("Civic Vision"), no project has yet to break ground. The BPDA commends this Proponent for their perseverance in pursuing the redevelopment of Parcel 15, a project that began nearly a decade ago. The proposal depicted in this PNF has changed from that first described in pursuing a tentative designation from MassDOT for redevelopment of the parcel; the Proponent's original proposal was a single building of nearly 400' on Parcel 15 and the Cambria Street Air Rights parcel, with the "Scotia parcel" (adjacent to St. Cecilia's) providing some *terra firma*. Based on requests made by the BPDA and echoed to some extent by the CAC, the Proponent negotiated a deal with the owners of the "Prudential parcel" (a parcel comprised entirely of air rights at the corner of Dalton and Boylston, which is thus undevelopable on its own) to assemble a larger, more readily developable and far more urbanistically cohesive site, comprised of the four smaller parcels.

The BPDA recognizes the inherent difficulty in the development of Parcel 15 without these adjacent parcels, and supports the main features of the revised proposal on this larger site. These features include: breaking down a single building mass into two buildings of variable height to provide more residential uses; filling in all the gaps in the urban fabric with nearly 550' of new continuous building streetwall on the south side of Boylston Street (made possible by the addition of the Prudential parcel); concentrating density proximate to the Hynes Convention Center MBTA Station; and conceiving a project of significant height that relates to the well-established "High Spine," as well as the concentration of larger institutional buildings to the west and south. With that being said, we do request that the proponent work to minimize the massing of the project on the corner of Dalton and Boylston Streets to the extent possible, a concern that has been echoed by the community. Overall, though the conceptual building form and streetscape design are still under development and will require further refinement, the possible achievement of the original goal of linking Back Bay to the Fenway is an opportunity that should not be missed.

*The full text of the BPDA's Urban Design and Planning Department Comments can be viewed in **Appendix A.***

F. INFRASTRUCTURE SYSTEMS COMPONENT

*The DPIR must address the comments of the Boston Groundwater Trust, dated February 23, 2017 and included in **Appendix A**.*

The project is located in the Groundwater Conservation Overlay District (GCOD) established under Article 32 of the Zoning Code. As stated in the PNF 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 PNF and confirmed at the scoping session, due to the limited amount of terra firma the proponent will request a license from the Public Improvement Commission for maintenance of a portion of a recharge system beneath the city street.

Also stated in the PNF 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. The PNF states that the proposed new building will be supported on rock socketed drilled shaft (caissons and load bearing elements) with total lengths in the range of approximately 150 to 200 feet. Deep foundation construction will utilize drilling methods that do not generate vibrations. No pile driving is planned. No below grade basement levels are planned and excavation for construction will be limited in depths needed to construct shallow pile caps and pits or below grade vaults.

*The full text of Boston Groundwater Trust Comments can be viewed in **Appendix A**.*

*The DPIR must address the comments of the Boston Water and Sewer Commission, dated January 26, 2017 and included in **Appendix A**.*

G. INCLUSIONARY DEVELOPMENT POLICY COMPONENT

Based on the number of residential units outlined in the Project Notification Form 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 intends on complying with the Inclusionary Development Policy should be submitted as part of the DPIR.

H. PUBLIC NOTICE

The Proponent will be responsible for preparing and publishing in one more newspapers of general circulation in the City of Boston a Public Notice of the submission of the DPIR to the

BPDA as required by Section 80A-2. This Public Notice shall be published within five (5) days after the receipt of the DPIR by the BPDA. Therefore, public comments shall be transmitted to the BPDA within seventy five (75) days of the publication of this Public Notice. Sample forms of the Public Notice are attached as **Appendix D**.

Following publication of the Public Notice, the Proponent shall submit to the BPDA a copy of the published Public Notice together with the date of publication.

APPENDIX E
SUBMISSION REQUIREMENTS FOR DESIGN DEVELOPMENT
AND CONTRACT DOCUMENTS SUBMISSIONS

APPENDIX A
COMMENTS FROM CITY PUBLIC AGENCIES

1000 Boylston Street / MassDOT Turnpike Air Rights Parcel 15 PNF

Planning & Urban Design Scoping Comments

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CIVIC VISION FOR TURNPIKE AIR RIGHTS (2000)

The BPDA notes that the Proponent has endeavored to comply with both the general guidelines for all air rights parcels, as well as the guidelines specific to Parcel 15. These are included below.

General Guidelines for all parcels

- Fill the gaps between neighborhoods and along major public streets
- Create a variety of new pedestrian connections
- Buildings should be designed so as to enhance the public realm
- Promote the use of public transportation and minimize parking
- Create architecture that combines respect for Boston’s unique historical character and expresses the vitality of our era

Guidelines Specific to Parcel 15

- Uses that foster a lively, pedestrian-friendly public realm along Boylston Street
- Emphasis on housing and other low-traffic generating uses, with careful attention to transportation improvements and impacts in this highly congested area
- Minimize traffic impacts

- Create no more than one taller building (over 15 stories) on Parcels 12-15
- Respect the Back Bay Architectural District

It also bears noting that the Civic Vision acknowledged that it would only be possible to build on these parcels during a strong economy. As *terra firma* parcels become more scarce in certain neighborhoods, only then do air rights parcels become viable redevelopment opportunities. Though there was a strong real estate market in 1999, it was evidently not strong enough, as no air rights projects have since proceeded beyond the planning phase. The Civic Vision also makes it clear that none of these parcels would be appropriate for open space. Lastly, the limitations of the Prudential parcel were not fully realized in the Civic Vision. Given the long history of failed attempts of the air rights parcels and the current strength of Boston's economy, the BPDA supports a timely resolution of this project, which still upholds the original *spirit* of the Civic Vision over 15 years later, while proposing modifications specific to the present day context. The BPDA's comments will focus primarily on the specific modifications to the streetscape/public realm and to the revised building massing strategy.

PUBLIC REALM + STREETScape

The extension of the streetwall on the south side of Boylston Street from Dalton Street to the intersection of Massachusetts Avenue will transform this side of the street into a pedestrian-friendly, active retail corridor and is an incontrovertible benefit of this project. Boylston Street's character is well-established in the Back Bay, beginning at the corner of Arlington Street, but truncated by the now-dated colonnade of the Hynes Convention Center, and then petering out altogether at the intersection of Dalton Street. A mix of larger, taller, and mixed use buildings are typical of the south side of Boylston Street, characteristics which also accurately describe this project. The previous program also contained a hotel, with potentially more active usage; the residential use in its (partial) place are supported by BPDA staff, so long as the City's affordability goals are met and there is significant ground floor activation.

On the primary/front face of the building (Boylston Street), it is important that adequate provision be made for sidewalks with durable street furniture and plantings. A width of 24' is suggested in the Civic Vision, though the Complete Streets minimum for Downtown Mixed-Use streets (the street typology most closely aligned with Boylston Street) is 10', with a preferred width of 18'-6" (20'6" for Commercial streets). Boylston Street has an 80' right-of-way, with 15' sidewalks on either side generally; widths on some blocks vary according to setbacks from the property line. Additionally, more study is needed on the interface with pedestrians, cyclists, and automobiles. The inclusion of a valet drop-off for residents is in conflict with pedestrian movements and volume. The relatively small number of condo residents (160 units) is not sufficient to warrant interference with a public sidewalk at this location. Moreover, though there is not a specific plan in place for bicycle accommodations on Boylston Street, recent efforts by Boston Bikes and BTD have identified the need for better bicycle connections through the Back Bay, and for improved bicycle facilities along this stretch of Boylston Street. A "sharrow" is not sufficient. Additionally, with Massachusetts Avenue having been identified as a Priority Corridor under the City's recent Vision Zero initiative, the need to incorporate bicycle and pedestrian improvements down to Dalton Street is even more imperative. The proponent should work with BTD and Boston Bikes to ensure that current thinking about bicycle connections and improvements are reflected in the next iteration of streetscape design. An uninterrupted, level grade sidewalk is the preferred treatment along the length of Boylston Street, with street trees, although it is understood that the 'bridge' condition makes plantings difficult to achieve well.

A notable feature proposed for the Boylston Street facade is the single, multi-story garage separating the ground floor retail from residential towers above. The impact this large garage will have is considerable, not only from a parking and use standpoint, but also given its high visibility on the public street “face.” Though the design provisionally specifies a patterned glass exterior curtain wall as camouflage, the garage presence will be unmistakable. Strong attempts should be made to improve the relationship of any parking uses within the project (including consideration of a reduction of parking) with the aim of maximizing active uses at the facade and minimizing any visible parking use. At a minimum, garage floors should be scaled and planned so that they are reasonably and economically convertible to different uses in the future. We do ask that any parking be kept to an absolute minimum, preferably at an overall maximum ratio of 0.75 spaces per unit. How the plinth or podium relates to the retail storefronts at the ground floor must also be further refined. Should multistory retail be incorporated, consideration of signage and ground floor entries should be identified and coordinated with BPDA staff as early as possible in the design process.

The Dalton Street facade and ground floor design is also important. Here, too, is an opportunity to improve the character and operation of a street that serves as a critical link to Back Bay from the South End and vice versa. Curb cuts along this street should be minimized, and designed in such a manner as to privilege pedestrian movement, including an elevated, smooth path of travel. Garage openings should have doors - preferably attractive, high-speed doors with appropriate warning features. Coordination of accommodation for cyclists both along the street and in the building should be incorporated in consultation with BTB and Boston Bikes.

While the Proponent has been conscientious in their engagement of their abutters to the east with the inclusion of the Prudential parcel and discussion of Cambria Street access for the Hynes Convention Center and loading logistics, equal consideration of relationships to the south (St. Cecilia Parish) and west (Berklee College of Music) are likewise critical and should be factored into studies for the DPIR. Berklee has a new residential tower at 160 Massachusetts Avenue, as well as an approved IMP Project to the west (which specifically will require coordination), and both help with the urban diagram.

BUILDING MASSING AND FORM

This is a project that seems to have been designed largely from the vantage point of Boylston Street, which is appropriate, but its full 3-D visualization and dynamic quality needs to be more evident in the DPIR. The two towers are an unexpected outcome of the development of the full air-rights parcels here, but appropriate given that urban and economic context. The case for the heights (566’ and 283’ now, versus 398’ previously) as architecturally appropriate for this side of Boylston Street needs to be made more clearly, and should include a reference to the current proposals for Parcels 12 and 13 in the immediate vicinity. The Civic Vision and the older High Spine concepts advocated for height here to define the the broader area of this part of the City, and to place density and height appropriately at a slight remove from the more historic neighborhood fabrics of the South End, Back Bay and Fenway. The density here, within walking range of several major MBTA transit routes, is also appropriate for this edge of the urban core. The Berklee ‘Crossroads’ proposal should fit well as a continuation of this grouping. See the standard requirements for Urban Design submissions below; more views will be required.

Critical to the concept of Boylston Street for these taller buildings is the notion of the podium, and a setback that allows a clear distinction and separation of the lower and upper

volumes. Podium heights and typologies vary, but a height of 90' has been suggested as a 'norm,' with a maximum of 120' (the zoning maximum generally along the Boylston Street edge). This aspect of the Proposed Project will also require further study.

ZONING

The Civic Vision did not result in zoning, but it was envisioned that all parcels would pursue their zoning as Planned Development Areas (PDAs). (As State Turnpike parcels, they are exempt from Boston Zoning). Given the scale of the project, and complexity involved with the parcels' ownership, we believe a PDA to be the best route forward. The PDA process allows for additional public input and serves as a means of codifying the planning work that has been done over the past two decades.

ALTERNATIVES

It is assumed that the Preferred Alternative will be as proposed - but amended pursuant to explorations of comments contained herein and additionally made by other agencies, groups, and citizens. Alternatives typically include a no-build (existing conditions), which nevertheless should include for analysis any projects approved or already in the public review process. This might reasonably be extended to include the publicly discussed versions of the projects proposed for Parcels 12 and 13 nearby, although neither has started the Article 80 process. This background should be included for all studies, inclusive of traffic and environmental studies.

The notion of an 'as-of-right' Alternative for this location might be one that complies with the Civic Vision. However, this is not absolutely defined dimensionally in the way that it would be if encoded in zoning (see above). We would suggest studying as an alternative a single tower covering the same parcel assembly, with a use and SF density that might allow realistic development, at the earlier proposed height of 400'.

STANDARD URBAN DESIGN SUBMISSION MATERIALS

We reserve the right to add additional concerns during the course of the process of combined BPDA Staff, CAC, and BCDC review, which may affect the responses detailed in the DPIR. The following urban design materials for the Proposed Project's schematic design must be submitted for the DPIR:

1. Written description of program elements and space allocation (in square feet) for each element, as well as project totals.
2. Neighborhood plan, elevations and sections at an appropriate scale (1"=100' or larger as determined by the BPDA) showing relationships of the proposed project to the neighborhood context:
 - a. Massing
 - b. Building height
 - c. Scaling elements
 - d. Open space
 - e. Major topographic features
 - f. Pedestrian and vehicular circulation
 - g. Land use
3. Color, or black and white 8"x10" photographs of the site and neighborhood.
4. Sketches and diagrams to clarify design issues and massing options.

5. Eye-level perspective (reproducible line or other approved drawings) showing the proposal (including main entries and public areas) in the context of the surrounding area. Views should display a particular emphasis on important viewing areas such as key intersections, pathways, or public parks/attractions. A few of such viewpoints have already been used in presentations to the public. Long-ranged (distanced) views of the proposed project must also be studied to assess the impact on the skyline or other view lines. At least one bird's-eye perspective should also be included. All perspectives should show (in separate comparative sketches) at least both the build and no-build conditions; any alternatives proposed should be compared as well. The BPDA should approve the view locations before analysis is begun. We suggest at least the following viewpoints - from: Copley Square on Boylston Street, the Massachusetts Avenue Bridge, across the Charles River (along Memorial Drive), Charlesgate West and Boylston (at the Fens), the Commonwealth Avenue Mall at Berkeley Street, the Boston Common, the edge of the Public Garden on Boylston Street, the inbound Pike, the Christian Science Center, the Longfellow Bridge, the southwest corridor, and from the South End, Fenway, and Back Bay neighborhoods generally. View studies should be cognizant of light and shadow, massing and bulk.
6. Additional aerial or skyline views of the project, if and as requested.
7. Site sections at 1"=20' or larger (or other scale approved by the BPDA) showing relationships to adjacent buildings and spaces.
8. Site plan(s) at an appropriate scale (1"=20' or larger, or as approved by the BPDA) showing:
 - a. General relationships of proposed and existing adjacent buildings and open spaces
 - b. Open spaces defined by buildings on adjacent parcels and across streets
 - c. General location of pedestrian ways, driveways, parking, service areas, streets, and major landscape features
 - d. Pedestrian, handicapped, vehicular and service access and flow through the parcel and to adjacent areas
 - e. Survey information, such as existing elevations, benchmarks, and utilities
 - f. Phasing possibilities
 - g. Construction limits
9. Massing model (ultimately in basswood) at 1":40'0" for use in the Agency's Downtown Model (Back Bay portion)
10. Study model(s) at 1" = 16' or 1" = 20' showing preliminary concept of setbacks, cornice lines, fenestration, facade composition, etc. are recommended
11. Drawings at an appropriate scale (e.g., 1":16'0", or as determined by BPDA) describing architectural massing, facade design and proposed materials including:
 - a. Building and site improvement plans
 - b. Neighborhood elevations, sections, and/or plans showing the
 - c. Development in the context of the surrounding area
 - d. Sections showing organization of functions and spaces, and relationships to adjacent spaces and structures
 - e. Preliminary building plans showing ground floor and typical upper floor(s).
 - f. Phasing, if any, of the Proposed Project
12. A written and/or graphic description of the building materials and its texture, color, and general fenestration patterns is required for the proposed development.
13. Electronic files describing the site and Proposed Project.
14. Full responses, which may be in the formats listed above (and more), to any urban design-related issues raised in preliminary reviews or specifically included in the BPDA scoping determination, preliminary adequacy determination, or other document requesting additional information leading up to BPDA Board action, inclusive of material required for Boston Civic Design Commission review.
15. Proposed schedule for submission of all design or development-related materials.

16. Diagrammatic sections through the neighborhood (to the extent not covered in item #2 above) cutting north-south and east-west at the scale and distance indicated above.

17. True-scale three-dimensional graphic representations of the area indicated above either as aerial perspective or isometric views showing all buildings, streets, parks, and natural features.

Daylight Component

A daylight analysis for both build and no-build conditions shall be conducted by measuring the percentage of skydome that is obstructed by the Proposed Project building(s) and evaluating the net change in obstruction. If alternative massing studies are requested (which see above) or result as part of the Article 80 development review process, daylight analysis of such alternatives shall also be conducted for comparison. The study should treat three elements as controls for data comparisons: existing conditions, the 'as-of-right' massing as loosely defined above, and context examples (here, one context example for comparison might be the Mandarin Oriental, and the Hynes). The areas of interest include Dalton, Boylston, and Scotia streets. Daylight analyses should be taken for the major building facade(s) fronting these public ways / spaces. The midpoint of each public roadway should be taken as the study points. The BRADA program must be used for this analysis.

If a Proponent wishes to substitute a more contemporary computer program for the 1985 BRADA program, its equivalency must first be demonstrated to the satisfaction of BPDA staff before it is utilized for inclusion in the DPIR, and it must be commonly available to Boston development team users.

Wind and Shadow Comments

Please refer to comments from Katie Pedersen of BPDA staff. Wind studies should specifically include proposed mitigation for any unacceptable points or worsening of conditions. Shadow analyses may wish to reference animations for potential resource impact duration information. Please reference the shadow controls in the Huntington/Prudential district.

Infrastructure Systems Component

An infrastructure impact analysis must be performed.

The discussion of Proposed Project impacts on infrastructure systems should be organized system-by-system as suggested below. The applicant's submission must include an evaluation of the Proposed Project's impact on the capacity and adequacy of existing water, sewerage, energy (including gas and steam), and electrical communications (including telephone, fire alarm, computer, cable, etc.) utility systems, and the need reasonably attributable to the Proposed Project for additional systems facilities.

Any system upgrading or connection requiring a significant public or utility investment, creating a significant disruption in vehicular or pedestrian circulation, or affecting any public or neighborhood park or streetscape improvements, comprises an impact which must be mitigated. The DPIR must describe anticipated impacts in this regard, including specific mitigation measures, and must include nearby Proposed Project build-out figures in the analysis. The standard scope for infrastructure analysis is given below:

1. Utility Systems and Water Quality

a. Estimated water consumption and sewage generation from the Proposed Project and the basis for each estimate. Include separate calculations for air conditioning system make-up water

b. Description of the capacity and adequacy of water and sewer systems and an evaluation of the impacts of the Proposed Project on those systems; sewer and storm drain systems should include a tributary flow analysis as part of this description

c. Identification of measures to conserve resources, including any provisions for recycling or 'green' strategies, including green roofs

- d. Description of the Proposed Project's impacts on the water quality of Boston Harbor or other water bodies that could be affected by the project, if applicable
- e. Description of mitigation measures to reduce or eliminate impacts on water quality
- f. Description of impact of on-site storm drainage on water quality
- g. Information on how the Proposed Project will conform to requirements of the Ground Water Trust under Article 32, if applicable, by providing additional recharge opportunities
- h. Detail methods of protection proposed for infrastructure conduits and other artifacts, including the MBTA tunnels and station structures, and BSWC sewer lines and water mains, during construction
- i. Detail the energy source of the interior space heating; how obtained, and, if applicable, plans for reuse of condensate.

Thorough consultation with the planners and engineers of the utilities will be required, and should be referenced in the Infrastructure Component section.

2. Energy Systems

- a. Description of energy requirements of the project and evaluation of project impacts on resources and supply
- b. Description of measures to conserve energy usage and consideration of the feasibility of including solar energy provisions or other on-site energy provisions, including wind, geothermal, and cogeneration.

Additional constraints or information required are described below. Any other system (emergency systems, gas, steam, optic fiber, cable, etc.) impacted by this development should also be described in brief.

The location of transformer and other vaults required for electrical distribution or ventilation must be chosen to minimize disruption to pedestrian paths and public improvements both when operating normally and when being serviced, and must be described. If necessary, storm drain and sewage systems should be separated or separations provided for in the design of connections.

The Proponent should investigate energy strategies that take advantage of this scale of construction, including those that incorporate green roof strategies as well as solar orientation and materials/systems that maximize efficiencies, daylighting strategies, wind, solar, and geothermal systems, and cogeneration. Maximize the LEED standards sought. Are there implications for energy, LEED, and other impacts given the complexity of the infrastructure system the Proposed Project will interface with?

BCDC - Excerpted from Draft Minutes online - February 7, 2017 Monthly Meeting:

David Manfredi and Paul McDonough were recused from the next item. The next item was a presentation of the **1000 Boylston Street (MTA Parcel 15) Project**. Mike Davis (MD) asked that the presentation be kept to a limit of 15-20 minutes. Adam Weiner (AW, the developer) introduced himself and the Project. Kevin Lennon (KL) of Elkus/Manfredi presented the design, noting first the location and area. KL: There are several air rights sites here; it's very important to create a continuity. (Broadens plan view, then zooms in, and returns to the three sites.) This is part of an attempt to repair and restore the urban fabric, knitting the neighborhoods together. (Shows a birds-eye aerial of the site, noting the terra firma owned by his client.) At the time of the RFP, the proposal only considered Parcel 15 and our terra firma. We did not consider the corner. After designation, the CAC urged us to include the corner Prudential parcel. It's just good urban design, and our project would have reduced the value of that - and the chance of ever doing anything there. The overall site is 46,000 SF (shows parcel ownerships). (Shows a set of site photos, then a series of diagrams showing how they generated the forms - with

bearing lines, and the notion of a streetwall podium.) Above the podium, we have two footprints, 11,000 and 13,000 SF. These are slender residential buildings with light and air and space around them. The diagram lines show how the structure below informs the facade lines above. The taller tower twists to align with the grid of the Back Bay, then twists some more. It's further broken down by inserting balconies, giving the opportunity to bring green to the tower. (Shows an axon/section diagram explaining the program. Shows a series of plans - the loading, the ground floor retail. Notes the curb cut, then the second floor shift, and four levels of parking above, using stackers. Notes the amenity floor, with a transfer to the elevators for the condo building. Shows upper floors, green roofs. Shows the streetscape and drop-off area.) We are widening the Boylston sidewalk from 9 to 18'. We are investigating whether we can actually do the trees shown. (Shows a neighborhood elevation, with the heights of the nearby towers.) Our buildings are of unitized curtainwall, 540', and panelized metal with punched windows, 283', with interlocking volumes (points to model). (Shows an aerial view photo-inset and several perspective views, ending on a podium view.)

William Rawn (WR): Is the garage totally enclosed? The Commission has not been happy with 3-4 floors of garage above retail. Your intention to fully enclose needs to be checked. AW confirmed that the garage was necessary because they have no ability to go below grade, but they do not want the cars to be perceived. David Hacin (DH): Bring more information. We have also been talking about the future of cars, so that [floor] plates could be designed to accommodate other uses in the future. You've taken a really difficult site and made a lot of it. I like your explanation of the extrusion of the two forms. I know there are community questions on the height, but I like the difference. I'd like to see more views of the tower. I find the twisting form AND the cut-outs to be - a lot. I understand the idea, but in a city challenged with elegant, slender towers, that might be worth thinking about. Andrea Leers (AL): The extrusion is really intelligent. I share Bill's comments about your decision to make those floors parking. I wonder if you might bring the potential of some liner spaces there - one of the ways we've raised of addressing the issue. A larger issue is the relationship between the two towers. They are very different, but both are growing from the same podium. Look for a strategy where there's one idea, one block. I know it's purposeful. Think of them as family members, both part of the whole. Is there a common language you might look for?

Deneen Crosby (DC): Show more views along the street - from Mass Ave, how does this relate to your neighbors. And along Dalton Street, too. Linda Eastley (LE): St. Cecilia's Church is a beautiful piece of this neighborhood; I want to understand how this relates to that. Also, the opening for Cambria Street - how does that work? I'm not sure you need an opening that large, if there are no pedestrians there. Along Boylston, congratulations on thinking about it - it's bad now. You're looking at trees, but is there a sculptural piece you could introduce to augment (or replace, if need be) the trees. Kirk Sykes (KS): On the podium, I'd like to see an analysis of that typology for a couple of blocks. Some projects create open space (Prudential, i.e.) - how is that punctuated. The Hynes is a block long, but the other side of the street is different. How to break this down? Some modulation, still its own, that does something of interest. A quid pro quo for the public realm. WR: If you look at Boylston, its entire length, there's a datum relating to the Back Bay. This breaks that, with the two towers. Should such a tall building be this close to Boylston? We should understand your rationale.

MD asked for public comments. Susan Prindle of NABB: It's important to look at the Civic Vision document from 2000. That calls for one tower, not four (including around the corner). I have photos... (passes out some). You should show the buildings set back so they don't canyonize Boylston. Mandarin is not set back, and is uncomfortable. But 500 Boylston is set back 150',

and 888 Boylston, about 100'. I hope the BCDC will take into account the impact of height and shadows, even on Newbury Street. Alan Mackintosh (AM): You've done a really great job with the podium, it enlivens the block. This is not so much in a low rise district, it's near skyscrapers. This is not totally unreasonable, especially given the cost. The payoff is incredible. With that, the 1000 Boylston Street Project was sent to Design Committee.

Boston Planning & Development Agency Memorandum

TO: Michael Rooney

FROM: Katie Pedersen

DATE: July 1, 2017

RE: 1000 Boylston Street
Boston, Massachusetts
Project Notification Form

I have reviewed the Project Notification Form (the “PNF”) dated January 3, 2017 and submit the following comments for the Environmental Protection component. ADG Scotia proposes the construction of two residential buildings containing a total of up to 342 residential units (consisting of up to approximately 182 rental units and up to approximately 160 for-sale units), up to approximately 35,000 square feet of first and second floor retail and restaurant space fronting on Boylston Street and St. Cecilia Street as well as a four-story 303-space above-grade parking garage (the “Proposed Project”).

Wind

A quantitative (wind tunnel) analysis of the potential pedestrian level wind impact shall be required, as the proposed buildings are designed to be 283 and 566 feet in height. The analysis shall determine potential pedestrian level winds adjacent to and in the vicinity of the Proposed Project and shall identify wind velocities that are expected to exceed acceptable levels, including the Boston Planning & Development Agency’s (the “BPDA”) guideline of an effective gust velocity of 31 miles per hour (mph) not to be exceeded more than 1% of the time.

The Proponent shall be required to demonstrate compliance with both Article 80 and Article 41, as the Proposed Project is on the boundary of the Huntington Avenue/Prudential Center District.

Section 41-16 states that “Buildings shall be designed to avoid excessive and uncomfortable downdrafts on pedestrians. Each Proposed Project shall be shaped, or other wind-baffling measures shall be adopted, so that the Proposed Project will not cause ground-level ambient wind speeds to exceed the standards found in Table A of Section 41-16.”

Particular attention shall be given to public and other areas of pedestrian use, including, but not limited to, entrances to the Proposed Project and existing and proposed buildings in the vicinity of the Proposed Project, the existing and proposed sidewalks and walkways within and adjacent to the Proposed Project and existing and proposed plazas, park areas and other open space areas within and in the vicinity of the Proposed Project, including but not limited to the Commonwealth Avenue Mall, the Back Bay Fens, the Esplanade and the Christian Science Center Plaza.

The wind impact analysis shall evaluate the following conditions:

1. No-Build - the existing condition of the Proposed Project site and environs to establish the baseline condition.
2. Build Condition – the Proposed Project as described in the PNF
3. As-of-Right – the Zoning Compliant Configuration
4. Alternative Build Condition-any alternative development concepts to the preferred Build Condition required to be studied.

Wind speeds shall be measured in miles per hour (mph) and for areas where wind speeds are projected to be dangerous or to exceed acceptable levels, measures to reduce wind speeds and to mitigate potential adverse impact(s) shall be identified and, if appropriate, tested.

Shadow

The results of the of the shadow analysis have been included in the PNF an analysis that was conducted for existing (no-build) and build conditions for the hours and days as follows: 9:00 a.m., 12:00 noon, and 3:00 p.m. for the March 21st, June 21st, September 21st, and December 21st and for 6:00 p.m. in the September and June 21st.

The Proponent shall be required to generate an animation of the incremental effects of both the existing and net new shadows and the incremental effects on existing and proposed public open spaces, so as best understand the extent to which shadows from the Proposed Project are anticipated to affect the overall shadow conditions with the surrounding area. The results will support the Proponent's assertion that Proposed Project will be in compliance with both Article 80 and Article 41 (Proposed Project is on the boundary of the Huntington Avenue/Prudential Center District).

Section 41-16 states that "Each Proposed Project shall be arranged and designed in a way to assure that it does not cast shadows for more than two hours from 8:00 a.m. through 2:30 p.m., on any day from March 21 through September 21, in any calendar year, on any portion of dedicated public parkland that either (a) is not cast in shadow during such period on such days by whichever structures cast the greater shadow. In addition, shadow studies shall be conducted in connection with any Proposed Project demonstrating that shadows will be minimized to the extent practicable in public open spaces created as part of the Proposed Project. Structures existing as of the effective date of this article or (b) would not be cast in shadow during such period on such days by structures built to the as-of-right limits allowed by this article."

Solar Glare

The Proponent shall be required to conduct a solar glare analysis. The analysis shall measure potential impact of the potential reflective glare from the Proposed Project onto potentially affected streets and public open spaces. Mitigation measures to eliminate any adverse reflective glare shall be identified.

However, a balance may be found, as reflective solar control glass has the ability to limit the solar penetration into a building and thus potentially lowering the HVAC usage.

Daylight

(Please refer to Urban Design's comments)

Air Quality

The Proponent conducted a mobile source assessment as well as a microscale analysis, the results of which demonstrate that the Proposed Project is anticipated to be in compliance with all applicable regulatory requirements, including the 1990 Clean Air Act Amendments, Commonwealth of Massachusetts Department of Environmental Protection requirements, the National Ambient Air Quality Standards and the U.S. Environmental Protection Agency policies and procedures.

Noise

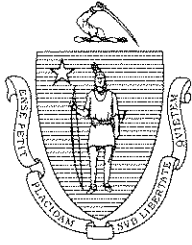
The results of the noise analysis demonstrate that the Proposed Project, inclusive of rooftop mechanical equipment and other noise sources (e.g., emergency generators), is anticipated to be in compliance with the City of Boston noise regulations and applicable state and federal regulations and guidelines. Due to the fact that the Proposed Project is in close proximity to residential buildings, the Proponent was required to evaluate and demonstrate compliance with the Interior Design Noise Level (not to exceed day night average sound level of 45 decibels) established by the U.S. Department of Housing and Urban Development (Subpart B Noise Abatement and Control of 24 CFR Part 51).

Sustainable Design/Green Buildings

Article 37 to the Boston Zoning Code requires any proposed project which is subject to or shall elect to comply with Section 80B of Zoning Code of the City of Boston, Large Project Review, shall be subject to the requirements of Article 37. Proposed Projects shall be "certifiable" under the most appropriate United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) Rating System. The purpose of Article 37 is to ensure that major building projects are planned, designed, constructed, and managed to minimize adverse environmental impacts; to conserve natural resources; to promote sustainable development; and to enhance the quality of life in the City of Boston.

The PNF indicates that the Proposed Project will use the LEED v4 for BD+C: New Construction and Major Renovations 2009 Rating System with the intent to achieving LEED Certified with 46 points. However, as the Proposed Project is new construction there are many opportunities to achieve a much higher outcome and thus shall be required to continue to investigate measures to achieve LEED Gold. Additionally, the Proponent shall be required to submit individual LEED Checklists for each of the Proposed Project buildings.

Prior to the Inspectional Services Department's (ISD) issuance of a building permit, all proposed projects must demonstrate compliance with Article 37 and have obtained approval of the requisite submissions from the Interagency Green Building Committee (IGBC). In order to demonstrate compliance, the IGBC requires the submission of a Draft Green Building Report (Draft Report), Energy Model and Design Affidavit. The Draft Report shall provide a comprehensive narrative describing the proposed strategies and paths that will be used to meet all LEED prerequisites and achieve the selected credits.



The Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES
STATE HOUSE, BOSTON 02133-1054

JAY D. LIVINGSTONE
STATE REPRESENTATIVE

8TH SUFFOLK DISTRICT

April 6, 2017

Phil Cohen, Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

RE: 1000 Boylston Street Project Notification Form (PNF)

Dear Mr. Cohen:

As the State Representative that represents the district of the suggested project site, I am writing to submit a comment regarding Weiner Ventures proposed 1000 Boylston Street Article 80 Project Notification Form. I welcome and support economic development in this corner of the Back Bay. The open holes over the Mass Pike should be filled in and I appreciate the group's willingness to work with Prudential to fill in the entirety of the open space over the Mass Pike. That said, I have concerns regarding the specifics of this particular project.

The current proposed height of the building is inappropriate for the site. The height is inconsistent with the BPDA's own report, *A Civic Vision for Turnpike Air Rights in Boston (2000)* and current zoning. The current height is also substantially more than was originally proposed by this developer when the group sought to secure community support in its bid be chosen by MassDOT as the developer. I am particularly concerned the proposed height will cast a shadow on the Commonwealth Mall for much of the year. This should not be permitted. With growing development all over the city, sunlight in our greenspaces has become a precious resource that should be carefully considered.

I appreciate your time and consideration in these matters. I hope that the project designers will make changes to adapt to community feedback and the public process.

Sincerely,

A handwritten signature in cursive script that reads "Jay Livingstone".

Jay Livingstone
State Representative
8th Suffolk District

Committees:

Housing

Community Development and Small Business
State Administration and Regulatory Oversight
Environment, Natural Resources and Agriculture

STATE HOUSE, ROOM 136

TEL. (617) 722-2396

Jay.Livingstone@MAhouse.gov



BOSTON
TRANSPORTATION
DEPARTMENT

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

February 1, 2017

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

RE: Project Notification Form: 1000 Boylston Street

Dear Mr. Golden,

Thank you for the opportunity to comment on the 1000 Boylston Street Project Notification Form (PNF). The project includes the development of three air-rights parcels and one terra-firma parcel comprising residential and retail uses totaling approximately 689,000 gross square feet. The project consists of approximately 342 residential units (approximately 182 rental and 160 for-sale) and approximately 35,000 square feet of retail. The project proposes approximately 303 off street parking spaces, which will be dedicated to residential use. This is a residential parking ratio of 0.89.

Due to the complexity of the project, BTD supports the PNF's proposal to prepare a Draft Project Impact Report (DPIR) and provide new information and analysis as described below.

Transportation Mitigation

BTD looks forward to working with the proponent on developing an appropriate transportation mitigation package, which should be informed by the trips generated as well as peak hour mode share. BTD encourages the proponent to analyze transit services in the area based not only upon what services are supplied, but also peak capacity, and how the project's generated transit trips will impact that supply. If the proponent's trips will impact a transit, pedestrian or bicycle facility, the proponent should assess options to facilitate safe, convenient and attractive access. This may include (but is not limited to) sidewalks, crossings, bus stops, bike facilities and/or subway stops. BTD encourages the proponent to think creatively in this regard.

Curbside

The proponent should design in a protected bicycle facility (with flexposts if possible) on their side of Beacon Street. If parking can be fit in as well, that is acceptable. If there are parking facilities on Boylston, BTD would look for at most one valet area, and does not permit drop off zones. The DPIR should spell out the rationale for a curb cut at the valet.


MARTIN J. WALSH, Mayor

Parking

The area around the project is extensively served by MBTA transit service, as well as other transit services such as Massport and Partners Healthcare services. As part of the DPIR, BTM would like 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.

The Boston Transportation Department (BTM) policy maximum for Back Bay is 0.5 to 1; because of the project's transit-oriented location, BTM would recommend a parking ratio at the lower end of this scale. The proponent should spell out how these spaces would be distributed, and whether they would be bundled with units or sold / rented separately. We encourage the project to look into working with a car share provider to dedicate some of the spaces to car share.

BTM would like to thank the proponent for committing to 1:1 ratio of bicycle parking for residential units, but notes that there are guidelines for both residential and retail developments in the City of Boston Bicycle Parking Guidelines. The Guidelines spell out the city's policy for development provision of secure/covered bicycle parking, on-street bicycle parking, shower/change facilities for employees and bike share provision. Any bicycle repair facilities proposed should be spelled out as well. BTM notes and supports the development's proposal for on-site bicycle sharing.

The proponent should spell out how it plans to meet the City's Electric Vehicle Charging standards, which include that at 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.

Transportation Demand Management

BTM noted that the PNF suggests that the developer will "encourage retail tenants to join" a Transportation Management Association (TMA). BTM encourages the project to look into whether the building itself can join a TMA, and if possible to do so. We also encourage the project to 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. Finally, BTM encourages the proponent to propose inclusion of real-time transportation (transit, bikeshare, carshare, transportation network services, wayfinding, walk/bike distance) display technology in all lobbies.

Public Realm

BTM encourages the proponent to explore smaller curb radii as well as curb extensions. Any long-term maintenance by the proponent of median greenery and street trees should be spelled out, as well as and street furniture (eg benches) proposed for the abutting sidewalk. The DPIR should provide details on the width of the proposed sidewalk around the site, including widths of pedestrian zones, furniture zones and/or curbs.

Loading

The PNF locates loading zones within the building footprint. All trucks reversing should occur on Cambria Street and not St. Cecilia. In addition, the DPIR should include a strategy of how urban packages delivery, which has seen a huge increase in small truck trips, will be accommodated. Will delivery companies be locating local pick up "warehouses" in the development?

Traffic

BTD requests the study area be expanded to include the following intersections in addition to those already in the PNF:

- The proposed driveway (In particular, the impact of a left ins and left outs on Dalton Street should be documented.)
- Commonwealth and Hereford
- Commonwealth and Gloucester
- Massachusetts and Beacon
- Massachusetts and Marlborough
- Massachusetts and Commonwealth
- Massachusetts and Westland/St. Stephen
- Massachusetts and Huntington
- Massachusetts and Belvedere/Haviland
- Huntington and Cumberland

Site Plan

The proponent needs to submit an engineered site plan within the context of the surrounding roadways at 1:20 scale depicting:

- Vehicular access and circulation
- Parking layout and circulation
- Pedestrian access and circulation
- Bicycle access and circulation
- Area shuttle/van pool pickup and drop-off
- Parking spaces for car sharing services
- Service and loading*
- Roadways and sidewalks
- Building layout
- Bicycle parking locations and types (covered, indoor, bike share, etc)
- Transit stops and connections
- Electric vehicle charging stations and ev-ready spaces

**Trash compactors/dumpsters need to be depicted as well.*

Construction Management Plan

As the project in the DPIR advances, the proponents will be required to develop and submit a detailed Construction Management Plan (CMP) to BTD for review and approval. The CMP will address TDM measures for construction workers, proposed street occupancies, equipment staging, sidewalk and bike-lane relocations and hours of construction work. BTD will work with the proponents to execute the CMP.

The issues raised above should be addressed in the DPIR. BTD looks forward to working collaboratively with the proponents and the community in the review of these projects and to address any outstanding concerns in the permitting process.

Sincerely,



Joshua A. Weiland

Transportation Planner

Boston Transportation Department

Cc: Vineet Gupta, Director of Policy and Planning

John DeBenedictis, Director of Engineering

**Boston Water and
Sewer Commission**



980 Harrison Avenue
Boston, MA 02119-2540
617-989-7000

January 26, 2017

Secretary Matthew A. Beaton
Executive Office of Energy and Environmental Affairs
Attention: MEPA Office
Page Czepiga, EEA No. 15632
100 Cambridge Street, Suite 900
Boston, MA 02114

and

Phil D. Cohen
Project Manager
Boston Planning and Development Agency
One City Hall Square
Boston, MA 02201

Re: 1000 Boylston Street
Environmental Notification Form/Project Notification Form

Dear Secretary Beaton and Mr. Cohen:

The Boston Water and Sewer Commission (Commission) has reviewed the Environmental Notification Form (ENF) and the Project Notification Form (PNF) for the proposed 1000 Boylston Street project in the Back Bay neighborhood of Boston.

The proposed approximately 40,995 acre site consists of four existing parcels located partially over the Boston Extension of the Massachusetts Turnpike and partially over vacant terra firma. The proponent, ADG Scotia II LLC, proposes to construct a mixed use development of up to approximately 685,000 square feet (sf) (exclusive of above grade parking) and consisting of two residential buildings with up to 342 units, first and second floor retail and restaurant space, and above grade parking. There will be 303 above grade vehicle parking spaces. The site is bounded to the north by Boylston Street, to the east by Dalton Street and the Hynes Convention Center, to the south by Scotia Street and an existing above-ground garage, and to the west by St. Cecilia Street and the rear façade of buildings fronting on Massachusetts Avenue.

According to the ENF/PNF, the proposed water demand is 76,610 gallons per day (gpd). The Commission owns and maintains a 12-inch Southern Low and a 12-inch Southern High water main in Dalton Street, an 8-inch Southern Low water main in Scotia Street, a 12-inch Southern Low water main in Cambria Street and St. Cecilia Street.



According to the ENF/PNF, the proposed sewage generation is 69,645 gpd. For sewage and storm drainage service, the site is served by a 12-inch sanitary sewer in Scotia Street and a 12-inch combined sewer in Cambria Street. Dalton Street contains a 54-inch combined sewer and a 60-inch combined sewer (the West Side Interceptor).

The Commission has the following comments regarding the proposed project:

General

1. All new or relocated water mains, sewers and storm drains must be designed and constructed at ADG Scotia II LLC's expense. They must be designed and constructed in conformance with the Commission's design standards, Water Distribution System and Sewer Use Regulations, and Requirements for Site Plans. To assure compliance with the Commission's requirements, the proponent must submit a site plan and a General Service Application to the Commission's Engineering Customer Service Department for review and approval when the design of the new water and wastewater systems and the proposed service connections to those systems are 50 percent complete. The site plan should include the locations of new, relocated and existing water mains, sewers and drains which serve the site, proposed service connections as well as water meter locations.
2. The Department of Environmental Protection (DEP), in cooperation with the Massachusetts Water Resources Authority and its member communities, is implementing a coordinated approach to flow control in the MWRA regional wastewater system, particularly the removal of extraneous clean water (e.g., infiltration/inflow (I/I)) in the system. In April of 2014, the Massachusetts DEP promulgated new regulations regarding wastewater. The Commission has a National Pollutant Discharge Elimination System (NPDES) Permit for its combined sewer overflows and is subject to these new regulations [314 CMR 12.00, section 12.04(2)(d)]. This section requires all new sewer connections with design flows exceeding 15,000 gpd to mitigate the impacts of the development by removing four gallons of infiltration and inflow (I/I) for each new gallon of wastewater flow. In this regard, any new connection or expansion of an existing connection that exceeds 15,000 gallons per day of wastewater shall assist in the I/I reduction effort to ensure that the additional wastewater flows are offset by the removal of I/I. Currently, a minimum ratio of 4:1 for I/I removal to new wastewater flow added is used. The Commission supports the policy, and will require proponent to develop a consistent inflow reduction plan. The 4:1 requirement should be addressed at least 90 days prior to activation of water service and will be based on the estimated sewage generation provided on the project site plan.
3. The design of the project should comply with the City of Boston's Complete Streets Initiative, which requires incorporation of "green infrastructure" into street designs.



Green infrastructure includes greenscapes, such as trees, shrubs, grasses and other landscape plantings, as well as rain gardens and vegetative swales, infiltration basins, and paving materials and permeable surfaces. The proponent must develop a maintenance plan for the proposed green infrastructure. For more information on the Complete Streets Initiative see the City's website at <http://bostoncompletestreets.org/>

4. ADG Scotia II LLC should be aware that the US Environmental Protection Agency issued the Remediation General Permit (RGP) for Groundwater Remediation, Contaminated Construction Dewatering, and Miscellaneous Surface Water Discharges. If groundwater contaminated with petroleum products, for example, is encountered, ADG Scotia II LLC will be required to apply for a RGP to cover these discharges.
5. The project site is located within Boston's Groundwater Conservation Overlay District (GCOD). The district is intended to promote the restoration of groundwater and reduce the impact of surface runoff. Projects constructed within the GCOD are required to include provisions for retaining stormwater and directing the stormwater to the groundwater table for recharge.
6. ADG Scotia II LLC is advised that the Commission will not allow buildings to be constructed over any of its water lines. Also, any plans to build over Commission sewer facilities are subject to review and approval by the Commission. The project must be designed so that access, including vehicular access, to the Commission's water and sewer lines for the purpose of operation and maintenance is not inhibited.
7. It is ADG Scotia II LLC's responsibility to evaluate the capacity of the water, sewer and storm drain systems serving the project site to determine if the systems are adequate to meet future project demands. With the site plan, ADG Scotia II LLC must include a detailed capacity analysis for the water, sewer and storm drain systems serving the project site, as well as an analysis of the impacts the proposed project will have on the Commission's water, sewer and storm drainage systems.

Water

1. ADG Scotia II LLC must provide separate estimates of peak and continuous maximum water demand for residential, commercial, industrial, irrigation of landscaped areas, and air-conditioning make-up water for the project with the site plan. Estimates should be based on full-site build-out of the proposed project. ADG Scotia II LLC should also provide the methodology used to estimate water demand for the proposed project.
2. ADG Scotia II LLC should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular, ADG Scotia II LLC should consider outdoor landscaping which requires minimal use of water to maintain. If ADG Scotia II LLC plans to install in-ground sprinkler systems, the



Commission recommends that timers, soil moisture indicators and rainfall sensors be installed. The use of sensor-operated faucets and toilets in common areas of buildings should be considered.

3. ADG Scotia II LLC is required to obtain a Hydrant Permit for use of any hydrant during the construction phase of this project. The water used from the hydrant must be metered. ADG Scotia II LLC should contact the Commission's Meter Department for information on and to obtain a Hydrant Permit.
4. The Commission is utilizing a Fixed Radio Meter Reading System to obtain water meter readings. For new water meters, the Commission will provide a Meter Transmitter Unit (MTU) and connect the device to the meter. For information regarding the installation of MTUs, ADG Scotia II LLC should contact the Commission's Meter Department.

Sewage / Drainage

1. In conjunction with the Site Plan and the General Service Application ADG Scotia II LLC will be required to submit a Stormwater Pollution Prevention Plan. The plan must:
 - Identify specific best management measures for controlling erosion and preventing the discharge of sediment, contaminated stormwater or construction debris to the Commission's drainage system when construction is underway.
 - Include a site map which shows, at a minimum, existing drainage patterns and areas used for storage or treatment of contaminated soils, groundwater or stormwater, and the location of major control structures or treatment structures to be utilized during the construction.
 - Specifically identify how the project will comply with the Department of Environmental Protection's Performance Standards for Stormwater Management both during construction and after construction is complete.
2. Developers of projects involving disturbances of land of one acre or more will be required to obtain an NPDES General Permit for Construction from the Environmental Protection Agency and the Massachusetts Department of Environmental Protection. ADG Scotia II LLC is responsible for determining if such a permit is required and for obtaining the permit. If such a permit is required, it is required that a copy of the permit and any pollution prevention plan prepared pursuant to the permit be provided to the Commission's Engineering Services Department, prior to the commencement of construction. The pollution prevention plan submitted pursuant to a NPDES Permit may be submitted in place of the pollution prevention plan required by the Commission provided the Plan addresses the same components identified in item 1 above.



3. The Commission encourages ADG Scotia II LLC to explore additional opportunities for protecting stormwater quality on site by minimizing sanding and the use of deicing chemicals, pesticides, and fertilizers.
4. The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission. ADG Scotia II LLC is advised that the discharge of any dewatering drainage to the storm drainage system requires a Drainage Discharge Permit from the Commission. If the dewatering drainage is contaminated with petroleum products, ADG Scotia II LLC will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge.
5. ADG Scotia II LLC must fully investigate methods for retaining stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. The site plan should indicate how storm drainage from roof drains will be handled and the feasibility of retaining their stormwater discharge on-site. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer.
6. The Massachusetts Department of Environmental Protection (MassDEP) established Stormwater Management Standards. The standards address water quality, water quantity and recharge. In addition to Commission standards, ADG Scotia II LLC will be required to meet MassDEP Stormwater Management Standards.
7. Sanitary sewage must be kept separate from stormwater and separate sanitary sewer and storm drain service connections must be provided. The Commission requires that existing stormwater and sanitary sewer service connections, which are to be re-used by the proposed project, be dye tested to confirm they are connected to the appropriate system.
8. The Commission requests that ADG Scotia II LLC install a permanent casting stating "Don't Dump: Drains to Boston Harbor" next to any catch basin created or modified as part of this project. ADG Scotia II LLC should contact the Commission's Operations Division for information regarding the purchase of the castings.
9. If a cafeteria or food service facility is built as part of this project, grease traps will be required in accordance with the Commission's Sewer Use Regulations. ADG Scotia II LLC is advised to consult with the Commission's Operations Department with regards to grease traps.
10. The enclosed floors of a parking garage must drain through oil separators into the sewer system in accordance with the Commission's Sewer Use Regulations. The Commission's Requirements for Site Plans, available by contacting the Engineering Services Department, include requirements for separators.



Thank you for the opportunity to comment on this project.

Yours truly,

A handwritten signature in black ink, appearing to read "John P. Sullivan". The signature is fluid and cursive, with a large initial "J" and "S".

John P. Sullivan, P.E.
Chief Engineer

JPS/afh

C: Adam Weiner, ADG Scotia II LLC c/o Weiner Ventures LLC
M. Connolly, MWRA via e-mail
M. Zlody, BED via e-mail
P. Larocque, BWSC via e-mail



Mayor's Commission for Persons with Disabilities

Martin J. Walsh, Mayor

March 13th 2017

**RE: 1000 Boylston Street, Boston, MA 02115
Project Notification Form
Boston Planning and Development Agency**

The Disability Commission has reviewed the Project Notification Form that was submitted for 1000 Boylston Street in Back Bay. Since the proposed project is planned to be a vibrant destination area for housing and retail, I would like to encourage a scheme that allows full and equal participation of persons with disabilities through *ideal design which meets as well as exceeds compliance* with accessibility building code requirements. It is crucial that the site layout, buildings, open spaces, parking, and circulation routes be developed with access in mind.

Therefore, in order for my Commission to give its full support to this project, I would like to ask that the following accessibility issues be considered and/or explained:

- **Accessible Group 2 Units:**
 - We support the accessible Group 2 condominium units as part of proposed housing program.
 - Will the Inclusionary Development Program residential units be provided on-site? If not, please indicate the location of the off-site IDP units. We support on-site accessible Group 2 units to be part of the Inclusionary Development Policy.
 - We ask for more details on accessible Group 2 units, including the location, type and floor plans.
- **Accessible Parking:**
 - We support locating the proposed accessible parking on the closest accessible route to the parking vestibule/elevator lobby.
- **Accessible Sidewalks, Route and Entry:**
 - We request that the missing pedestrian ramp on Boylston Street (in front of 951-955 Boylston Street) be included in the proposed street improvements, to bring the crosswalk into compliance with MAAB 521 CMR Section 21: Curb Cuts and MAAB 521 CMR Section 22.8: Walkways.
 - Renderings show the use of unit pavers for a “welcome mat” feature in the pedestrian right-of-way. We support the use of cast-in-place concrete to ensure that the surface texture is smooth and continuous (minimize joints), for the ease of maintenance and wayfinding benefits.

- **Accessible Sidewalks, Route and Entry (Continued):**
 - We request more information on any alternative means of improving the public realm, if the installation of tree pits along Boylston Street is not feasible.
 - We look forward to continuing to work with the BDPA, Boston Transportation Department and the Massachusetts Department of Transportation to discuss further proposed sidewalk improvements.

- **Community Benefits:**
 - Is this project providing any funding or improvements to the surrounding neighborhood?
 - We support the inclusion of ground-level accessible public open space, as part of the development design.
 - What inclusion elements does this development provide for persons with disabilities in common social and open spaces?
 - Are any restrooms planned for the common public spaces in the lobby or retail areas? If yes, will any be single-stall, accessible and designated as “Family” or “Companion” restrooms? If no, explain why not.

- **Wayfinding:**
 - Do you have a Wayfinding Package to better understand wayfinding strategies within the scope of the proposed project?

- **Variances:**
 - Do you anticipate filing for any variances with the Massachusetts Architectural Access Board? If so, please identify and explain.

Commission’s General Statement on Access:

The Mayor’s Commission for Persons with Disabilities supports barrier-free design and construction in all buildings throughout Boston, including renovation projects as well as new structures. We work with City departments and developers to ensure compliance with local, state, and federal building codes including Boston Complete Streets, Massachusetts Architectural Access Board (MGL, 521 CMR) and the Americans with Disabilities Act (ADAAG, 28 CFR). Designing or constructing structures that are non-compliant with these requirements is a violation of the law unless it can be demonstrated that it would be structurally infeasible to do so.

Priorities for accessibility other than building design and construction include: ensuring maintenance and upkeep of accessibility features; posting signage for way-finding; utilizing compliant barricades throughout construction; designating appropriate location and amount of accessible parking spaces; and removing barriers in existing buildings wherever “readily achievable” (*“easily accomplishable and able to be carried out without much difficulty or expense”*).

Proponents are encouraged to meet with Commission staff who are available for technical assistance and design review to help achieve accessibility compliance and to ensure that all buildings, sidewalks, parks, and open spaces are usable and welcoming to all of Boston’s diverse residents, including those with physical, sensory, intellectual, and communication disabilities.

Thank You.



Kristen McCosh, Commissioner
Mayor's Commission for Persons with Disabilities
kristen.mccosh@boston.gov
617-635-3682

Reviewed by:

Patricia Mendez AIA, Architectural Access Specialist
Mayor's Commission for Persons with Disabilities
patricia.mendez@boston.gov
617-635-2529

Sarah Leung, Architectural Access Project Coordinator
Mayor's Commission for Persons with Disabilities
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Boston Groundwater Trust

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

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Executive Director

Christian Simonelli

February 23rd, 2017

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

Subject: 1000 Boylston Street Project Notification Form

Dear Mr. Cohen:

Thank you for the opportunity to comment on the 1000 Boylston Street project notification form (PNF) 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 PNF 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 PNF and confirmed at the scoping session, due to the limited amount of terra firma the proponent will request a license from the Public Improvement Commission for maintenance of a portion of a recharge system beneath the city street.

Also stated in the PNF 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. The PNF states that the proposed new building will be supported on rock socketed drilled shaft (caissons and load bearing elements) with total lengths in the range of approximately 150 to 200 feet. Deep foundation construction will utilize drilling methods that do not generate vibrations. No pile driving is planned. No below grade basement levels are planned and excavation for construction will be limited in depths needed to construct shallow pile caps and pits or below grade vaults.

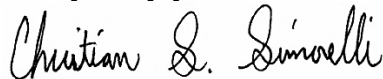
Temporary support of excavation will be installed where needed based on site constraints. A soldier pile and lagging system can be used for the shallow excavations.

The PNF also states that construction will be above area groundwater levels and no temporary or permanent groundwater pumping will be required. Geotechnical instrumentation and monitoring program will be developed prior to final design to monitor adjacent structures and mitigate potential impacts.

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 PNF 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 S. Simonelli".

Christian Simonelli
Executive Director

CC: Kathleen Pederson, BPDA
Maura Zlody, BED

Carrie Marsh

Feb 3 (3 days ago)

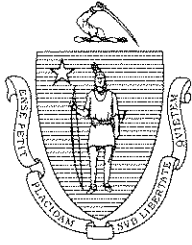
to Teresa, Jonathan, Michael, me, Christopher

Hello - Please accept this email in response to the request for comments for 1000 Boylston. This project is located several blocks from the parks of the Emerald Necklace, particularly the Commonwealth Avenue Mall and the Back Bay Fens. The building will cast shadows on the Commonwealth Avenue Mall in December, and this needs to be considered. Further, the scale of this project and the limited onsite open space will create a need for active recreational open space to serve the residents. The residents will look to the already over-utilized public parks in the neighborhood to meet this need. BPRD therefore respectfully requests that mitigation be provided for impacts to existing public open spaces in the neighborhood, such as the Back Bay Fens. Thank for your consideration.



CARRIE MARSH
Executive Secretary
Boston Parks and Recreation Commission
1010 Massachusetts Avenue, 3rd floor
Boston, Massachusetts 02118

[617-961-3074](tel:617-961-3074) (direct) [617-635-4505](tel:617-635-4505) (main)



The Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES
STATE HOUSE, BOSTON 02133-1054

JAY D. LIVINGSTONE
STATE REPRESENTATIVE

8TH SUFFOLK DISTRICT

April 6, 2017

Phil Cohen, Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

RE: 1000 Boylston Street Project Notification Form (PNF)

Dear Mr. Cohen:

As the State Representative that represents the district of the suggested project site, I am writing to submit a comment regarding Weiner Ventures proposed 1000 Boylston Street Article 80 Project Notification Form. I welcome and support economic development in this corner of the Back Bay. The open holes over the Mass Pike should be filled in and I appreciate the group's willingness to work with Prudential to fill in the entirety of the open space over the Mass Pike. That said, I have concerns regarding the specifics of this particular project.

The current proposed height of the building is inappropriate for the site. The height is inconsistent with the BPDA's own report, *A Civic Vision for Turnpike Air Rights in Boston (2000)* and current zoning. The current height is also substantially more than was originally proposed by this developer when the group sought to secure community support in its bid be chosen by MassDOT as the developer. I am particularly concerned the proposed height will cast a shadow on the Commonwealth Mall for much of the year. This should not be permitted. With growing development all over the city, sunlight in our greenspaces has become a precious resource that should be carefully considered.

I appreciate your time and consideration in these matters. I hope that the project designers will make changes to adapt to community feedback and the public process.

Sincerely,

A handwritten signature in cursive script that reads "Jay Livingstone".

Jay Livingstone
State Representative
8th Suffolk District

Committees:

Housing

Community Development and Small Business
State Administration and Regulatory Oversight
Environment, Natural Resources and Agriculture

STATE HOUSE, ROOM 136

TEL. (617) 722-2396

Jay.Livingstone@MAhouse.gov

APPENDIX B
COMMENTS FROM THE PUBLIC

Dear Mr. Cohen,

As a resident of the western end of Back Bay who regularly walks, drives, dines and shops in the neighborhood, I am writing you to add my voice to the many beseeching you to withhold your endorsement of the proposed development at 1000 Boylston. The design as it is currently proposed solves none of the site's problems and, in fact, significantly worsens several of its existing negative qualities.

Walk down Newbury or Boylston Street sometime, paying attention to how the street life feels in sun vs. shadow and you'll see why it is so important to keep sun falling on Back Bay's pedestrian areas.

Erecting a "spine" of high rises along the highest point of Back Bay right next to Boylston and Newbury Streets is ruining the pedestrian experience precisely in the area that gives Back Bay its desirability as real estate.

There are two streets I will avoid walking on at all costs because they are almost invariably windy and unpleasant: Clarendon along the Hancock Tower and Belvidere along the Hynes and Sheraton. I can only imagine how much nastier that area will be with another blank tower looming over Belvidere.

The Hynes Convention Center cuts off pedestrian access from the neighborhood to the south, and its blank, featureless expanse deters pedestrians from walking from Hereford to Mass Ave on Boylston, creating a no man's land. What an amazing opportunity it would be to develop these parcels in a way that connected, not divided! Low buildings mixed with flexible-use outdoor spaces (we have an awful lot of performers right around the corner at Berklee, after all!) would unite the neighborhood and create a pedestrian friendly corridor from the Public Garden to Fenway.

Comm Ave was ruined by the overpass, but on Boylston we could still create an attractive, well planned route for the folks living in the new Fenway buildings to walk over to the shops and restaurants of Back Bay, and vice versa. It could be a glorious addition to the Boston cityscape!

Just because we've made terrible city planning mistakes in the past, doesn't mean we should give up and just design to the lowest architectural denominator! Please send this proposal back to the drawing board. Don't let developers pressure the City to "bend the rules" in return for a few infrastructure improvements--stand your ground and insist they design buildings in the City's best interests, not just their own.

Respectfully submitted,
Alice Murphy

Dear Mr. Cohen:

As a resident of the back bay, I am writing to you to express my opposition to endorsing the 1000 Boylston Street Article 80 Project Notification Form (PNF) design proposed by Weiner Samuels. The PNF states that the community wants this project. The project we want adheres to the Civic Vision for Turnpike Air Rights prepared by the BRA and guidelines prepared by the Citizens for Reasonable Turnpike Development and the community view for this part of the Back Bay. Not only does the Weiner proposal not meet the Civic Vision, but it is totally inappropriate for the space, does not in any way enhance the neighborhood or fit into the scale of existing buildings, nor does it provide any, much needed green space at the ground level.

Regarding the required Draft Project Impact Report (DPIR), we request the preparation of additional studies complete with environmental impact reports for the following alternatives:

A design based on the Weiner Samuels submission to MassDOT in 2013, the design the CAC reviewed when recommending the Samuels Weiner team for Parcels 12 & 15. In this design the Prudential site is undeveloped, except for a low scale building or a park.

A design that meets the underlying zoning (no PDA) and does not request the City to cede air rights over streets or sidewalks.

The taller of two proposed towers approaches the height of the Hancock and nearly equals that of the Prudential; at various times of the year, it will cast new shadow completely across the neighborhood, the Commonwealth Ave. Mall, the Esplanade and all the way into the Charles River. We are concerned that the Commonwealth Avenue Mall and the Esplanade remain at least as sunny as the design in the 2013 Weiner Samuels RFP submission. These precious public spaces, both of which are supported by substantial private donations and investments of volunteer time and effort to maintain and improve them.

Please take the long term view and do not permit the developers to ignore the design considerations embedded in the Civic Vision and the widespread concerns of the neighborhood.

Respectfully submitted,

Alyson Goldberg

Phil Cohen, Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

RE: 1000 Boylston Street Project Notification Form (PNF)

Dear Mr. Cohen,

I am an East Fenway resident writing to you to express my opposition to endorsing the 1000 Boylston Street Article 80 Project Notification Form (PNF) design proposed by Weiner Ventures. The initial proposal showed a wonderfully designed streetscape scene. However, in its current iteration, the proposal's size--height & bulk--far exceeds anything envisioned for this site as compared to the Civic Vision for Turnpike Air Rights prepared by the BRA as well as the guidelines prepared by the Citizens for Reasonable Turnpike Development. The PNF states that the community wants this project, but this earlier support was for the initial design which differs considerably from the one currently being considered.

Regarding the required Draft Project Impact Report (DPIR), we request the preparation of additional studies complete with environmental impact reports for the following alternatives:

- o A design based on the Weiner Samuels submission to MassDOT in 2013, the design the CAC reviewed when recommending the Samuels Weiner team for Parcels 12 & 15. In this design the Prudential site is undeveloped, except for a low scale building or a park.*
- o A design that meets the underlying zoning (no PDA) and does not request the City to cede air rights over streets or sidewalks.*

There is a widespread neighborhood concerned that the Commonwealth Avenue Mall and the Esplanade remain at least as sunny as the design in the 2013 Weiner Samuels RFP submission.

In addition, the city could benefit considerably if BPDA would incorporate a requirement that the developer incorporate a minimum amount of public art in their proposal and have that public art be sourced competitively from Boston metropolitan area artists. This suggestion is for not only this proposed development but for all major Boston city developments.

Please take the long term view and do not permit the developers to ignore the design considerations imbedded in the Civic Vision.

Sincerely yours,

Andy

Andrew Hall

10 March 2017

Phil Cohen, Project Manager <Phil.Cohen@boston.gov>
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

RE: 1000 Boylston Street Project Notification Form (PNF)

Dear Mr. Cohen;

As a Back Bay resident, I do NOT endorse the 1000 Boylston Street Article 80 Project Notification Form (PNF) design proposed by Weiner. Nor does the Back Bay community, as far as I can see, want this project as presented by the developers. The size in height and bulk far exceeds anything envisioned for this site, as is clear from the 1) Civic Vision for Turnpike Air Rights prepared by the BRA, 2) guidelines prepared by the Citizens for Reasonable Turnpike Development and 3) the community view for this part of the Back Bay. The proposal does not meet the Civic Vision, is totally outsized for the space, in no way fits into the scale of existing buildings, nor does it provide much needed green space at the ground level. Rather than enhancing the neighborhood, it erodes the very character of an area which is the pride of current residents and a magnet for visitors (think Boston Marathon, 4th of July and so on).

Regarding the required Draft Project Impact Report (DPIR), we request the preparation of additional studies complete with environmental impact reports for the following alternatives:

- *A design based on the Weiner Samuels submission to MassDOT in 2013, the design the CAC reviewed when recommending the Samuels Weiner team for Parcels 12 & 15. In this design the Prudential site is undeveloped, except for a low scale building or a park.*
- *A design that meets the underlying zoning (no PDA) and does not request the City to cede air rights over streets or sidewalks.*

We are concerned that two of the most emblematic features of Boston may be changed forever: the Commonwealth Avenue Mall and the Esplanade. These precious public spaces, both supported by substantial private donations and investments of volunteer

Dear Mr. Cohen:

As a 43-year resident of the Back Bay, the last three at 780 Boylston Street, I write to express my opposition to the Weiner Proposal for 1000 Boylston Street.

The community does NOT want this project as proposed because it vastly exceeds a reasonable size for the site. It does not enhance our neighborhood at all with its inappropriate scale and absolutely no provision for sorely-needed green space.

Of particular concern also is the project's shadow impact on our beloved Commonwealth Avenue Mall and the Esplanade.

For these reasons I strongly urge that you send the developers of the project back to the drawing board to find something more compatible with our neighborhood and appropriate for that site.

Sincerely,

Anne Devereaux

Dear Mr. Cohen,

About 5 months ago I moved to the Back Bay from Metrowest. I have recently heard about the 1000 Boylston Street Article 80 Project Notification Form design proposed by Weiner Ventures. I am writing to you to express my opposition to this project. From what I understand the PNF states that I and the rest of the community want this project. We certainly would never want something so extensive to overwhelm the space and the historic neighborhood. The developer disregarded the Civic Vision for Turnpike Air Rights prepared by the BRA and the guidelines prepared by the Citizens for Reasonable Turnpike Development and the community view for this part of the city. This project would not add anything desirable to the neighborhood and might ruin it to a great extent.

I knew when I moved from the suburbs to the city I would lose a great deal of green space, there would be more traffic, more people and wind tunnels that I have experienced. However, this project, with the buildings as tall as the Prudential will impact all of the things I just mentioned. No green space has been planned and the traffic would greatly increase if the buildings add 300 plus residential units, plus retail space which could turn into 200 or 300 more cars! The shadows from these buildings would spread to Comm Ave and perhaps beyond! Also, it would definitely cast shadows on my building and my unit which needless to say I would not be happy with so much shade on my now sunny windows!

Also, I am wondering what the impact would be on our fire and police departments. I look over to the fire house on Boylston St. and I see how extremely busy that station is! I don't know how they could keep up with even more residents and more commercial businesses.

I don't think anyone is trying to completely stop any project for the area. Of course, development is part of any city. BUT please take the long term view and do not allow these developers (or any developers) to ignore the design considerations imbedded in the Civic Vision and the widespread concerns of our and now "my" new neighborhood!!

We would like additional studies prepared with complete environmental impact reports for the following alternatives:

A design based on the Weiner Samuels submission to MassDOT in 2013, the design the CAC reviewed when recommending the Samuels Weiner team for parcels 12 & 15.

A design that meets the underlying zoning(no PDA) and does not request the City to cede air rights over streets and sidewalks.

I am so happy to be living in this beautiful, friendly, historic city!!

Thank you for your time,
Anne Prendergast

Dear Mr. Cohen,

I am writing to express my opposition to the proposed 620-foot tower for 1000 Boylston Street. This building is obviously much too tall for the location. The proposal largely disregards the "Civic Vision for Turnpike Development" guidelines established after public meetings with the BRA and urban planners. It will cast shadows on fragile historic parklands, eliminate green spaces, increase wind and canyonization of Boylston Street, draw 300 more vehicles to the area, and burden an inadequate infrastructure. How will our finite utilities accommodate such a vast number of new residents? Why doesn't our city planning agency actually plan for the entire city instead of simply approving every flashy development that is proposed? No wonder residents have no confidence in the "expertise" of the BPDA.

Sincerely,

Anne Swanson
Back Bay resident



**BOSTON
ARCHITECTURAL
COLLEGE**

March 17, 2017

Mr. Phil Cohen, Project Manager
Boston Planning and Development Agency
One City Hall Square
Boston, MA 02201

Dear Mr. Cohen,

The Boston Architectural College has attended several public planning sessions related to the proposed 1000 Boylston Street project. We are happy that the unsightly hole across the street from our 951 Boylston Street campus building will be filled, and that an area of the city that has been neglected will receive the attention that it deserves. Acknowledging the positive aspects of developing the area, we also want to note some concerns.

In reviewing the shadow study in the PNF, we see that our campus will be in shade for an additional four hours per day. In conjunction with the shadows already cast by the Prudential Center, the One Dalton Street project currently in progress, and the proposed Parcel 13 project, our campus will be cast in perpetual shade. This would directly affect our curriculum, as our ability to teach daylighting principles to our design students without sunlight entering our studio spaces would be compromised.

In addition, new and potentially greater wind conditions could adversely impact our operations. Whenever our doors facing Boylston Street are open, gusts of wind generated by existing conditions blow large amounts of dust and trash into our lobby. The wind analysis in the PNF is incomplete, and with insufficient information provided to date, we can only anticipate more potential issues with regard to increased winds. Moreover, current wait times for pedestrians to navigate the intersection of Dalton and Boylston Streets are lengthy, and we do not see any mention in the PNF of plans to mitigate an already difficult and potentially unsafe crossing. An in-depth study with regard to this intersection is strongly recommended.

In all, the Boston Architectural College is unable to comment definitively on the 1000 Boylston Street project at this time, as the information needed to understand all of the potential impacts on our students, faculty, staff, and visitors is not clear. The College urges that an in-depth study of all areas of impact be conducted, and the results disseminated, so that all entities and organizations in the immediate vicinity will have sufficient information to accurately assess the effects on their operations.

Sincerely,

Art Byers

Art Byers
Associate Vice President of Facilities

Phil Cohen, Project Manager
Boston Planning and Development Agency
One City Hall Square
Boston, MA 02201

Re: 1000 Boylston Street Project Notification Form (PNF)

Dear Mr Cohen:

I oppose the 1000 Boylston Street project.

Please do not endorse the 1000 Boylston Street Article 80 Project Notification Form (PNF) design proposed by Weiner.

Back Bay is already a difficult place to live because it is so expensive and crowded. This project will make the neighborhood worse by making it more crowded and darker. Combined with the other recent projects, the size, height, and density of 1000 Boylston will be a wall closing off the southern side of Back Bay. The sun and even the sky will be blocked by the new buildings. Buildings throughout Back Bay will lose sunlight by this project. The sense of light and open space that helped to make Back Bay a desirable place to live is being taken away by projects like this one. Why would anyone want to live in the shadow of this project?

I've lived in Back Bay for almost 50 years, and have watched the neighborhood go from run-down rooming houses to gentrified condominiums and now to commercialization of every available open space. For people not living in Boston, coming into the city is already difficult, and adding thousands more people to Back Bay will make commuting a deterrent to working, or shopping in Boston. In my neighborhood, people move in because they are in graduate programs, or have accepted positions in Boston, but they move out as soon as they complete their degree or work. None continue to live in Back Bay.

This project is an attempt to "cash in" or make money from a good neighborhood, but in the process, it's damaging the neighborhood. The phrase, "killing the goose that laid the golden egg" applies here.

Please do not allow this project to continue.

Thank you.

arthur chin

Phil Cohen, Project Manager <Phil.Cohen@boston.gov>
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

RE: 1000 Boylston Street Project Notification Form (PNF)

Dear Mr. Cohen;

I am a Back Bay resident. I am writing to you to express my opposition to endorsing the 1000 Boylston Street Article 80 Project Notification Form (PNF) design proposed by Weiner. The PNF states that the community wants this project. That is not true! The height and bulk far exceeds anything we envisioned for this site, as is clear from the Civic Vision for Turnpike Air Rights prepared by the BRA and guidelines prepared by the Citizens for Reasonable Turnpike Development and the community view for this part of the Back Bay. Not only does the proposal not meet the Civic Vision, but it is totally inappropriate for the space, does not in any way enhance the neighborhood or fit into the scale of existing buildings, nor does it provide any, much needed green space at the ground level.

Regarding the required Draft Project Impact Report (DPIR), we request the preparation of additional studies complete with environmental impact reports for the following alternatives:

A design based on the Weiner Samuels submission to MassDOT in 2013, the design the CAC reviewed when recommending the Samuels Weiner team for Parcels 12 & 15. In this design the Prudential site is undeveloped, except for a low scale building or a park.

A design that meets the underlying zoning (no PDA) and does not request the City to cede air rights over streets or sidewalks.

We are concerned that the Commonwealth Avenue Mall and the Esplanade remain at least as sunny as the design in the 2013 Weiner Samuels RFP submission. These precious public spaces, both of which are supported by substantial private donations and investments of volunteer time and effort to maintain and improve them, are enjoyed year round by large and sometimes very large (e.g. July 4th festivities) numbers of neighborhood residents and many visitors

Please take the long term view and do not permit the developers to ignore the design considerations imbedded in the Civic Vision and the widespread concerns of the neighborhood.

Respectfully submitted,

Barry L. Solar

March 17, 2017

Phil Cohen, Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

RE: 1000 Boylston Street Project Notification Form (PNF)

Dear Mr. Cohen:

I am a Back Bay resident. I am writing to you to express my opposition to endorsing the 1000 Boylston Street Article 80 Project Notification Form (PNF) design proposed by Weiner. The PNF states that the community wants this project. However, the size in height and bulk far exceeds anything we envisioned for this site, as is clear from the Civic Vision for Turnpike Air Rights prepared by the BRA and guidelines prepared by the Citizens for Reasonable Turnpike Development and the community view for this part of the Back Bay. Not only does the proposal not meet the Civic Vision, but it is totally inappropriate for the space, does not in any way enhance the neighborhood or fit into the scale of existing buildings, nor does it provide any, much needed green space at the ground level.

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A design that meets the underlying zoning (no PDA) and does not request the City to cede air rights over streets or sidewalks.

The taller of two proposed towers approaches the height of the Hancock and nearly equals that of the Prudential; at various times of the year, it will cast new shadow completely across the neighborhood, the Commonwealth Ave. Mall, the Esplanade and all the way into the Charles River. We are concerned that the Commonwealth Avenue Mall and the Esplanade remain at least as sunny as the design in the 2013 Weiner Samuels RFP submission. These precious public spaces, both of which are supported by substantial private donations and investments of volunteer time and effort to maintain and improve them, are enjoyed year round by large and sometimes very large (e.g. July 4th festivities) numbers of neighborhood residents and many visitors

Please take the long term view and do not permit the developers to ignore the design considerations imbedded in the Civic Vision and the widespread concerns of the neighborhood.

Respectfully submitted,

Becky Kidder Smith

Dear Mr. Cohen,

As a Back Bay resident, I am opposed to the 1000 Boylston Street project design as currently proposed. The height and size far exceeds what that site can handle and is inappropriate for that space. It does not enhance or fit into the scale of the neighborhood. The development would also block sun to my home, the Commonwealth Avenue Mall, the Esplanade, and the Fens. These precious public spaces are enjoyed year around by large numbers of neighborhood residents and many visitors that come to experience what Boston. We need sunshine in our Historic neighborhood, not new construction that will add a wind tunnel and more traffic to the intersection of Boylston, Dalton, and Hereford Street.

I am against what toll a project of this enormous size will have on our Fire and Police department. The Boston Fire Department is directly across the street. This site houses Engine 33 and Ladder 15. Engine 33 consistently ranks among the most active in the City and responds to over 4000 incidents a year. Ladder 15 responds 3800 per year. With the addition of this project, I am afraid that it will make it more difficult for Engine 33 and Ladder 15 to respond to emergencies due to the increase traffic in the area.

Please look at the long term impact that this project will have on our neighborhood. Please do not permit the developers to ignore the design consideration and the widespread concerns that the residents of this neighborhood have with the sheer height and bulk of the project. And please remember that sunshine is what makes this City unique.

Respectfully,

Carol Ann Petruccelli

March 17, 2017 Due Date

Phil Cohen, Project Manager <Phil.Cohen@boston.gov>
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

RE: 1000 Boylston Street Project Notification Form (PNF)

Dear Mr. Cohen:

My name is Carolyn Arrington. I live in the Back Bay and I am a member of the Old South Church located at the corner of Boylston St. and Dartmouth Street. I must voice my objection to the 1000 Boylston St. Project as currently proposed. The 566-foot tower is inappropriate for this location and the shadows projected will impinge on the very fabric of the surrounding areas and buildings. I understand that development and housing (although I question the need for additional luxury housing) are important to our city but it must be weighed with how and where that development takes place and what it does to the surrounding areas. This project does not adhere to the Civic Vision for Turnpike Air Rights previously prepared by the BRA and the shadows it imparts are unacceptable; for instance, it is my understanding that for 12 weeks of the year shadow will fall across the stained glass windows of Old South Church during the morning hours, including during the time of morning services. The 350-year-old Old South Church and its congregants have played significant historical roles in Boston, the Commonwealth, and indeed to the entire country. Its is an important architectural statement in Copley Square as is Trinity Church, and the Boston Public Library. Yes, indeed we need growth and development in the city but we also need to preserve the history and unique character of Boston. Much more thought and study needs to go into this proposal before approval is granted.

Sincerely,
Carolyn Arrington

Phil Cohen, Project Manager <Phil.Cohen@boston.gov>

Boston Planning & Development Agency

One City Hall Square

Boston, MA 02201

RE: 1000 Boylston Street Project Notification Form (PNF)

Dear Mr. Cohen;

I have been a Back Bay resident since 1999 and am active in many civic and non-profit groups that work to maintain and enhance the quality of life for residents and visitors to the neighborhood and the city. I am writing to express my **opposition** to the 1000

Boylston Street Article 80 Project Notification Form (PNF) design as proposed by Weiner Ventures LLC.

The size of the project in both **height and density** far exceeds anything envisioned for this site, as is clear from the Civic Vision for Turnpike Air Rights prepared by the BRA, and the guidelines prepared by the Citizens for Reasonable Turnpike Development and the community view for this part of the Back Bay.

I am also extremely concerned about the **shadow impact** that a development of this scale will bring to both the Commonwealth Avenue Mall and the Esplanade.

This is not an "all-or-nothing" situation. A smaller development that conforms to the Civic Vision and avoids this proposal's lasting harmful consequences would be welcomed in the neighborhood. Comprehensive urban planning is urgently needed in the Back Bay -- more towers are coming. Berklee College has been approved to add another tower on Massachusetts Ave. near Boylston Street as part of its Master Plan. Another tower is planned on an air rights at Mass Ave. across from the Hynes T stop. Four towers would add tremendous density and shadow to the border of our neighborhood. The Mayor has spoken publicly and repeatedly about the "new BPDA" and the increased focus on **Planning** and transparency at the agency. "It is no longer just a rubber stamp for developers". Please take the long term view and do not permit the developers to ignore the design considerations imbedded in the Civic Vision.

Respectfully submitted,

Catherine Bordon

Phil Cohen, Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

RE: 1000 Boylston Street Project Notification Form (PNF)

Dear Mr. Cohen;

We are Back Bay residents.

We are very opposed to endorsing the 1000 Boylston Street Article 80 Project Notification Form (PNF) design proposed by Weiner. The PNF states that the community wants this project. We don't, at least not in its current state. The size far exceeds in height and bulk anything we envisioned for this site, as is clear from the Civic Vision for Turnpike Air Rights prepared by the BRA and guidelines prepared by the Citizens for Reasonable Turnpike Development and the community view for this part of the Back Bay.

Not only does the proposal not meet the Civic Vision, but it is totally inappropriate for the space, does not in any way fit into the scale of existing buildings, nor does it provide any, much needed green space at the ground level.

Regarding the required Draft Project Impact Report (DPIR), we request the preparation of additional studies complete with environmental impact reports for the following alternatives:

§ A design based on the Weiner Samuels submission to MassDOT in 2013, the design the CAC reviewed when recommending the Samuels Weiner team for Parcels 12 & 15. In this design the Prudential site is undeveloped, except for a low scale building or a park.

§ A design that meets the underlying zoning (no PDA) and does not request the City to cede air rights over streets or sidewalks.

We are concerned that the Commonwealth Avenue Mall and the Esplanade remain at least as sunny as the design in the 2013 Weiner Samuels RFP submission. These precious public spaces, both of which are supported by substantial private donations and investments of volunteer time and effort to maintain and improve them, are

enjoyed year round by large and sometimes very large numbers of neighborhood residents and many visitors

Please take the long term view and do not permit the developers to ignore the design considerations imbedded in the Civic Vision and the widespread concerns of the neighborhood.

Coridally,

Charles Schuerhoff & Patricia Evans

To Whom It May Concern,

In attendance at the recent public meeting at St. Cecelia's Parish, I learned in great detail about the awkward and cumbersome geometry of Parcel 15, and the challenges to develop this section of our city. It's unruly and requires creative thought! Out of all the parcels on Boylston Street to be considered for development in Boston at this time, this Parcel 15 is a bear!

At this point in the public notification process, and after many prior meetings, the proposed building design as presented by Adam Weiner and David Manfretti (Manfretti Architects) stands at 566 feet along with another corresponding building at 283 feet, and four levels of parking garage. This proposed project is the design placed before citizens to date on February 28.

Here is a description of the Back Bay from online source wikipedia:

Back Bay is an officially recognized [neighborhood](#) of [Boston, Massachusetts](#).^[2] It is most famous for its rows of [Victorian brownstone](#) homes — considered one of the best preserved examples of 19th-century urban design in the United States — as well as numerous architecturally significant individual buildings, and cultural institutions such as the [Boston Public Library](#).

With respect to work of the designers and architects...Nothing about this project matches the Back Bay features as one of the most livable regions of Boston. You are seeking a so-called "traditional" development solution of buildings and skyscrapers for a non-traditional space. This skyscraper design is offensive to our Back Bay community and Fenway neighbors. The profile of this project is enormous, and an abomination to the architectural designs of two hundred years. Without mentioning in any detail the traffic problems that already persist on Mass Ave, we are at a tipping point in this area of Boston as viewed during throughout the day, and at peak commutation hours (although all day long, Mass Ave is a parking lot). You can assist our Back Bay and Fenway communities by building a gathering area of gardens and environmentally friendly solutions whereby the two neighborhoods meet when joined at Parcel 15 on Boylston Street.

Have you considered the geometry of this site to be so unusual that you may construct a public park atop this space with green grass and low shrubs? Have you considered Parcel 15 to require more creative uses instead of your bidding this site for residential development and skyscrapers? Have you considered designs for building atop the train tracks and access street with something other than more buildings? How about making this geometrically difficult space a design for students at the Boston Architectural College? Have you considered an environmentally friendly park space as a welcomed relief at this site, and pose no more traffic problems and congestion at this critical intersection of Mass Ave and Boylston Streets?

Please be creative at this time as unusual foresight is required in our beautiful Boston, much like the leadership and foresight of city leaders over the past one hundred years.

Many thanks,
Chris Purcell

I am a South End resident and parishioner of St Cecilia's Church, and I am writing to you to express my opposition to endorsing the 1000 Boylston Street Article 80 Project Notification Form (PNF) design proposed by Weiner. The PNF states that the community wants this project. However, the size in height and bulk far exceeds anything we envisioned for this site, as is clear from the Civic Vision for Turnpike Air Rights prepared by the BRA and guidelines prepared by the Citizens for Reasonable Turnpike Development and the community view for this part of the Back Bay.

Regarding the required Draft Project Impact Report (DPIR), we request the preparation of additional studies complete with environmental impact reports for the following alternatives:

A design based on the Weiner Samuels submission to MassDOT in 2013, the design the CAC reviewed when recommending the Samuels Weiner team for Parcels 12 & 15. In this design the Prudential site is undeveloped, except for a low scale building or a park.

A design that meets the underlying zoning (no PDA) and does not request the City to cede air rights over streets or sidewalks.

We are concerned that the Commonwealth Avenue Mall and the Esplanade remain at least as sunny as the design in the 2013 Weiner Samuels RFP submission.

Please take the long term view and do not permit the developers to ignore the design considerations imbedded in the Civic Vision.

Sincerely,

Claire Corcoran

This letter is sent to express my OPPOSITION to the 1000 Boylston Street Article 80 Project Notification Design as proposed by Weiner.

1. The project should not be approved until a wind study is conducted.

Winds are a serious problem in Boston. We are one of the windiest cities in the country and during the winter months our average winds are 46% higher than the US city average. Any increase in winds will make the area not only dangerous but unattractive to pedestrians. Not only is the building far higher than any of neighboring buildings creating the potential of wind tunnels but also the closeness of the three buildings is likely to create wind channeling. Winds carry down straight streets such as Boylston Street and Massachusetts Ave.

2. The building should not abut Boylston Street.

The two previous high-rises on Boylston Street (500 and 800 Boylston Street) were set back to allow for visible open space. This allows for street level green spaces. 888 Boylston Street is an excellent example. If the developer truly wants a gateway to the Fens, it is critical to have open green spaces visible from the street that can be seen by pedestrians, bike cyclists and automobiles. Roof gardens are not visible.

3. Long shadows will make Boylston Street and Newbury Street gloomy.

Boston is an attractive city for both residents and visitors. Open space and sun are vital to the attractiveness of the city. We already have areas such as the sidewalks along Hynes Auditorium that are very unattractive. We need to have smart city planning and not allow past mistakes to continue.

Please, please do not approve this project as it currently stands.

In summary I believe green space, lack of wind and sun are vital to the city. I personally contribute to The Friends of the Public Garden, The Esplanade Association, the Friends of Copley Square and the Garden Club of Back Bay. I put my money where my mouth is.

Thank you.

Diane Gipson

172 Beacon Street #4
Boston, MA 02116
March 10, 2017

Phil Cohen, Project Manager <Phil.Cohen@boston.gov>
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

RE: 1000 Boylston Street Project

Dear Mr. Cohen:

I am a Back Bay resident. I am writing to you to express my opposition to the 1000Boylston Street Project design proposed by Weiner. The company states that the community wants this project. However, the size in height and bulk far exceeds anything we envisioned or want for this site and for this part of the Back Bay. It is totally inappropriate for the space, does not enhance the neighborhood or fit into the scale of existing buildings, and does not provide any, much needed green space at the ground level.

The taller of two proposed towers approaches the height of the Hancock and nearly equals that of the Prudential. At various times of the year, it will cast new shadow completely across the neighborhood, the Commonwealth Ave. Mall, the Esplanade and all the way into the Charles River. We are concerned that the Commonwealth Avenue Mall and the Esplanade remain at least as sunny as the design in the 2013 Weiner Samuels RFP submission. These precious public spaces, both of which are supported by substantial private donations and investments of volunteer time and effort to maintain and improve them, are enjoyed year round by large and sometimes very large (e.g. July 4th festivities) numbers of neighborhood residents and many visitors. As a voting citizen and member of the Garden Club of Back Bay I ask that you require additional studies to complete evaluating the environmental impact reports for the proposed project or else that you request now that the proposal be greatly amended. Please take the long term view and do not permit the developers to ignore the design considerations imbedded in the Civic Vision and the widespread concerns of the neighborhood.

Sincerely,
Diane Schmalensee

To Whom It May Concern:

Re: 1000 Boylston Street Towers.

NO.

No, we are not New York. We do not want to be New York. We do not want to look like New York.

If you want New York, go to New York. Leave New York in New York.

We are Boston.

We love our low heights, our historic districts and architecture.

We do not want to be overshadowed by tall modern canyon like architecture. And we do not want the actual shadow that those tall buildings cause. We do not want the impersonal feeling of a lot of tall buildings. We do not want the wind tunnel effect ~ that we got from the Hancock Tower, along with the falling glass plates.

If these developers want to build tall buildings, let them go outside this historic city. They are in it for the profit, not for the good of the city, for the love of its architecture, history, and the feelings these evoke in all of us as we stroll down Commonwealth Avenue, for example.

I join the chorus of people who live here, who love our neighborhoods, in strongly opposing these towers.

Dorothy Manning

March 11, 2017

Phil Cohen, Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

RE: 1000 Boylston Street Project Notification Form (PNF)

Dear Mr. Cohen;

As a Back Bay resident, I oppose the 1000 Boylston Street Article 80 Project Notification Form (PNF) design proposed by Weiner. As part of the Back Bay and Boston community I am concerned that the proposal does not meet the Civic Vision. It is inappropriate for the space, does not in any way enhance the neighborhood or fit into the scale of existing buildings, nor does it provide any, much needed green space at the ground level.

Regarding the required Draft Project Impact Report (DPIR), the community needs the preparation of additional studies complete with environmental impact reports.

The taller of two proposed towers approaches the height of the Hancock and nearly equals that of the Prudential; at various times of the year, it will cast new shadow completely across the neighborhood, the Commonwealth Ave. Mall, the Esplanade and all the way into the Charles River. We need the Commonwealth Avenue Mall and the Esplanade to remain sunny – at least to the levels of the design in the 2013 Weiner Samuels RFP submission. These are precious public spaces. They are supported by substantial private donations and investments of volunteer time in effort to maintain and improve them and are enjoyed year round by large and sometimes very large (e.g. July 4th festivities) numbers of neighborhood residents and many visitors.

Please take the long term view and do not permit the developers to ignore the design considerations imbedded in the Civic Vision and the widespread concerns of our unique neighborhood.

Sincerely,

Dr. Esther I. Weissman

Dear Mr. Cohen,

I write to express my concerns about the new proposal by Weiner Ventures for the area at 1000 Boylston Street.

*The buildings are TOO TALL, on TOO SMALL A SITE

* They will cast TOO MUCH SHADOW on the mall and neighborhood

*There is NO SET-BACK from the street

*They DO NOT FIT THE AESTHETIC of the neighborhood

*It is not clear that they conform to the highest LEED STANDARDS

*It is not clear that there is adequate availability of LOW AND MIDDLE INCOME HOUSING

*It is not clear that increased VEHICULAR TRAFFIC has been Considered

I hope you will address these issues. This is Boston, not New York!

Sincerely,

Elizabeth Case

Good evening Mr. Cohen,

As a resident of Boston in Back Bay, I write to oppose the height and scale of this project. Your agency needs to preserve open space and at a minimum, reduce the height of new buildings in this city. We do not need any more skyscrapers in Back Bay at this time. Please do not approve this project; the scale of the proposed building is way out of line for the site.

Because construction is going on all over this city, your agency should call for a moratorium until much of the approved proposed projects are complete. Your agency should then reevaluate the effect of these new skyscrapers on open and public spaces and the availability of sunlight and the combined effects of all the shading caused by these new buildings.

I urge you to deny this proposed development at 1000 Boylston St.

Sincerely,
Elizabeth Fahey

Boston, MA 02116

March 1, 2017

Mr. Phil Cohen, Project Manager

Boston Planning and Development Agency

1 City Hall Square

Boston, MA 02201

Subject: 1000 Boylston Street

Dear Mr. Cohen:

Thank you for the opportunity to comment on the Project Notification Form for 1000 Boylston St. This project is in a very important location in the Back Bay close to the Fenway neighborhood, and its significant potential positive and negative impacts must be studied carefully before any decision is made on whether the project should proceed.

While there is a clear benefit to covering the hole in the streetscape created by the Massachusetts Turnpike and the CSX tracks, this advantageous outcome seems, under the current proposal, to come at a very high price. Shadow impacts that stretch to the Commonwealth Avenue Mall and beyond for extended periods can cause a significant loss of the already very limited wintertime sunlight in the residential district and even more so on Boylston and Newbury Streets.

Wind impacts of a building so close to Boylston Street can be disruptive in ways that sometimes aren't clear from the wind tunnel projections. For example, the wind impacts across Boylston Street from the Mandarin Oriental have been more negative than was anticipated when that project went through the public review process. For that reason, it would be extremely helpful if the consultant that developed the wind data (and has done so for virtually all recent major Boston projects) would furnish what they believe is the margin of error in their projections.

While traffic generated by a residential use is generally less than that by retail or office uses, recent data generated for the DPIR for the Back Bay South End Gateway project now undergoing review raises great concern about the continued functionality of the Massachusetts Turnpike exit onto Stuart Street at both morning and evening peaks in 2023 **without the construction of that project**, with delays more than tripling from current levels and vastly extended queue lengths. If this data is close to accurate, it indicates that the only direct access from the Turnpike to the Back Bay, already rated F, will no longer function at all in any meaningful way during rush hours. Where will that traffic spill? Without improvements, how can any further development in Back Bay, South End, or Bay Village?

There are other aspects of the project that certainly need study, but these seem to me to be fundamental questions that must be answered adequately before a project in this location can move forward.

Very truly yours,

Elliott Laffer

March 17, 2017

Phil Cohen, Project Manager <Phil.Cohen@boston.gov>
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

RE: 1000 Boylston Street Project Notification Form (PNF)

Dear Mr. Cohen:

I am a Back Bay resident. I am writing to you to express my opposition to endorsing the 1000 Boylston Street Article 80 Project Notification Form (PNF) design proposed by Weiner. The PNF states that the community wants this project. However, the size in height and bulk far exceeds anything we envisioned for this site, as is clear from the Civic Vision for Turnpike Air Rights prepared by the BRA and guidelines prepared by the Citizens for Reasonable Turnpike Development and the community view for this part of the Back Bay. Not only does the proposal not meet the Civic Vision, but it is totally inappropriate for the space, does not in any way enhance the neighborhood or fit into the scale of existing buildings, nor does it provide any, much needed green space at the ground level.

Regarding the required Draft Project Impact Report (DPIR), we request the preparation of additional studies complete with environmental impact reports for the following alternatives:

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A design that meets the underlying zoning (no PDA) and does not request the City to cede air rights over streets or sidewalks.

The taller of two proposed towers approaches the height of the Hancock and nearly equals that of the Prudential; at various times of the year, it will cast new shadow completely across the neighborhood, the Commonwealth Ave. Mall, the Esplanade and all the way into the Charles River. We are concerned that the Commonwealth Avenue Mall and the Esplanade remain at least as sunny as the design in the 2013 Weiner Samuels RFP submission. These precious public spaces, both of which are supported by substantial private donations and investments of volunteer time and effort to maintain and improve them, are enjoyed year round by large and sometimes very large (e.g. July 4th festivities) numbers of neighborhood residents and many visitors

Please take the long term view and do not permit the developers to ignore the design considerations imbedded in the Civic Vision and the widespread concerns of the neighborhood.

Respectfully submitted,

Emily B. Gallup

effort to maintain and improve them, are enjoyed year round by large numbers of neighborhood residents and many out of town visitors who come to Boston (and spend money here) because of its uniqueness. These areas must remain at least as sunny as the design in the 2013 Weiner Samuels RFP submission.

Please take the long term view and do not permit the developers to ignore the design considerations imbedded in the Civic Vision as well as the widespread concerns of those, like the undersigned, invested in the neighborhood.

Respectfully submitted,


Felicia Hall

cc:

Mayor@boston.gov, Michelle.Wu@boston.gov, Bill.Linehan@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, nabbdtc@nabbonline.com, info@nabbonline.com

March 17, 2017

Phil Cohen, Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

RE: 1000 Boylston Street Project Notification Form (PNF)

Dear Mr. Cohen:

I am a resident of the Back Bay/Charlesgate neighborhood and a co-founder of the Charlesgate Alliance. I am writing regarding Weiner's 1000 Boylston St. proposal, which I generally support, with the following reservations:

1. This is a golden opportunity for the BPDA to push hard for the MassDOT to construct an eastbound on ramp to the Mass. Turnpike. This would help relieve congestion on the surrounding city streets as well as Storrow Drive. This would need to be a left lane onramp, and if you walk around the area you will see how easily this could be done. It's time for the Mass Turnpike to be reconfigured to serve the interests of the City of Boston rather than just suburban car commuters. It's also time for the City of Boston to flex its muscles and inform the MassDOT that the days of "controlled dispersal" are over.
2. As a resident of the Charlesgate neighborhood, I am particularly concerned about Parcel 12. Earlier, my understanding was that the right to develop Parcel 15 was tied to the responsibility to develop Parcel 12. I think it was a mistake to sever the connections between these two parcels, and I worry that the Parcel 12 project will not be built without the "sweetener" of building rights for Parcel 15. Please work to restore this connection.
3. These projects at Mass. Avenue and Boylston St. give us the opportunity to turn this area from a grim wasteland into one of the most vibrant parts of the city. I suggest that the BPDA consider how to make this area a destination rather than just a pass-through. Why not substitute some of the parking garage along Boylston St. with a movie theater? There used to be lots of movie theaters in the neighborhood and now there are none. There's plenty of populations density there to support such a venture. The proximity to public transportation would make parking unnecessary. There are tens of thousands of people who live and work within walking distance of this area. I think this could be very successful, and that it would add a sense of vibrancy and "destination" to this area.

Thanks very much for your attention.

Sincerely,

Heyward Parker James

March 17, 2017 Due Date

Phil Cohen, Project Manager <Phil.Cohen@boston.gov>
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

RE: 1000 Boylston Street Project Notification Form (PNF)

Dear Mr. Cohen:

I am a Back Bay resident. I am writing to you to express my opposition to endorsing the 1000 Boylston Street Article 80 Project Notification Form(PNF) design proposed by Weiner. The PNF states that the community wants this project. However, the size in height and bulk far exceeds anything I envisioned for this site. It is clear from the Civic Vision for Turnpike Air Rights prepared by the BRA and guidelines prepared by the Citizens for Reasonable Turnpike Development and the community view for this part of the Back Bay. Not only does the proposal not meet the Civic Vision, but it is totally inappropriate for the space, does not in any way enhance the neighborhood or fit into the scale of existing buildings, nor does it provide any, much needed green space at the ground level.

Please take the long term view and do not permit the developers to ignore the design considerations imbedded in the Civic Vision and the widespread concerns of the neighborhood.

Respectfully submitted,

Hope and Mel Barkan

March 17, 2017

Phil Cohen, Project Manager <Phil.Cohen@boston.gov>

Boston Planning & Development Agency

One City Hall Square

Boston, MA 02201

RE: 1000 Boylston Street Project Notification Form (PNF)

Dear Mr. Cohen:

I am a Back Bay resident and I am writing to you to express my strong opposition to the 1000 Boylston Street Project Notification Form design proposed by Weiner.

The buildings are much too tall and ignore the generally accepted height limits established by the City and the Community many years ago. Moreover, the site under consideration is much too small for such a massive project.

The building proposed has limited set back from the street and will contribute to the "canonization" of that part of Boylston Street. It just does not fit the aesthetics of the area.

There is inadequate information regarding wind and shadow increase in the area and adjoining neighborhoods. There is no information about the effects of increased traffic that would be generated by this project.

It does not appear that the developer has considered the historic nature of the area or the extremely negative consequences to the quality of life for the thousands of residents in that part of Back Bay.

I trust that the BPDA will insist that the needs of the people come before the desires of this developer.

Sincerely,

Howard Kassler

Phil Cohen, Project Manager <Phil.Cohen@boston.gov>
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

RE: 1000 Boylston Street Project Notification Form (PNF)

Dear Mr. Cohen;

I am a Back Bay resident. I am writing to you to express my opposition to endorsing the 1000 Boylston Street Article 80 Project Notification Form (PNF) design proposed by Weiner.

The PNF states that the community wants this project. However, the size in height and bulk far exceeds anything we envisioned for this site, as is clear from the Civic Vision for Turnpike Air Rights prepared by the BRA and guidelines prepared by the Citizens for Reasonable Turnpike Development and the community view for this part of the Back Bay. Not only does the proposal not meet the Civic Vision, but it is totally inappropriate for the site. It does not in any way enhance the neighborhood or fit into the scale of existing buildings, nor does it provide any, much needed green space at the ground level.

Regarding the required Draft Project Impact Report (DPIR), we request the preparation of additional studies complete with environmental impact reports for the following alternatives:

A design based on the Weiner Samuels submission to MassDOT in 2013, the design the CAC reviewed when recommending the Samuels Weiner team for Parcels 12 & 15. In this design the Prudential site is undeveloped, except for a low scale building or a park.

A design that meets the underlying zoning (no PDA) and does not request the City to cede air rights over streets or sidewalks.

A design that provides a park on the Prudential air rights or a fence around this parcel.

The taller of two proposed towers approaches the height of the Hancock and nearly equals that of the Prudential; at various times of the year, it will cast new shadow completely across the neighborhood, the Commonwealth Ave. Mall, the Esplanade and all the way into the Charles River. We are concerned that the Commonwealth Avenue Mall and the Esplanade remain at least as sunny as the design in the 2013 Weiner Samuels RFP submission. These precious public spaces, both of which are supported by substantial private donations and investments of volunteer time and effort to maintain and improve them, are enjoyed year round by large and sometimes very large (e.g. July 4th festivities) numbers of neighborhood residents and many visitors

Please take the long term view and do not permit the developers to ignore the design considerations imbedded in the Civic Vision and the widespread concerns of the neighborhood.

Respectfully submitted,

Jacquelin Yessian
160 Commonwealth Avenue Unit 603
Boston, MA 02116

Phil Cohen, Project Manager <Phil.Cohen@boston.gov>
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

March 13, 2017

RE: 1000 Boylston Street Project Notification Form (PNF)

Dear Mr. Cohen;

As a Back Bay resident with a background in City and Regional Planning and a close neighbor to the project, I am extremely concerned about the design proposed by Weiner for 1000 Boylston Street.

Although the community is supportive of an air rights project, the size in terms of height and bulk as proposed far exceeds guidelines envisioned for this site by the Civic Vision for Turnpike Air Rights.

The project does not enhance the neighborhood or fit into the scale of existing buildings and most importantly, does not provide critically necessary green space in this area.

Two major design failures of the Weiner proposal for 1000 Boylston are: **Too tall** (586 feet plus mechanicals=620 feet), for **TOO small** building site. It is an inappropriate fit for the neighborhood and is an esthetic intrusion in an historic neighborhood.

In addition, as a member of the Green Committee of the Neighborhood Association of the Back Bay (NABB), I am concerned about your efforts to make this a sustainable green building that in 2017 could go beyond LEED with appropriate re-consideration of the costs and overall long-term benefits of clean energy sources.

- Will your environmental impact report seriously re-consider the environmental impacts of clean alternatives?
- Will your environmental impact report seriously re-consider climate change goals for a resilient Boston?
- Will your environmental impact report seriously re-consider the impact of increased private vehicles, pedestrian, train, bus, and bike traffic?

Other questions that arise are:

- availability of low/middle income housing planned on site?
- will serious shadow studies be done?
- can set backs with more open space at sidewalk level with trees and inviting relaxing places be created?
-

The bottom line is, in 2030 will this proposed building enhance or diminish the quality of life in our neighborhood and Boston overall and will this project become part of the problem or part of the solution for developing a resilient Boston and will it help meet the City's climate action goals?

Please take a generous, long-term view and do not permit the developers to ignore the design considerations imbedded in the Civic Vision and the widespread concerns of the neighborhood.

Respectfully submitted,

Jacqueline Royce, PhD

Phil Cohen,

Thank you for the very helpful public meeting that you ran at St. Cecilia recently. I appreciate the opportunity to make comments on the record.

There are many issues with a development this size, but the primary one is scale. What is proposed is to bring a massive high rise right to the edge of a low rise neighborhood. As was pointed out, the other high rises in the area are all set back. There seems to be no offsetting public benefit for so egregiously exceeding what is permitted. What is truly astounding is that this proposal is justified [in comparison with the initial mid-rise proposal] by the request to "fill in the hole." It is not credible that a project of this size was required to provide the funds to support the LOW RISE building requested for "the hole". As a real estate investor, I am sympathetic to financial realities but in this case the developer has gone beyond reality.

The secondary issues are traffic and shadows but they pale in comparison to the inappropriate massing proposed for the site.

[As an aside, the link to project and comments did not work.]

Sincerely,
James Buttrick

Dear Phil,

Thanks very much for chairing the meeting at the Parish last month on the proposed development at 1000 Boylston St.

As a resident of the Back Bay (corner of Marlborough and Mass Ave) I want to submit a record of my comments on the proposal to the city.

I can appreciate that the proposal reflects the following realities of Boston:

- 1) urban density in the Back Bay and the logistical reality that the only way to build is 'up'
- 2) aesthetic integration with the high spine
- 3) 'need' for additional housing, commercial, retail space

However, these realities, of which there are probably more, are not enough to overrule my objections to the project:

- 1) increases traffic in the area
- 2) contributes to 'canyonization' of Mass Ave/Boylston
- 3) primarily consists of luxury accommodation and retail
- 4) skyscraper and adjacent building blocks my roof deck view of the Christian Science Church

While I have a limited understanding of the history of development in the neighborhood as well as policies and procedures governing air rights, I would vastly prefer to see either lower buildings or none at all.

One of the things that happened when 888 Boylston was built in front of the Prudential was that the large open public space in front of the tower was removed. The new tower, while interesting, largely blocks views of the Prudential from Boylston. This is what would happen with 1000 Boylston as it would block cityscapes of Boston from the bridge over the Pike.

I ask you to imagine what those air rights over the Pike (including additional parcels along the Pike) would look like if they were covered with green space... a Greenway of the Back Bay/Fenway if you will. How awesome would that be?

This is really my main contention with the proposal, along with any further high-rise development in the area... it eliminates open space and does not return or offset it in any fashion. As I suggested in the meeting at the Parish, it would be a different story if there was a 'green offset' requirement. For example, if the developer is permitted to build this structure then they would have to commit to beautifying a nearby public space such as the long-neglected Charlesgate Park under the Bowker overpass.

To sum up, I would like to see future proposals regarding developments in Back Bay along the Pike include PUBLIC SPACE. There doesn't seem to be any reason why the Greenway downtown can't be a reference point for parcels covering the Pike... a balance of low-rise development and green space for residents to enjoy.

What I don't want to see is a forest of glass skyscrapers going up in the area. Think about it... what makes 1000 Boylston distinctively Bostonian in any way? That building could be in Dubai or Singapore, and having lived in the former and visited the latter I'm not eager for Boston to look like either.

Thanks for hearing me out.

James Souza

Dear Mr. Cohen, I live in Back Bay and have for 18 years. I am worried that our neighborhood is losing its character as a historically significant part of our city's culture. Please don't let the new building in my neighborhood become a skyscraper with the super-rich. Better that the building isn't quite so tall so it's less of a factor in creating wind and shadow in the neighborhood.

Thanks for being open to hearing the concerns of the neighborhood.

Jane Wiseman

March 17, 2017

Phil Cohen, Project Manager <Phil.Cohen@boston.gov>
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

RE: 1000 Boylston Street Project Notification Form (PNF)

Dear Mr. Cohen:

As a Back Bay resident who also served as a member of the Strategic Development Study Committee that developed the Civic Vision for Turnpike Air Rights, I strongly oppose the current design by Weiner, especially as it relates to the taller of the two towers.

At the time we prepared the Civic Vision, it was agreed that taller buildings may be located on the south side of Boylston Street. However, it was very important that the scale of any new development help form a transition between the lower buildings on Newbury Street and the taller structures of the Prudential buildings.

I do not believe that the current proposal meets the objective of creating appropriate urban form.

Respectfully,

Janet Hurwitz AIA

To: Phil Cohen <Phil.Cohen@boston.gov>
Re: 1000 Boylston Street Project Notification Form (PNF)

Dear Mr. Cohen,

Please allow me to introduce myself, my name is Janet Roche and I have lived in the Back Bay since 1994. I am active within my community, the NABB (Green committee), and Mother's Out Front. I have my masters degree in Design for Human Health. I currently teach Environmental Health as well as the upcoming Biophilia, Universal Design, and Urban Sociological Design classes for the Boston Architectural College.

I am concerned with the overall design of 1000 Boylston Street. I must first say, I am not against the project as a whole, and I completely appreciate any further progression in that area which is in dire need of modernizing and redesign. However, I have deep concerns with the design of the current design of the building and how it will impact the area, and my community.

I recognize that area is currently deeply flawed due to wind and pollution from the highway running underneath as well as older and crumbling buildings and infrastructure with little, to no, consideration for ADA access. Your current design for 1000 Boylston, appears to have very little design considerations for dealing with helping resolve these issues, but intact produce more issues under a shiny facade. Massive shadows (urban canyon), lack of pedestrian walkways and outdoor spaces (this is Boston and we are know for our walking and our parks), or any energy plan design are a few of the design flaws that will be harmful for the area.

Since there seems to be a lack of neighborhood understanding, residential desires, or even current conditions (are you aware of our crumbling infrastructure that is causing hundreds of methane leaks) that would all continue to decline with the current design You should consider a redesign.

I have a few ideas for you to think about. A. Have you considered reaching out to local design schools? It should be no surprise that the Boston Architectural College, which will be directly effected by this change, would be interested in this project. B. Or, look at 888 Boylston Street for green and healthier options for design. C. Or lastly, look for WELL designers to help you with addressing these concerns. D. Or do all the above.

While there is probably no pleasing everyone, you could improve the design to take these concerns into consideration, do a redesign for well considered building that takes into consideration of the health, environment, and neighborhood, of a community.

Thank you for your time,

Janet Roche, MDS

Dear Mr. Cohen;

I live on Commonwealth Avenue in the Back Bay. I am writing to you to express my opposition to the 1000 Boylston Street project. The tower heights are preposterous and will only add to the current 'wind fiasco' from the misguided high spine development experiment. If a developer claims that the heights are needed to make the project financially viable, then perhaps they should explore a wider range of cost/labor options...or perhaps the parcel should be converted to a park.

The Article 80 Project Notification Form (PNF) design proposed by Weiner states that the community wants this project. However, the size in height and bulk far exceeds anything we envisioned for this site, as is clear from the Civic Vision for Turnpike Air Rights prepared by the BRA and guidelines prepared by the Citizens for Reasonable Turnpike Development and the community view for this part of the Back Bay.

Regarding the required Draft Project Impact Report (DPIR), we request the preparation of additional studies complete with environmental impact reports for the following alternatives:

A design based on the Weiner Samuels submission to MassDOT in 2013, the design the CAC reviewed when recommending the Samuels Weiner team for Parcels 12 & 15. In this design the Prudential site is undeveloped, except for a low scale building or a park.

A design that meets the underlying zoning (no PDA) and does not request the City to cede air rights over streets or sidewalks.

We are concerned that the Commonwealth Avenue Mall and the Esplanade remain at least as sunny as the design in the 2013 Weiner Samuels RFP submission.
Please take the long term view and do not permit the developers to ignore the design considerations imbedded in the Civic Vision.

Respectfully submitted,

Jay Johnson

Phil Cohen, Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

RE: 1000 Boylston Street Project Notification Form (PNF)

Dear Mr. Cohen;

I am a Back Bay resident. I am writing to you to express my opposition to endorsing the 1000 Boylston Street Article 80 Project Notification Form (PNF) design proposed by Weiner. The PNF states that the community wants this project. However, the size in height and bulk far exceeds anything we envisioned for this site, as is clear from the Civic Vision for Turnpike Air Rights prepared by the BRA and guidelines prepared by the Citizens for Reasonable Turnpike Development and the community view for this part of the Back Bay. Not only does the proposal not meet the Civic Vision, but it is totally inappropriate for the space, does not in any way enhance the neighborhood or fit into the scale of existing buildings, nor does it provide any, much needed green space at the ground level.

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A design that meets the underlying zoning (no PDA) and does not request the City to cede air rights over streets or sidewalks.

The taller of two proposed towers approaches the height of the Hancock and nearly equals that of the Prudential; at various times of the year, it will cast new shadow completely across the neighborhood, the Commonwealth Ave. Mall, the Esplanade and all the way into the Charles River. We are concerned that the Commonwealth Avenue Mall and the Esplanade remain at least as sunny as the design in the 2013 Weiner Samuels RFP submission. These precious public spaces, both of which are supported by substantial private donations and investments of volunteer time and effort to maintain and improve them, are enjoyed year round by large and sometimes very large (e.g. July 4th festivities) numbers of neighborhood residents and many visitors

Please take the long term view and do not permit the developers to ignore the design considerations imbedded in the Civic Vision and the widespread concerns of the neighborhood.

Respectfully submitted,
Jennifer Carp

Joseph M Gertner

March 17, 2017

Phil Cohen, Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

RE: 1000 Boylston Street Project Notification Form (PNF)

Dear Mr. Cohen:

As a Back Bay resident, I am writing to you to express my opposition to endorsing the 1000 Boylston Street Article 80 Project Notification Form (PNF) design proposed by Weiner. The height and bulk of these buildings are totally inappropriate for the space, do not fit into the scale of existing structures and thus degrade the quality and feel of the current neighborhood.

I am also concerned about the impact of the the large number of residences, additional retail space and large parking facility on already congested traffic and overcrowded crowded public transport in the area.

Please do not permit the developers to degrade the quality of the fragile residential and commercial areas of the Back Bay and give due consideration to the widespread neighborhood concerns regarding this project.

Respectfully submitted,

Joseph M Gertner

Dear Mr. Cohen,

As a resident of the Back Bay, it is distressing to learn of the proposed size and height of the two residential towers planned for 1000 Boylston Street which ignores previously established BRA guidelines and fails to provide a public benefit for the residents of Boston in terms of affordable housing and green space.

Furthermore, this project negatively impacts the surrounding Back Bay, a Nationally Registered Historic Neighborhood, which must be preserved for future generations without increased shadow and winds.

We urge you not to endorse this project as currently proposed.

Sincerely,

Joyce E. Tallent
Brian P. Klock

March 17, 2017

Phil Cohen, Project Manager <Phil.Cohen@boston.gov>
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

RE: 1000 Boylston Street Project Notification Form (PNF)

Dear Mr. Cohen:

I am a Back Bay resident. I am writing to you to express my opposition to endorsing the 1000 Boylston Street Article 80 Project Notification Form (PNF) design proposed by Weiner. The PNF states that the community wants this project. However, the size in height and bulk far exceeds anything we envisioned for this site, as is clear from the Civic Vision for Turnpike Air Rights prepared by the BRA and guidelines prepared by the Citizens for Reasonable Turnpike Development and the community view for this part of the Back Bay. Not only does the proposal not meet the Civic Vision, but it is totally inappropriate for the space, does not in any way enhance the neighborhood or fit into the scale of existing buildings, nor does it provide any, much needed green space at the ground level.

Regarding the required Draft Project Impact Report (DPIR), we request the preparation of additional studies complete with environmental impact reports for the following alternatives:

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A design that meets the underlying zoning (no PDA) and does not request the City to cede air rights over streets or sidewalks.

The taller of two proposed towers approaches the height of the Hancock and nearly equals that of the Prudential; at various times of the year, it will cast new shadow completely across the neighborhood, the Commonwealth Ave. Mall, the Esplanade and all the way into the Charles River. We are concerned that the Commonwealth Avenue Mall and the Esplanade remain at least as sunny as the design in the 2013 Weiner Samuels RFP submission. These precious public spaces, both of which are supported by substantial private donations and investments of volunteer time and effort to maintain and improve them, are enjoyed year round by large and sometimes very large (e.g. July 4th festivities) numbers of neighborhood residents and many visitors. Please take the long term view and do not permit the developers to ignore the design considerations imbedded in the Civic Vision and the widespread concerns of the neighborhood.

Respectfully submitted,

Name: Judith Saide

Dear Mr. Cohen:

I am a resident of Back Bay and I am writing to express my opposition to the 1000 Boylston Street Article 80 Project Notification Form (PNF) design as currently proposed. The size in height and bulk far exceeds anything previously envisioned for this site, is not appropriate for the space and does not fit into the scale of the existing buildings. The taller of the two towers will be as tall as the Hancock Tower and almost the same size as the Prudential Tower. At various times during the year, it will cast a shadow completely across the neighborhood, the Commonwealth Avenue Mall and the Esplanade. These public spaces are the front and backyards of our neighborhood enjoyed year-round by residents and supported by substantial private donations.

I am also very concerned that this site has not been properly vetted for traffic concerns. There has been a lot of development in this area over the last few years including 30 Dalton and the new Four Seasons. Both of these projects added additional underground parking spaces to the existing Prudential, Hilton and Sheraton parking garages. This project will also add more parking spaces, resulting in a substantial increase in traffic at the intersection of Boylston, Hereford and Dalton streets. This is the same intersection where the Boston Fire Department, Engine 33 and Ladder 15 is housed. As you know, Engine 33 is the most active fire company in the city and responds to over 4,000 incidents per year while Ladder 15 responds to approximately 3,800 incidents per year.

This project will have a long-term negative impact on the Back Bay neighborhood and will cause major traffic issues. I ask that you please do not allow the developers to ignore the neighborhood's concerns and the city's civic vision and its design considerations.

Respectfully submitted,

Karen Shine

March 17, 2017

Phil Cohen, Project Manager <Phil.Cohen@boston.gov>
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

RE: 1000 Boylston Street Project Notification Form (PNF)

Dear Mr. Cohen:

I am a Back Bay resident. I am writing to you to express my opposition to endorsing the 1000 Boylston Street Article 80 Project Notification Form (PNF) design proposed by Weiner. The PNF states that the community wants this project. However, the size in height and bulk far exceeds anything we envisioned for this site, as is clear from the Civic Vision for Turnpike Air Rights prepared by the BRA and guidelines prepared by the Citizens for Reasonable Turnpike Development and the community view for this part of the Back Bay. Not only does the proposal not meet the Civic Vision, but it is totally inappropriate for the space, does not in any way enhance the neighborhood or fit into the scale of existing buildings, nor does it provide any, much needed green space at the ground level.

Regarding the required Draft Project Impact Report (DPIR), we request the preparation of additional studies complete with environmental impact reports for the following alternatives:

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A design that meets the underlying zoning (no PDA) and does not request the City to cede air rights over streets or sidewalks.

The taller of two proposed towers approaches the height of the Hancock and nearly equals that of the Prudential; at various times of the year, it will cast new shadow completely across the neighborhood, the Commonwealth Ave. Mall, the Esplanade and all the way into the Charles River. We are concerned that the Commonwealth Avenue Mall and the Esplanade remain at least as sunny as the design in the 2013 Weiner Samuels RFP submission. These precious public spaces, both of which are supported by substantial private donations and investments of volunteer time and effort to maintain and improve them, are enjoyed year round by large and sometimes very large (e.g. July 4th festivities) numbers of neighborhood residents and many visitors

Please take the long term view and do not permit the developers to ignore the design considerations imbedded in the Civic Vision and the widespread concerns of the neighborhood.

Respectfully submitted,

Kristin C Field

Dear Mr. Cohen,

I am a resident of the Back Bay. I love Boston. As I walk around my Back Bay neighborhood, I can see on the faces of the people I pass that others love this city too. Boston is a very livable city. Part of what makes Boston so livable is its human scale, especially its human scale buildings.

Human scale buildings provide a sense of openness and connection to the neighborhood and nature, and that attracts residents and tourists alike.

The height proposed for the 1000 Boylston Street buildings could diminish and even jeopardize this sense of human scale. 1000 Boylston Street, as proposed, would cast new shadows, create canyons and wind tunnels as well as erect new physical and visual barriers in our Back Bay neighborhood. Nobody wins in this scenario.

Do construct new buildings, but please do so in a human scale and with an aesthetic sense so that the Back Bay and Boston are enhanced, not diminished.

Respectfully yours,

Kristina Watts

Phil Cohen, Project Manager <Phil.Cohen@boston.gov>
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Dear Mr. Cohen;

As a Back Bay resident, as well as the founder of a company that currently employs 80 professionals in our Copley Square office, I want to express my opposition to the 1000 Boylston Street Article 80 Project Notification Form (PNF) design. The scale far exceeds anything envisioned for this site, as is clear from the Civic Vision for Turnpike Air Rights prepared by the BRA and guidelines prepared by the Citizens for Reasonable Turnpike Development and the community view for this part of the Back Bay.

Regarding the required Draft Project Impact Report (DPIR), I request the preparation of additional studies complete with environmental impact reports for the following alternatives:

A design based on the Weiner Samuels submission to MassDOT in 2013, the design the CAC reviewed when recommending the Samuels Weiner team for Parcels 12 & 15. In this design the Prudential site is undeveloped, except for a low scale building or a park.

A design that meets the underlying zoning (no PDA) and does not request the City to cede air rights over streets or sidewalks.

Please seriously consider not permitting the developers to ignore the design considerations imbedded in the Civic Vision.

Respectfully submitted,

Kurt Cerulli

Dear Mr. Cohen,

As a Back Bay resident for 36 years, I'm writing to express my strong opposition to endorsing the 1000 Boylston Street Article 80 Project Notification Form (PNF) design proposed by Weiner Ventures. The PNF states that the community 'wants' this project. As a member of the Garden Club and the Neighborhood Association, I've reached the conclusion that "wants" is a huge exaggeration, if not an "alternative fact." I know a lot of Back Bay residents, but I don't know a single one who thinks that a project of this height and density is desirable in this location. This plan exceeds anything we envisioned for this site, as is clear from the Civic Vision for Turnpike Air Rights prepared by the BRA and guidelines prepared by the Citizens for Reasonable Turnpike Development and the community view for this part of the Back Bay.

In addition to their excessive size, the proposed towers are visually unappealing: two more bland yet overdesigned glass tubes, with visible parking and no green space at street level. (Will Boston ever build a tower as remarkable and inspiring as London's iconic "Gherkin"? But even a "Gherkin" would be much too tall for Boylston Street.)

Even some developers are realizing that Boston is becoming oversaturated with "luxury" housing (The Copley Place luxury tower plan was recently, and sensibly, scrapped). Foreign investors and one-percenters may line up to pay cash for units as safe investments, but luxury housing does not help the average Bostonian, and the average Bostonian truly needs help to afford housing in our city's best neighborhoods.

Regarding the required Draft Project Impact Report (DPIR), I join many others in Back Bay who request the preparation of additional studies — complete with environmental impact reports for the following alternatives:

A design based on the Weiner Samuels submission to MassDOT in 2013, the design the CAC reviewed when recommending the Samuels Weiner team for Parcels 12 & 15. In this design the Prudential site is undeveloped, except for a low-scale building or a park.

A design that meets the underlying zoning (no PDA) and does not request the City to cede air rights over streets or sidewalks.

I'm also extremely concerned that the Commonwealth Avenue Mall and the Esplanade remain **at least** as sunny as the design in the 2013 Weiner Samuels RFP submission. The shadows cast by these towers are unacceptable. Wind studies need to be completed as well.

Energy efficiency and sustainable design are also important. Let's aim for Gold or Platinum LEED certification, not Silver.

In accordance with the Go Boston 2030 Vision and Action Plan, which calls for more support for public transit and fewer cars in the city, let's eliminate ALL of the parking for this site. Housing on this site would have a Walkscore in the high 90s, making it one of the top locations in the city for walkability and convenience — it's right across the street from the Green Line and buses.

It is also across the street from our busy fire station. We need to reduce traffic congestion in this area, not add to it.

Please take the long-term view and do not permit the developers to ignore the design considerations imbedded in the Civic Vision. Please do not saddle our historic neighborhood with the negative, permanent impacts that these two monstrosities will cause.

Respectfully,

Lauren Thomas

March 17, 2017

Phil Cohen, Project Manager

Boston Planning & Development Agency

One City Hall Square

Boston, MA 02201

RE: 1000 Boylston Street Project Notification Form (PNF)

Dear Mr. Cohen:

I am a Back Bay resident. I am writing to you to express my opposition to endorsing the

1000 Boylston Street Article 80 Project Notification Form (PNF) design proposed by

Weiner. The PNF states that the community wants this project. However, the size in

height and bulk far exceeds anything we envisioned for this site, as is clear from the

Civic Vision for Turnpike Air Rights prepared by the BRA and guidelines prepared by the

Citizens for Reasonable Turnpike Development and the community view for this part of

the Back Bay. Not only does the proposal not meet the Civic Vision, but it is totally

inappropriate for the space, does not in any way enhance the neighborhood or fit

into the scale of existing buildings, nor does it provide any, much needed green space at the ground level.

Regarding the required Draft Project Impact Report (DPIR), we request the preparation

of additional studies complete with environmental impact reports for the following

alternatives:

BA design based on the Weiner Samuels submission to MassDOT in 2013, the design

the CAC reviewed when recommending the Samuels Weiner team for Parcels 12 & 15. In

this design the Prudential site is undeveloped, except for a low scale building or a park.

A design that meets the underlying zoning (no PDA) and does not request the City to

cede air rights over streets or sidewalks.

The taller of two proposed towers approaches the height of the Hancock and nearly

equals that of the Prudential; at various times of the year, it will cast new shadow

completely across the neighborhood, the Commonwealth Ave. Mall, the Esplanade and

all the way into the Charles River. We are concerned that the Commonwealth Avenue

Mall and the Esplanade remain at least as sunny as the design in the 2013 Weiner

Samuels RFP submission. These precious public spaces, both of which are supported

by substantial private donations and investments of volunteer time and effort to

maintain and improve them, are enjoyed year round by large and sometimes very large

(e.g. July 4th festivities) numbers of neighborhood residents and many visitors

Please take the long term view and do not permit the developers to ignore the design

considerations imbedded in the Civic Vision and the widespread concerns of the

neighborhood.

Respectfully submitted,

Leslie Gaffin

Dear Mr. Cohen;

I am a Back Bay resident. I am writing to you to express my opposition to endorsing the 1000 Boylston Street Article 80 Project Notification Form (PNF) design proposed by Weiner. The PNF states that the community wants this project. However, the size in height and bulk far exceeds anything we envisioned for this site, as is clear from the Civic Vision for Turnpike Air Rights prepared by the BRA and guidelines prepared by the Citizens for Reasonable Turnpike Development and the community view for this part of the Back Bay. Not only does the proposal not meet the Civic Vision, but it is totally inappropriate for the space, does not in any way enhance the neighborhood or fit into the scale of existing buildings, nor does it provide any, much needed green space at the ground level.

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The taller of two proposed towers approaches the height of the Hancock and nearly equals that of the Prudential; at various times of the year, it will cast new shadow completely across the neighborhood, the Commonwealth Ave. Mall, the Esplanade and all the way into the Charles River. We are concerned that the Commonwealth Avenue Mall and the Esplanade remain at least as sunny as the design in the 2013 Weiner Samuels RFP submission. These precious public spaces, both of which are supported by substantial private donations and investments of volunteer time and effort to maintain and improve them, are enjoyed year round by large and sometimes very large (e.g. July 4th festivities) numbers of neighborhood residents and many visitors. Please take the long term view and do not permit the developers to ignore the design considerations imbedded in the Civic Vision and the widespread concerns of the neighborhood.

Respectfully submitted,

M. E. Harrington

Dear Mr. Cohen,

I am writing to you as the Chairman of the Commonwealth Avenue Mall Committee which is a joint committee of NABB and the Friends of the Public Garden. For over 40 years we have partnered with the Boston Parks and Recreation Department to protect, preserve, and restore the Mall. While several years ago we were unsuccessful in passing legislation that would protect the Mall, much as the Garden and Common are protected, we feel no less strongly about the impact that shadows have on this important historic park. The Commonwealth Avenue Mall is one of the major amenities of the Back Bay Historic District. It is a place of relaxation and passive use in the neighborhood. It is an attraction to visitors and is used heavily by both visitors, workers, and residents.

Parks need sun to survive. Sun for the health of the landscape but also for the comfort and pleasure of the users of the Park. The huge shadows cast by this project will darken not only the homes of residents (I am directly in its path) but also a good portion of the Mall and even the Esplanade. The excessive scale of this building seems not only out of character with the historic district, but also disrespectful of the years of community meetings that took place to try to establish some guidelines for this area of Boylston Street and for the parcels over the turnpike.

My understanding of this proposal is that the second building was encouraged to cover the final parcel establishing the a street edge which is now not hospitable. While the prospect of having this done simultaneously makes some sense it is apparently extremely expensive to close over the Prudential parcel with another building. Why could this parcel not be covered over with a park instead which would require much reduced and I would assume cheaper construction? It would achieve the same end and be an added open space for public use.

As with the other towers that have been built in the neighborhood the importance of dealing with the wind cannot be over emphasized. I served on PruPac for almost 20 years and wind effects on all the buildings that have appeared there were heavily studied. In spite of those efforts the new 888 building has had to recently close both the Eataly entrance and the 888 office entrance because of the wind shear that is coming down the face of this building. However tall this tower finally is, I would urge you to take special attention to the issue of wind.

Thank you for the opportunity to express my concerns.

Margaret Pokorny
Chairman, Commonwealth Avenue Mall Committee
and
Forty year resident

Mr. Phil Cohen, Project Manager

Boston Planning and Development Agency

1 City Hall Square

Boston, MA 02201

Subject: 1000 Boylston Street

Dear Mr. Cohen:

Thank you for the opportunity to comment on the Project Notification Form for 1000 Boylston St. This project is strategically located in the Back Bay close to the Fenway neighborhood. The foreseeable durable consequences of new large structures built on this site for these neighborhoods, and even further in some respects, are substantial. They include undesirable and harmful effects as well as claims of desirable and beneficial outcomes.

At this stage it is very dubious whether the potentially positive outweigh the potentially negative impacts of this project. Equally if not more important there are, as outlined below, feasible alternatives that would deliver a better outcome for the City and the neighborhood in preserving the best of the present while delivering highly desirable improvements to the sites involved as well as enhancing the quality of life experiences of residents, commuters, and visitors.

In this letter I would like to offer a few comments and observations about matters that must be carefully assessed and alternative ideas that should be considered before a decision is taken on whether this project should be approved in essentially its current configuration or replaced by an alternative, significantly different concept.

QUESTIONS TO BE ADDRESSED

There is a clear benefit from covering the hole in the streetscape created by the Massachusetts Turnpike and the CSX tracks. However, under the current proposal this benefit will only be achieved at a very and arguably unjustifiably high price, given the project's shadow, wind, and traffic effects, among other impacts not discussed here.

Shadows

Shadow impacts that stretch to the Commonwealth Avenue Mall and beyond (even to the Esplanade) for extended periods can cause a significant loss of the already very limited wintertime sunlight in the residential district, and even more so on Boylston and Newbury Streets. These shadows will diminish the attractiveness of the public spaces of the Mall and the Esplanade that are used year round by residents and visitors and are one of Boston's well known attractions. These valuable and scarce spaces are supported and partly maintained by private donations and the efforts of many volunteers. Any impairment they may suffer that would be solely attributable to a new development of high end residential housing units and retail space, in a location that already has an abundance and diversity of such space, would raise serious misgivings about the vision and priorities underlying, or the criteria used by the City in the evaluation of specific development proposals. Accepting these impairments would

raise serious doubts about whether the interests of all those who live and work in the neighborhood are being weighed appropriately and fairly together with interests that are directly tied to and hence in favor of this proposed development.

Wind

Wind impacts of a building so close to Boylston Street can be disruptive in ways that sometimes are not evident from the wind tunnel projections. For example, the wind impacts across Boylston Street from the Mandarin Oriental have been more negative than was anticipated when that project went through the public review process. For this reason, it would be extremely helpful if the consultant who developed the wind data (and has done so for virtually all recent major Boston projects) would furnish estimates of the margins of error in their projections.

Traffic

While incremental traffic generated by the proposed 1000 Boylston Street project may be quite small, recent data generated for the DPIR for the Back Bay South End Gateway project currently undergoing review raises great concern about the continued functionality of the Massachusetts Turnpike exit onto Stuart Street at both morning and evening peaks in 2023 even without the construction of that project. Delays will more than triple from current levels and the lengths of queues will be vastly extended. If these forecasts are reasonably close to accurate¹, they indicate that the only direct access from the Turnpike to the Back Bay, already rated as failing, will break down during rush hours. Queuing theory tells us that there is a tipping point at which a system breaks down with only a small increase in the load (or in this case the traffic) it has to handle. So it is valid to question whether a specific development, even one with small incremental traffic impact, may preclude any further development in an area (in this case Back Bay, South End, Bay Village) absent a fundamental change in travel practices and patterns which is not envisaged in the context of the project.

ALTERNATIVE SOLUTIONS

The developer has stated that the size and massing of this project is a response to the CAC's suggestion of 2012 that the Prudential parcel be included and the hole be completely covered, since the costs of building on air rights sites are so high that only a project of this magnitude is viable. I cannot comment on the cost side since relevant financial information has not been disclosed. However, the CAC's letter or suggestion also referred to a "low rise structure." This project is not a "low rise structure," and therefore cannot legitimately be characterized as a response to the CAC's suggestion. It is at most a partially compliant, which also means a partially noncompliant proposal.

In light of major objections to the height and massing of this project as outlined above, because of their durable harmful impacts, alternative structures in both size and purpose that avoid these detriments should be pursued that will be fully compliant or as close as possible in letter and completely in spirit to the CAC's suggestion. Further analyses are needed to produce specific details for the ideas sketched out as follows, and moreover other commenters may produce additional ideas I have not identified at this stage.

Two possibilities with different implications for costs are:

¹ I understand that these data are not claimed to be accurate but the margin of error has not been estimated

- Build structures of an acceptable size adjacent to the hole, with improvements to the surroundings of the hole itself, such as a circumferential wall;
- Establish a pocket or mini-park on a deck over the hole, again with structures of an acceptable size in the adjoining parcels.

The second alternative will require additional ventilation. There are many examples of mini- or pocket parks in cities throughout the US and abroad that can be used as models for this alternative, and technologies have been developed to make them practical and attractive even on air rights sites.

Both the BPDA and MassDOT could and should play valuable roles in pursuing the realization of the idea of a mini-park on the Prudential parcel site, whether by the current designated developer or by another organization selected after a new RFP.

In short, radically different alternatives should be evaluated and compared to the current proposal and any of its modifications that do not fundamentally alter its configuration in terms of height, massing, and number of towers.

CONCLUDING REMARKS

There is considerable public awareness and concern about the future of public spaces in the City of Boston. As noted above they are enjoyed by many residents, workers and visitors year round. Moreover they generate substantial value to the economy of the city and sustain the value of its properties. These observations are confirmed by a recent article about another “treasured asset,” *“Could the state pull the plug on Greenway Funding?”*²

It would send a strong unwelcome and confusing signal about the City’s priorities if despite evident harm to the public interest a project such as 1000 Boylston Street in its current form were to be approved. It would indicate that foreseeable significant and durable adverse consequences for two “treasured assets” and multiple locations in a neighborhood were outweighed by a development primarily involving additional high end residential housing units targeted at the few.

Very truly yours,



Martyn Roetter

² http://www.bostonglobe.com/metro/2017/03/02/could-state-pull-plug-greenway-funding/73SwMZQ1EsBUiSHiS2hpWI/story.html?s_campaign=email_BG_TodaysHeadline&s_campaign=

Hello Mr. Cohen,

Following is my comment letter in Opposition to Weiner Ventures proposal for 1000 Boylston St (Parcel 15):

"I live on Boylston Street in the Back Bay just down the street from parcel 15 and I am strongly opposed to this new scheme.

I do however favor something closely akin to the original proposal. That included a single building within the existing 'as of right' height at 398 ft. That 2012 plan originally included 12 floors of hotel rooms which the developer has chosen to eliminate, enabling him to increase the number of residential units to 160. The Back Bay has a disturbing shortage of affordable housing. Since it is a neighborhood of families I believe that every one of the 13% of the 160 units mandated for affordable housing by the Inclusionary Development Policy (IDP) should be built on-site. Further, those 21 mandated units should be of sizes equivalent to the market priced units.

Reasons for opposing current scheme: After a two year hiatus, the developer has returned with a plan which was unrecognizable from the first in several respects.

1) No second building on parcel 15 was ever contemplated. It should be categorically rejected. 2) He returns with a vastly expanded and more costly version. However, during four CAC meetings and a public meeting, he has adamantly refused to financially justify the additional 276 ft., 17 story tower. He argues it's expensive to build over air rights which it was 5 years ago. He argues there's been inflation of construction costs which he likewise refuses to quantify. 3) Over four meetings he has repeatedly refused to reveal his thinking about affordable housing. He says he'll comply with the IDP. He and we know that there are several ways to do this. The cheapest way is to negotiate an all cash buyout and the most expensive is on-site housing. His silence leaves us with only one conclusion. 4) Finally he cautions us that he's the only developer with the courage to do Parcel 15. Our response is we can wait for another day and meanwhile concentrate on Parcels 12 and 13."

***Marvin S. Wool
Back Bay***

Phil Cohen, Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

RE: 1000 Boylston Street Project

Dear Mr. Cohen;

As a Back Bay resident. I am writing to you to express my strenuous opposition to endorsing the 1000 Boylston Street design as currently proposed, and highlight several serious concerns.

I understand that the Project Notification Form states that the community wants this project, but I completely oppose the current design, as do many of our friends and neighbors in this part of Boston.

The height and massiveness of the buildings are extremely inappropriate for this site. This is not only my personal view, but also a conclusion from the Civic Vision for Turnpike Air Rights prepared by the BRA, and from guidelines prepared by the Citizens for Reasonable Turnpike Development; it is the community view for this part of the Back Bay/this section of Boston.

The building appears to create many problems for the neighborhood, and offers nothing that the neighborhood needs.

As plans proceed, I would also ask the planning and design changes to address:

- ensuring there is no further traffic congestion in the neighborhood
- ensuring there is no negative impact on the neighborhood from increased wind
- increasing access to a park/green space, which we know can literally increase lifespans, as well as improving physical and mental health of residents of the community (actual dedicated public green space, not just a courtyard within a building, or grass under a highway flyover)
- no reductions in sun on the Fens, the Commonwealth Ave mall, the Esplanade, or even substantial shadows on city streets and sidewalks

It is essential to have a thorough environmental impact study so we can understand all the true impacts of the design.

Once such a project is built, there is no going back. It can be a permanent blight on our wonderful section of Boston, with its key links in Olmstead's Emerald necklace. Please don't allow private developers to do such damage to our lovely city; we can protect its historic beauty and meet the current needs as a busy modern metropolitan area without these terrible results.

Respectfully submitted,

Michael E. George

=====

Michael E. George

Phil Cohen, Project Manager <Phil.Cohen@boston.gov>
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

March 13, 2017

RE: 1000 Boylston Street Project Notification Form (PNF)

Dear Mr. Cohen;

I am writing to express my serious reservations about the proposed development for 1000 Boylston Street and to encourage you to cause this project to be address the following observations and questions:

1. Is it , indeed, “ necessary” and not just “ desirable" from the developer’s standpoint for this project to exceed the guidelines envisioned for this site by the Civic Vision for Turnpike Rights? And can the developers prove the point of “necessity” in a truly convincing fashion? I understand that the answer to that question is all about the money, and the developers certainly deserve to earn a profit on this undertaking. We, as citizens and as a municipality, however, are in the position, with our approval authority, to ask how much they expect to make, and to question their projections if we disagree. Our primary duty is not to their profit line, but to the public interest in what they wish to do.

2. If they are successful in mounting an argument based on ‘necessity’ (and not simply maximizing profits) would it be better to abandon the whole idea of developing this parcel as opposed to developing it poorly. Granted, the current site is not a thing of beauty now, but it might be better to live with the site as is than with a building that too large and casts shadows on the neighborhood and, of most concern on the mall.

3. 1000 Boylston Street it part of a bigger and emerging picture of a profound change in the architectural scale of Boston. In aggregate, the changes that have occurred in the Back Bay in the past decade and those proposed point toward a tipping in the direction of a much more ‘high-rise’ dominated city, and away from a congenial and carefully balanced mix of a few tall buildings scattered among those of a more human scale. The precise ‘ tipping point,’ of course, is a matter of opinion, but these massive projects on the drawing boards today will permanently change the Boston that we all love, and, if this one and the next one and the one after that are all approved, the Boston we treasure will be lost and we will be a smaller version of Manhattan.

4. Finally, if these developments at whatever scale need to occur, I would strongly urge that the highest clean energy standards—much higher than LEED certifications as currently defined—be expected. At the very least, we should be requiring all new buildings be fully designed to switch to a clean energy future, which will likely mean electric heat produced by renewable resources and not fossil fuels. The reliance on fracked natural gas, or oil, can only be considered a short term investment, because those are the fuels that are strangling the city’s efforts to attain its GHG reduction goals—and strangling our planet.

Respectfully submitted,

Michael McCord
Board of Directors,
Neighborhood Association of Back Bay (NABB)
Chair NABB Green Committee

March 17, 2017 Due Date

Phil Cohen, Project Manager [<Phil.Cohen@boston.gov>](mailto:Phil.Cohen@boston.gov)

Boston Planning & Development Agency

One City Hall Square

Boston, MA 02201

RE: 1000 Boylston Street Project Notification Form (PNF)

Dear Mr. Cohen:

I am a Back Bay resident. I am writing to you to express my opposition to endorsing the 1000 Boylston Street Article 80 Project Notification Form (PNF) design proposed by Weiner. The PNF states that the community wants this project. However, the size in height and bulk far exceeds anything we envisioned for this site, as is clear from the Civic Vision for Turnpike Air Rights prepared by the BRA and guidelines prepared by the Citizens for Reasonable Turnpike Development and the community view for this part of the Back Bay. Not only does the proposal not meet the Civic Vision, but it is totally inappropriate for the space, does not in any way enhance the neighborhood or fit into the scale of existing buildings, nor does it provide any, much needed green space at the ground level.

Regarding the required Draft Project Impact Report (DPIR), we request the preparation of additional studies complete with environmental impact reports for the following alternatives:

A design based on the Weiner Samuels submission to MassDOT in 2013, the design the CAC reviewed when recommending the Samuels Weiner team for Parcels 12 & 15. In this design the Prudential site is undeveloped, except for a low scale building or a park.

A design that meets the underlying zoning (no PDA) and does not request the City to cede air rights over streets or sidewalks.

The taller of two proposed towers approaches the height of the Hancock and nearly equals that of the Prudential; at various times of the year, it will cast new shadow completely across the neighborhood, the Commonwealth Ave. Mall, the Esplanade and all the way into the Charles River. We are concerned that the Commonwealth Avenue Mall and the Esplanade remain at least as sunny as the design in the 2013 Weiner Samuels RFP submission. These precious public spaces, both of which are supported by substantial private donations and investments of volunteer time and effort to

maintain and improve them, are enjoyed year round by large and sometimes very large (e.g. July 4thfestivities) numbers of neighborhood residents and many visitors

Please take the long term view and do not permit the developers to ignore the design considerations imbedded in the Civic Vision and the widespread concerns of the neighborhood.

Respectfully submitted,

Michel & Elisabeth Lay

PS have just returned after operation, so did not manage to write my own letter,,,but the concerns and sentiments listed above are exactly how we both feel....Please dont ruin the Back BAY!

M. & E. Lay

Dear Phil, Representatives of CAC and BPDA,
Please pass this email to others CAC and BPDA members, and others. I will also try to email our Bostonian message to the BPDA on their website as there is no email address.

We read in the Boston Guardian of March 3, 2017, about the “more mega, more elaborate, taller, bigger Gateway Project” with brief and inconsequential details. And we ask...

Why is Boston so lovable and nationally judged to be the best livable city in the entire US.?

As Bostonians for over 30 years who stuck with Boston during the many years of down turns and recessions, we love Boston for many reasons:

- A city with a significant QUALITY of life
 - A walking city
 - A friendly community with friendly neighborhoods (think of the show CHEERs as a symbol of our neighborhoods)
- A city where ALL, no matter of race, gender, and wealth can share and enjoy green parks, space and sunlight
- A city with deep roots in fairness, and protecting each other
- A city with deep historical roots that attracts many visitors and provides tourism
- A city that we call HOME

Recent developments have cast Boston in SHADOWS, SUNLESS, unfriendly, depressed and SO, SO, windy. Areas depleted in this manner include:

- New tall buildings in the neighborhood of Lenox Hotel and Boston Public Library on Exeter Street
- 30 Dalton and 1 Dalton across from the Sheraton and Hilton, Back Bay
- The Financial District
- The planned parcels at Mass Ave and Boylston St.

We read in horror that developers are even trying to cast SHADOWS over our beloved Boston Commons and Public Gardens, public spaces enjoyed and shared by all.

The Gateway Project rests on major centers of PUBLIC transportation in Boston and as such:

- sets a tone for visitors as they leave the station for Copley square or other Back Bay environs
- is used by many people, especially middle and low income who walk and take trains and buses

As such, windswept byways, ill-conceived and cramped walkways, more shadows, will only reinforce Boston as a New York City clone and not the city on the hill.

People here work long hours so preserve a bit of sunlight and calm. We the 99%, cannot afford to move to the deluxe super expensive high rise condos with beautiful and sunny views – with limo drop-offs in underground garages.

Please keep Boston for all and start scaling the Gateway Project DOWN!

Thank you,
Ming and Stephen Rauch

March 13, 2017

Phil Cohen, Project Manager <Phil.Cohen@boston.gov>
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

RE: 1000 Boylston Street Project Notification Form (PNF)

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A design that meets the underlying zoning (no PDA) and does not request the City to cede air rights over streets or sidewalks.

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Please take the long term view and do not permit the developers to ignore the design considerations imbedded in the Civic Vision and the widespread concerns of the neighborhood.

Respectfully submitted,

Mireille & Philip Clapp

Mayor@boston.gov,
Michelle.Wu@boston.gov, Bill.Linehan@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, dtcnabb@nabbonline.com, info@nabbonline.com

Dear Mr. Cohen...

I am a Back Bay resident. I am writing to you to express my opposition to endorsing the 1000 Boylston Street Article 80 Project Notification Form (PNF) design proposed by Weiner. The PNF states that the community wants this project. However, the size in height and bulk far exceeds anything we envisioned for this site, as is clear from the Civic Vision for Turnpike Air Rights prepared by the BRA and guidelines prepared by the Citizens for Reasonable Turnpike Development and the community view for this part of the Back Bay. These guideline have been ignored.

I am very concerned about traffic congestion. Adding 342 residential units (or possibly 700 people) plus 300 cars on this block will have significant impact. Keep in mind that our Fire Station is across the street. Impact studies have not been completed.

As a resident pedestrian in this area, I am very concerned about petestrian safety. Mass Ave at Boylston is so congested now that there is gridlock at that intersection and pedestrians have to walk thru a maze of moving cars to cross the street when there is a "walk" sign. With the planned sidewalk encroachment, there will not be room to plant trees along the street, never mind be able to freely walk. Again to emphasize the pedestrian concern, this is already a gusty wind area and this construction will intensify the winds.

There is no justification for increased height...no building of this size has ever been supported by the neighborhoods for Boylston Street in the Back Bay.

This is not an "all-or-nothing" situation. NABB would welcome a smaller development that conforms to the Civic Vision and avoids this proposal's lasting harmful consequences to our neighborhood. We propose that an alternative, smaller-scale design must be evaluated before any decisions are made. Also that additional studies should performed for wind and traffic impacts.

Please take the long term view and do not permit the developers to ignore the design considerations imbedded in the Civic Vision.

Respectfully...Nancy

Nancy Macchia

March 15, 2017

Mr. Phil Cohen, Project Manager <Phil.Cohen@boston.gov>
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

RE: 1000 Boylston Street Project Notification Form (PNF)

Dear Mr. Cohen;

I am a Back Bay resident and I wanted to let you know that I am not in favor of the design of 1000 Boylston Street Article 80 Project as presently proposed by Weiner. My understanding, as well, is that many in our community oppose this project. In particular, the height and mass of the current proposal far exceeds previous plans envisioned for this site, as is clear from the Civic Vision for Turnpike Air Rights prepared by the BRA and guidelines prepared by the Citizens for Reasonable Turnpike Development and the community view for this part of the Back Bay.

Regarding the required Draft Project Impact Report (DPIR), preparation of additional studies complete with environmental impact reports would be useful for the following alternatives:

- A design based on the Weiner Samuels submission to MassDOT in 2013, which is the design the CAC reviewed when recommending the Samuels Weiner team for Parcels 12 & 15. In this design the Prudential site is undeveloped, except for a low scale building or a park;
- A design that meets the underlying zoning (no PDA) and does not request the City to cede air rights over streets or sidewalks; and
- A proposal that the Commonwealth Avenue Mall and the Esplanade remain at least as sunny as the design in the 2013 Weiner Samuels RFP submission.

We urge the Boston Planning and Development Agency to consider the long-term impact a project of this scale will have on all of the city's neighborhoods, in terms of maintaining its livability for all residents and its character which attracts so many visitors. It is vitally important to develop the city with a consistent overall plan and vision, and, not permit developers to ignore the design considerations embedded in the Civic Vision.

Very truly yours,

Patricia Corrigan

Dear Phillip,

I am writing as a resident of the Back Bay at 166 Beacon St. regarding the size of the proposed development at 1000 Boylston St. The project completely ignores the feeling and charm of the Back Bay to say nothing of the shadow, congestion wind and other problems that it creates. It would seem that the developer completely ignored what tourists and residents alike love so much about this city. The BPDA must take a stand on this now before its too late. This is not New York city , yet it seems developers are determined to take it in that direction. I am not opposed to any development or change , but feel more attention needs to be paid to overall size, green building methods, surrounding sidewalk areas, inclusion of greenery and open space. Please include my name in the list of those opposed to the current development as planned.

Sincerely, Patricia Smith

March 17, 2017

Phil Cohen, Project Manager <Phil.Cohen@boston.gov>
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

RE: 1000 Boylston Street Project Notification Form (PNF)

Dear Mr. Cohen:

While I am copying a letter, which I'm sure you have already received, it captures all the elements that are of concern to me and felt there was no reason to change it.

My one additional concern, which I do not believe has been fully vetted, is traffic congestion and resulting public safety. The intersection of Boylston Street and Massachusetts Ave are regularly and heavily congested. This creates regular hardships and risks for drivers, pedestrians, and bikers. I'm concerned that the number of units in this proposal will only exacerbate an already problematic situation.

That said...

I am a Back Bay resident. I am writing to you to express my opposition to endorsing the 1000 Boylston Street Article 80 Project Notification Form (PNF) design proposed by Weiner. The PNF states that the community wants this project. However, the size in height and bulk far exceeds anything we envisioned for this site, as is clear from the Civic Vision for Turnpike Air Rights prepared by the BRA and guidelines prepared by the Citizens for Reasonable Turnpike Development and the community view for this part of the Back Bay. Not only does the proposal not meet the Civic Vision, but it is totally inappropriate for the space, does not in any way enhance the neighborhood or fit into the scale of existing buildings, nor does it provide any, much needed green space at the ground level.

Regarding the required Draft Project Impact Report (DPIR), we request the preparation of additional studies complete with environmental impact reports for the following alternatives:

A design based on the Weiner Samuels submission to MassDOT in 2013, the design the CAC reviewed when recommending the Samuels Weiner team for Parcels 12 & 15. In this design the Prudential site is undeveloped, except for a low scale building or a park.

A design that meets the underlying zoning (no PDA) and does not request the City to cede air rights over streets or sidewalks.

The taller of two proposed towers approaches the height of the Hancock and nearly equals that of the Prudential; at various times of the year, it will cast new shadow completely across the neighborhood, the Commonwealth Ave. Mall, the Esplanade and all the way into the Charles River. We are concerned that the Commonwealth Avenue Mall and the Esplanade remain at least as sunny as the design in the 2013 Weiner Samuels RFP submission. These precious public spaces, both of which are supported by substantial private donations and investments of volunteer time and effort to maintain and improve them, are enjoyed year round by large and sometimes very large (e.g. July 4th festivities) numbers of neighborhood residents and many visitors

Please take the long term view and do not permit the developers to ignore the design considerations imbedded in the Civic Vision and the widespread concerns of the neighborhood.

Respectfully submitted,

Paul Lewis

Phil Cohen, Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

RE: 1000 Boylston Street Project

Dear Mr. Cohen;

As a Back Bay resident. I am writing to you to express my opposition to endorsing the 1000 Boylston Street design as currently proposed, and highlight several serious concerns.

I understand that the Project Notification Form states that the community wants this project, but I completely oppose the current design, as do many of our friends and neighbors in this part of Boston.

The height and massiveness of the buildings are extremely inappropriate for this site. This is not only my personal view, but also a conclusion from the Civic Vision for Turnpike Air Rights prepared by the BRA, and from guidelines prepared by the Citizens for Reasonable Turnpike Development; it is the community view for this part of the Back Bay/this section of Boston.

The building appears to create many problems for the neighborhood, and offers nothing that the neighborhood needs.

As plans proceed, I would also ask the planning and design changes to address:

- ensuring there is no further traffic congestion in the neighborhood
- ensuring there is no negative impact on the neighborhood from increased wind
- increasing access to a park/green space, which we know can literally increase lifespans, as well as improving physical and mental health of residents of the community (actual dedicated public green space, not just a courtyard within a building, or grass under a highway flyover)
- no reductions in sun on the Fens, the Commonwealth Ave mall, the Esplanade, or even substantial shadows on city streets and sidewalks

It is essential to have a thorough environmental impact study so we can understand all the true impacts of the design.

Once such a project is built, there is no going back. It can be a permanent blight on our wonderful section of Boston, with its key links in Olmstead's Emerald necklace. Please don't allow private developers to do such damage to our lovely

city; we can protect its historic beauty and meet the current needs as a busy modern metropolitan area without these terrible results.

Respectfully submitted,

Paula Griswold

March 17, 2017

Phil Cohen, Project Manager <Phil.Cohen@boston.gov>
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

RE: 1000 Boylston Street Project Notification Form (PNF)

Dear Mr. Cohen:

I am a Back Bay resident of several decades. I am writing to express my strong opposition to the 1000 Boylston Street Article 80 Project Notification Form (PNF) design proposed by Weiner. The PNF misstates that the community's views on this project. We do not want it. It is an eyesore, and potential menace, out of all proportion to the Back Bay and what it truly needs. The size in height and bulk far exceeds anything we previously discussed for this site, as is clear from the Civic Vision for Turnpike Air Rights prepared by the BRA and guidelines prepared by the Citizens for Reasonable Turnpike Development and the community view for this part of the Back Bay. The proposal is totally inappropriate for the space, and fails to enhance the neighborhood or fit into the scale of existing buildings. And what happened to the needs of everyday Bostonians? Where is the green space?

Regarding the required Draft Project Impact Report (DPIR), I would like to see additional studies complete with environmental impact reports for the following alternatives:

A design based on the Weiner Samuels submission to MassDOT in 2013, the design the CAC reviewed when recommending the Samuels Weiner team for Parcels 12 & 15. In this design the Prudential site is undeveloped, except for a low scale building or a park.

A design that meets the underlying zoning (no PDA) and does not request the City to cede air rights over streets or sidewalks.

The taller of two proposed towers approaches the height of the Hancock and nearly equals that of the Prudential; it will cast new shadow completely across the neighborhood, the Commonwealth Ave. Mall, the Esplanade and all the way into the Charles River. This is completely unacceptable, and the Back Bay is now under siege from all sides. There are similar "attacks" underway from the Boston Common side with a horrible project downtown at Winthrop Square. The Commonwealth Avenue Mall and the Esplanade must remain at least as sunny as the design in the 2013 Weiner Samuels RFP submission. These precious public spaces are supported by large private donations and investments of volunteer time and effort to maintain and improve them, and are enjoyed all year round by large and sometimes very large (e.g. July 4th festivities) numbers of neighborhood residents and many visitors. Do not ruin them, and do not further erode our property values.

Please take the long term view and do not permit the developers to ignore the design considerations of the Civic Vision and the widespread concerns of the neighborhood. The Back Bay is a precious gem of Boston's history. Every day more and more of it is erased from the face of the earth with gut renovations and other changes by people ignorant of the area's wonderful history. I fail to see how creating a canyonized wind-tunnel, with increased traffic, glare and shadow-casting, for absentee investors, is a plus for the area. It is only a plus for greedy developers, nothing more.

Respectfully submitted,

Peter Manuelian

Boston, 170313

Phil Cohen, Project Manager <Phil.Cohen@boston.gov>
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

A Back Bay resident's questions for the 1000 Boylston Street Development Team

Peter Papesch, AIA

Mayor Walsh recently signed the Metro Mayors Coalition pledge on behalf of Boston to have all sectors of the city be completely carbon neutral by 2050. The 1000 Boylston Street project will still be around and functioning at that time. How much of an obstacle to the Mayors' pledge will your building represent? Conversely, could a net zero carbon project not be planned which would make it more realistic to achieve the Mayors' pledge, and would such a design not weigh significantly to favorably influence the permitting process?

The 1000 Boylston Street Project Notification Form (PNF) does not mention by how much the project will exceed the Zoning Code's Maximum FAR and Maximum Height requirements?

All signs point to the high likelihood that Massachusetts electricity will be powered 100% by renewables like solar, wind and hydro by 2030 or 2040. If the project is designed around the use of fracked gas as its energy source for heating, will that initial decision not lead to stranded - and squandered - investments when electric furnaces are cheaper to install today? Investment decisions usually weigh risks and rewards against first costs vs. life-cycle costs. If such a cost-benefit study has been carried out, will it be publicly available in a follow-up to the current PNF?

The 1000 Boylston Street PNF states: "New natural gas service will be needed to serve the mixed-use residential apartments, condominiums, residential amenity areas, and commercial retail spaces. It is anticipated that the gas service will be supplied from the low pressure gas main in Stuart Street to a shared BWSC and NGrid meter room located within the Podium." PNF - 6.7.1, p. 158. Have you negotiated with National Grid or the City of Boston about the construction of such a new intermediate pressure natural gas pipe to service your building? If so, will there be a public process to discuss the proposed pipe? What's the path for the pipeline? Are you a co-investor in said pipeline?

Air-source heat pumps are three or more times as efficient as gas furnaces, and ground-source heat pumps are even more efficient. The 1000 Boylston Street PNF indicates that ground source energy supplies are not viable for the project, but have you looked at air-source or MWRA-supplied water heat pumps for your building as a viable alternative to heating equipment supplied by gas? A South Boston hotel has been designed to use city water as a heat pump

energy source; have you considered such a design instead of planning to contribute CO2 emissions into the atmosphere via the project's fracked gas energy supply system?

Finally, from a broader perspective, does Boston really need all the high-rise development projects that are currently being proposed?

Peter Papesch, AIA
Chair, BSA Sustainability Education Committee
Co-chair, Back Bay Green Initiative

Copy to:

Mayor@boston.gov, Byron.Rushing@mahouse.gov, Jay.Livingstone@mahouse.gov,
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Frank.Baker@boston.gov, Timothy.McCarthy@boston.gov, Matthew.OMalley@boston.gov,
Mark.Ciommo@boston.gov

Dear Mr. Cohen,

My name is Rachel Zack Ishikawa, and I am resident of Roslindale. I am writing to voice my opposition to the proposed structures at 1000 Boylston street. These designs ignore community guidelines for limiting excessive height and providing public benefit. They will create environmental hazards by causing a wind tunnel, casting shadows, increasing traffic, and they do nothing to improve green space for residents.

I ask that the BPDA demand a redesign of this development that prioritizes the welfare of Bostonians and of our environment.

Respectfully,

Rachel Zack Ishikawa

As a resident of Back Bay, I **OPPOSE** the proposed height and massing of this project as it is too large and tall for it's location. It will cast enormous shadows on the Comm Ave Mall and the Esplanade.

When will the city adopt citywide regulations on shadows on public spaces and parks??

I am NOT opposed to a REASONABLY PROPORTIONED project on this site, just the proposed project as it is too large and tall (more than 35% larger than in it's previous iteration).

Thanks, do the right thing **DOWNSIZE THIS PROJECT**, rob radloff

Dear Mr. Cohen,

As a Back Bay resident for nearly 15 years I want to specifically voice my opposition to the project proposed at 1000 Boylston Street. Stating that the community supports this project seems absurd ... how does it make our neighborhood better? Answer = it doesn't.

Please take a good view for the long term and make sure this doesn't happen to us in the Back Bay.

Ronald Cooper

I have lived on Commonwealth Avenue since 1963 - at 379 for 35 years and at 311 for the past 21 years. The corner of Boylston Street and Mass. Ave. has been in my life for over 50 years, and I am devastated thinking of what it will become if this project is approved.

I do not believe that the community is in favor of it. The size and bulk far exceeds anything that we envisioned. It does not meet the Civic Vision; is completely inappropriate for the area, doesn't enhance the neighborhood nor fit in with existing buildings. While I would prefer nothing built over the Turnpike, I realize that that is probably a losing cause and a minority view. BUT, what is now envisioned is totally unacceptable.

I'm sure you have many opposing letters so I won't go into more detail on why this proposal is unacceptable, but I would like to state that in the years since the early 70's when I got involved with NABB, I have seen how much good civic involvement has done to preserve the Back Bay and make it such a desirable place to live and work. This project will undue much of that. What little sun we still get on the Commonwealth Avenue Mall I fear will be gone.

Do not let this project go forth.

Rosanne Kumins

Samuel D. Perry

March 8, 2017

Mr. Philip Cohen, Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, Massachusetts 02201

Dear Mr. Cohen:

RE: 1000 Boylston Street Project Notification Form

I am writing to you as an individual who formerly resided and still owns property within Newbury Street's historic Stable District (the block between Hereford Street and Massachusetts Avenue) going back to 1946. As such, over some seventy years, I have observed the many transformations that have taken place within this corner of the Back Bay. Arguably, the two of greatest significance were the replacement of the former expansive steam engine railroad yards by the Prudential Center and the creation of the Back Bay Historic District.

The Back Bay enjoys a unique and world famous urban planning design thanks to the foresight of Arthur Gilmore and his contemporary planners when they initially and thoughtfully laid out the Back Bay. The "green buffers", so nouvelle at the time, are the envy of many cities today while the "recharge sumps" continue to serve their important role in maintaining high ground water levels so critical for protecting the wooden pilings on which all Back Bay buildings rest. My great-grandfather, Eliot Channing Clark, was the City's engineer who designed and oversaw the installation of the so-called "Westside Interceptor". Besides being the City's first effort to sewer the newly created "Back Bay", even today it remains the only system tracking west along Beacon Street, crossing Hereford Street, and then traversing under what is now the Prudential Center. Although this system's installation occurred some 130 years ago, what was built remains largely "intact" and, because of its careful design, still operates effectively today.

When the decision was made to develop what had been the "railroad yards" then anchored by Mechanics' Hall at one corner, the Mother Church at a second, the State Street Bank at the third and a hotel at the fourth, great care was taken to insure that the height of the new buildings constructed across the site (with the exception of the Prudential Tower itself) would be kept low enough so as not to impact or compete against the developed areas surrounding this site whether in the Back Bay or the adjacent South End. This sensitivity had been well respected until recent years when several newer projects were approved and erected involving such high heights that they intrude upon the "open vista" which the original development of this site had sought so earnestly to preserve.

In 2013, the design prepared by the Samuels Weiner team was one of three shared with the neighborhood. For Parcel 15, it envisioned a "low" small-scaled building featuring reasonable "setbacks" and ample "open space". As a result, this proposal

received “neighborhood support”. It was respectful to the historic Back Bay buildings in proximity while also in keeping with the original vision governing how the former railroad yard site should be developed.

What is being proposed now by Weiner Ventures is a large building with two tall towers, limited setbacks, and minimal open space. If constructed, it will have considerable impact upon the adjacent Back Bay Historic District because of its large mass, the shadows its two towers will cast, and its density which seeks to maximize “site development”. The Stable District, in particular, with its architecturally low two-story and three-story structures, will be particularly overwhelmed by this looming mass and will become seriously “over-shadowed” detracting from the openness and warm ambience of this singularly unique boutique block. Only recently, the City authorities approved an unfortunate new project within the Stable District which will fenestrate 53 Hereford Street’s fabled “blank wall” and which will eliminate one of the Back Bay’s larger “green buffers” to allow a different developer the opportunity to construct a large four-story retail building. In this instance, the City’s approval violated both zoning and the BBAC’s architectural guidelines to permit a new structure completely “out of character” with respect to the other existing buildings comprising this historic Stable District block. The latest alterations to the 1000 Boylston Street proposal would introduce yet another new structure of such scale and mass that it will further impact the Back Bay’s historic character to an even greater extent while being in “complete conflict” with the civic vision that governed the original development of this former “railroad yard” site.

Based on these observations, I would ask that you and all other City authorities involved in reviewing this project carefully consider what is in the “best interest” of the larger neighborhood. An improper development benefits only the developer while its impact upon the surrounding historic neighborhoods becomes permanent. Boston is special and the Back Bay is even more so thanks to careful and forward looking planning undertaken many years ago.

Please consider the legacy we have inherited and modify this proposal so that this legacy is not lost or destroyed but protected and preserved.

Sincerely,



Samuel D. Perry

SDP/bm

cc: Mayor@boston.gov
Michelle.Wu@boston.gov
Josh.Zakim@boston.gov
Ayanna.Pressley@boston.gov
A.E.George@boston.gov
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March 14, 2017

Phil Cohen, Project Manager <Phil.Cohen@boston.gov>
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

RE: 1000 Boylston Street Project Notification Form (PNF)

Dear Mr. Cohen;

I am a Back Bay resident. I am writing to you to express my opposition to endorsing the 1000 Boylston Street Article 80 Project Notification Form (PNF) design proposed by Weiner. The PNF states that the community wants this project. However, the size in height and bulk far exceeds anything envisioned for this site, as is clear from the Civic Vision for Turnpike Air Rights prepared by the BRA and guidelines prepared by the Citizens for Reasonable Turnpike Development and the community view for this part of the Back Bay.

Regarding the required Draft Project Impact Report (DPIR), I request the preparation of additional studies complete with environmental impact reports for the following alternatives:

A design based on the Weiner Samuels submission to MassDOT in 2013, the design the CAC reviewed when recommending the Samuels Weiner team for Parcels 12 & 15 which presented the Prudential site as undeveloped, except for a low scale building or a park.

A design that meets the underlying zoning (no PDA) and does not request the City to cede air rights over streets or sidewalks.

I am concerned that the Commonwealth Avenue Mall and the Esplanade remain at least as sunny as the design in the 2013 Weiner Samuels RFP submission.

Please take the long term view and do not permit the developers to ignore the design considerations embedded in the Civic Vision.

With thanks,

Sarah McGinty

Phil Cohen, Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

RE: 1000 Boylston Street Project Notification Form (PNF)

Dear Mr. Cohen;

I am a Back Bay/Fenway resident. I am writing to you to express my opposition to endorsing the 1000 Boylston Street Article 80 Project Notification Form (PNF) design proposed by Weiner. The PNF states that the community wants this project. However, the size in height and bulk far exceeds anything we envisioned for this site, as is clear from the Civic Vision for Turnpike Air Rights prepared by the BRA and guidelines prepared by the Citizens for Reasonable Turnpike Development and the community view for this part of the Back Bay.

Regarding the required Draft Project Impact Report (DPIR), we request the preparation of additional studies complete with environmental impact reports for the following alternatives:

A design based on the Weiner Samuels submission to MassDOT in 2013, the design the CAC reviewed when recommending the Samuels Weiner team for Parcels 12 & 15. In this design the Prudential site is undeveloped, except for a low scale building or a park.

A design that meets the underlying zoning (no PDA) and does not request the City to cede air rights over streets or sidewalks.

We are concerned that the Commonwealth Avenue Mall, the Back Bay Fens and the Esplanade remain at least as sunny as the design in the 2013 Weiner Samuels RFP submission.

Please take the long term view and do not permit the developers to ignore the design considerations imbedded in the Civic Vision.

Respectfully submitted,
Sheri Olans Wright

Dear Mr. Cohen:

This letter is sent on behalf of The Garden Club of the Back Bay to express our opposition to endorsing the 1000 Boylston Street Article 80 Project Notification Form design proposed by Weiner. The proposed project will destroy the fundamental design of the entire neighborhood, creating strong winds, deep shade and traffic that will be detrimental to both plant and human life. The site is adjacent to numerous historic Districts, including the Back Bay Historic District and the Back Bay Architectural District, listed in State and National Registers that specifically oppose such large scale building projects.

Sunny, open green spaces are critical to the quality of life in our city. The buildings in this proposal abut the sidewalk, unlike previous high-rise buildings which are set back enough to create some open space. Roof gardens are not a substitute. Open sunny space is essential to keeping Boston a walkable city for citizens and visitors. Dangerous winds are created by isolated high-rises, such as the proposed structures. Shadows created by looming towers will degrade precious public spaces extending from Boylston Street to the Commonwealth Avenue Mall.

Our Garden Club and other civic organizations invest both time and money in maintaining and improving public green spaces throughout the City of Boston. Do not permit developers to ignore the needs of trees, turf, animals and people. Please join us in advocating for a long-term commitment to preserving livable and walkable neighborhoods throughout our city.

Sincerely,

Sherley Gardner-Smith and Jolinda Taylor

Shirley Kressel

Phil Cohen, Project Manager <Phil.Cohen@boston.gov>
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

RE: 1000 Boylston Street Project Notification Form (PNF)

Dear Mr. Cohen:

I am a Back Bay resident and owner of a home at Hereford and Marlborough, a couple of blocks north of the proposed project. I am writing to you to express my opposition to the design as proposed in the 1000 Boylston Street Article 80 Project Notification Form (PNF).

The PNF asserts that the community wants this project. However, the size in height and bulk far exceeds anything we envisioned for this site, as is clear from the Civic Vision for Turnpike Air Rights prepared by the BRA and guidelines prepared by the Citizens for Reasonable Turnpike Development and the community view for this part of the Back Bay. The proposal suffers from many serious deficiencies:

Neighborhood and state guidelines are ignored.

No building of this size has ever been supported by the neighborhoods for Boylston Street (in the Back Bay). The Developer largely disregards the "Civic Vision for Turnpike Development" guidelines, designed to protect Back Bay and Fenway neighborhood's historic character and livability. These were established (by consensus) after public meetings with BRA staff and urban planners. "Only one taller building above 15 stories should be allowed on either Parcel 12 or 15. No other buildings on these parcels should exceed 14 stories." Further, the guidelines call for no visible parking, 24-foot-wide sidewalks, and some form of public benefit, such as assisted living, childcare, cultural facilities, affordable housing, etc. This proposal includes none of these.

Serious environmental impacts will result.

Shadows. This project will create unacceptable shadow on our parks and will darken many homes. We can expect significant new shadows throughout the year. These are indicated on the minimal shadow studies included in the PNF. In some seasons, shadows will extend across the Comm. Ave. Mall to the Esplanade and Charles River. At times these shadows will adversely affect significant areas of parks, homes, and public and historic buildings for several hours daily. We need detailed shadow studies of these impacts, which will affect quality of life and property values. Note that the PNF fails to include a shadow "overlap" diagram for Dec. 21.

Canyonization. The larger buildings on Boylston Street (500 and 888 Boylston) were set far back from the sidewalk edge to reduce the canyonization of the street and the shadow impact on Newbury Street and the residential neighborhood. In contrast, this project has no significant setback for either tower.

Wind. These towers will intensify winds in our already gusty neighborhood. We need detailed wind studies and impacts on pedestrians.

Transportation. Adding 342 residential units and 300 cars on this block will have significant impact. Keep in mind that our Fire Station is across the street. We need detailed studies of impact on street traffic and public transit capacity.

Sustainable design. This project meets only the third-tier quality benchmark (Silver) for LEED certification (Leadership in Energy and Environmental Design). Massachusetts ranks as a top state for sustainable, energy-efficient building. Projects here should be built to Gold or Platinum LEED standards.

Public open space. A small garden belonging to St. Cecilia Parish will disappear. We need a study considering a replacement park on the portion of the air rights owned by the Prudential to offset this loss.

Design process is inadequate.

The proponent has not considered a more regulation-compliant, less damaging alternative. This is not an “all-or-nothing” situation. The community would welcome a smaller development that conforms to the Civic Vision and avoids this proposal’s lasting harmful consequences to our neighborhood. We demand that an alternative smaller-scale design, requiring no public land acquisition, be evaluated before any decisions are made. Even the state Executive Office of Energy and Environmental Affairs requested additional studies in their review: 1) No-Build Alternative, 2) Reduced-Build Alternative originally proposed by the Proponent in 2013, and 3) [Developer-]Preferred Alternative

The development context must be considered as a whole. Berklee College is about to add another tower on Mass. Ave. near Boylston Street as part of its Master Plan. And another tower is planned on air rights at Mass. Ave. across from the Hynes T stop. The four towers together would add tremendous density and shadow to the border of our neighborhood.

The economics of the project have not been demonstrated. The developer has not shown that a project of this scale is financially necessary to offset the costs of building over the Turnpike, although cost arguments alone would not necessarily garner support for the project.

Regarding the required Draft Project Impact Report (DPIR), we request the preparation of additional studies complete with environmental impact reports for the following alternatives:

A design based on the Weiner Samuels submission to MassDOT in 2013, the design the CAC reviewed when recommending the Samuels Weiner team for Parcels 12 & 15. In this design, the Prudential site is undeveloped, except for a low scale building or a park.

A design that meets the underlying zoning (no PDA) and does not request the City to cede air rights over streets or sidewalks.

A design that leaves the city’s cherished public parks – the Commonwealth Avenue Mall and the Esplanade -- at least as sunny as the design in the 2013 Weiner Samuels RFP submission.

Please protect the neighborhood fabric and do not permit the developers to ignore the design considerations embedded in the Civic Vision.

Shirley Kressel

Dear Mr Cohen,

I am a resident at 360 Newbury St, and business owner at teuscher chocolates of Switzerland at 230 Newbury St.

I generally approve of the project/s on the air rights parcels on the Mass Pike. The idea of covering up one of the largest areas of ugly blight in Boston is commendable and would do much to improve the quality of life of nearby residents as well as visitors.

Most any structure would be better than the offensive 8 lane Mass Pike hole with its noise and emissions issues.

MY AREAS OF CONCERN:

-The height of the buildings is too great for the area. Their shadows will impact large parts of the Back Bay neighborhood, especially during low sunlight months of winter

-The mirror finish to the windows will intensely reflect sunlight! The CONCAVE twisted design will bundle sun rays and could be a hazard to neighboring structures/cars/humans since it acts as a lens (for reference to this issue/problem, please see the problems with the concave design "Walkie Talkie" building in London, UK)

-Air Rights Parcel 13 project, just across Boylston Street, seems to have stalled. Since the projected square footage planned on Parcel 14/15 is really too massively overbearing for the space/infrastructure in front and around the projected towers, the developers should be mandated to cover the Air Rights space over Parcel 13 and turn it into green space as a trade-off for building up such a great concentrated mass of square footage on a relatively small footprint on Parcels 14/15 (as well as 12). This mandate could be shared with the Berklee College tower developers.

Thank you for your consideration,

Stefan Bieri

Hi Phil, A few comments on the 1000 Boylston project and meeting last night (2/28). Thank you for running a good meeting and keeping the speakers brief and focused. (I spoke with you briefly after the meeting.) I live at Church Park Apartments, opposite the Christian Science Complex on Mass. Ave., and I walk on this section of Boylston several times a week, if not daily at times.

In general, I think the project is a positive improvement to the area.

- The height and bulk seem fine for that side of Boylston Street, especially with the addition of the 1 Dalton Street tower.
- The wide sidewalk and setback of the two towers will make walking along Boylston Street pleasant. In winter, neither side of the Boylston St. sidewalks over the Turnpike is shoveled, making walking difficult.
- A speaker's comment last night about the loss of green space mystified me. The small park behind St. Cecilia's Church is not used (and not pleasant!), and I do not see this as a loss. I'm not sure how the developer could provide street-level open green space in the plans (nor does Berklee plan to provide green space, which did not seem to be a problem in their proposal for the Crossroads project), nor would I want to sit in a park right next to the car traffic in Boylston St.

Concerns:

- Affordable housing: I think affordable units need to be incorporated into the site to keep our neighborhood diverse. The Back Bay and adjacent areas of the South End and the East Fenway/Symphony neighborhoods do not seem to have available land for building affordable housing.
- Additional residential traffic: I do not own a car and walk or take public transportation. However, I assume that most residents in the 1000 Boylston complex will use their own cars for transportation (and also true for 1 Dalton, 30 Dalton, and the Parcel 13 buildings). While the development team emphasized that this traffic would be during morning and evening rush hours, that is exactly the time when traffic on Mass. Ave. and Boylston St. is in gridlock. Also, many Sundays have special events that close traffic on Boylston St. or Copley Square, also causing gridlock in the area – and presumably making use of their cars difficult for residents. Because both new Dalton St. projects use Dalton St., where the parking access will be located, means that Dalton will also be gridlocked at times because there seems to be no way to widen Dalton to accommodate the additional traffic.

- Impact of wind: Boylston St. tends not to be as windy as some other streets in the area, except for the openings over the Turnpike. Setting the two towers on a platform and back from the street would seem helpful. I would like to see more information on the impact of wind, anticipating (if possible) the Parcel 13 building on the other side of Boylston and the lower Berkley Crossroads tower.
- Shadows: I understood Back Bay neighbors' concerns about shadows in their neighborhood and would like to see more information. Dalton Street is already in shadow most of the time and thus there would seem to be little impact there.
- Economic viability of the project: I do wonder about more "luxury" housing, both rental and condo, coming on the market in my area, with the recent Exeter St. Prudential building, the opening of both Dalton Street projects, and the proposed Parcel 13 buildings (which presumably will be completed before or at about the same time as 1000 Boylston St.). Also, will shoppers come to this section of Boylston, close to but still not contingent to the shopping areas of upper Newbury St. and the Prudential complex?
- Trees and plantings: It was mentioned last night that tree-planting over the Turnpike is a problem. Also, trees on busy streets do not seem to do well in our neighborhood. Perhaps the developer can design long planters along the curb, to add greenery and color while also making walking along the sidewalk more pleasant. The plantings on the Boylston St. divider are always nice to look at, and the 1000 Boylston plantings could complement those.

I look forward to more meetings with the developer. Best, Steve

Steve Csipke

Phil Cohen, Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

RE: 1000 Boylston Street Project Notification Form (PNF)

Dear Mr. Cohen:

I am a Back Bay resident. I am writing to you to express my opposition to endorsing the 1000 Boylston Street Article 80 Project Notification Form (PNF) design proposed by Weiner. The PNF states that the community wants this project. However, the size in height and bulk far exceeds anything we envisioned for this site, as is clear from the Civic Vision for Turnpike Air Rights prepared by the BRA and guidelines prepared by the Citizens for Reasonable Turnpike Development and the community view for this part of the Back Bay. Not only does the proposal not meet the Civic Vision, but it is totally inappropriate for the space, does not in any way enhance the neighborhood or fit into the scale of existing buildings, nor does it provide any, much needed green space at the ground level.

Regarding the required Draft Project Impact Report (DPIR), we request the preparation of additional studies complete with environmental impact reports for the following alternatives:

- *A design based on the Weiner Samuels submission to MassDOT in 2013, the design the CAC reviewed when recommending the Samuels Weiner team for Parcels 12 & 15. In this design the Prudential site is undeveloped, except for a low scale building or a park.*
- *A design that meets the underlying zoning (no PDA) and does not request the City to cede air rights over streets or sidewalks.*

We are concerned that the Commonwealth Avenue Mall and the Esplanade remain at least as sunny as the design in the 2013 Weiner Samuels RFP submission. These precious public spaces, both of which are supported by substantial private donations and investments of volunteer time and effort to maintain and improve them, are enjoyed year round by large and sometimes very large (e.g. July 4th festivities) numbers of neighborhood residents and many visitors

Please take the long term view and do not permit the developers to ignore the design considerations imbedded in the Civic Vision and the widespread concerns of the neighborhood.

Respectfully submitted,

Steven M. Sayers

March 15, 2017

Phil Cohen, Project Manager <Phil.Cohen@boston.gov>
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

RE: 1000 Boylston Street Project Notification Form (PNF)

Dear Mr. Cohen:

I am a longtime Back Bay resident who lives near the proposed 1000 Boylston Street development. I am writing to express my strong opposition to the 1000 Boylston Street Article 80 Project Notification Form (PNF) design proposed by Weiner. The PNF states that the community wants this project. However, the size in height and bulk far exceeds anything we envisioned for this site, as is clear from the Civic Vision for Turnpike Air Rights prepared by the BRA and guidelines prepared by the Citizens for Reasonable Turnpike Development and the community view for this part of the Back Bay. Not only does the proposal not meet the Civic Vision, but it is totally inappropriate for the space, does not in any way enhance the neighborhood or fit into the scale of existing buildings, nor does it provide any, much needed green space at the ground level.

The taller of two proposed towers approaches the height of the Hancock and nearly equals that of the Prudential; at various times of the year, it will cast new shadow completely across the neighborhood, the Commonwealth Avenue Mall, the Esplanade and all the way into the Charles River. We are concerned that the Commonwealth Avenue Mall and the Esplanade remain at least as sunny as the design in the 2013 Weiner Samuels RFP submission.

The shorter building, which was not part of the earlier proposal, is bulky and massive and comes right down to the sidewalk, increasing the canyon effect of Boylston Street, begun by the Mandarin Hotel.

While I welcome the beautification of the ugly hole along Boylston Street where it traverses the MassPike, the price in loss of sunlight, increase in wind, and destruction of view corridors by the proposed project is much too high

Please take the long-term view and do not permit the developers to ignore the design considerations embedded in the Civic Vision and the widespread concerns of the neighborhood.

Respectfully submitted,

Susan Ashbrook

Dear Mr. Cohen:

As a Back Bay resident, I am writing to you to express my opposition to endorsing the 1000 Boylston Street Article 80 Project Notification Form (PNF) design as currently proposed. The size in height and bulk far exceeds anything previously envisioned for this site, and is totally inappropriate for the space. It does not in any way enhance the neighborhood or fit into the scale of existing buildings, nor does it provide any, much needed green space at the ground level.

I am also very concerned that this site has not been properly vetted for traffic concerns. Directly across the street from this site is a Boston Fire Department building which houses Engine 33 and Ladder 15. Engine 33 consistently ranks among the most active fire companies in the city and responds to over 4,000 incidents per year, while Ladder 15 responds to around 3,800 per year. With the addition of 30 Dalton, the new Four Seasons and this project all adding additional underground parking spaces to the existing Hilton, Sheraton and Prudential parking garages, the amount of traffic converging on the intersection of Boylston, Dalton and Hereford Streets will be greatly increased. This will make it even more difficult for Engine 33 and Ladder 15 to respond to emergencies where every second of delay could be critical.

The taller of two proposed towers is almost as tall as the Hancock tower and nearly equals that of the Prudential; at various times of the year, it will cast new shadow completely across the neighborhood, the Commonwealth Ave. Mall, the Esplanade and all the way into the Charles River. These precious public spaces, both of which are supported by substantial private donations and investments of volunteer time and effort to maintain and improve them, are enjoyed year round by large and sometimes very large numbers of neighborhood residents and many visitors

Please take the long term view and do not permit the developers to ignore the design considerations imbedded in the Civic Vision and the widespread concerns of the neighborhood.

Respectfully submitted,

Susan Baker

Susan D. Prindle
Boston, MA 02116

February 20, 2017

Phil Cohen, Project Manager
Boston Planning and Development Agency
1 City Hall Square
Boston, MA 02201

Re: 1000 Boylston St.

Dear Mr. Cohen:

As I have indicated at several public meetings, I have grave concerns about the appropriateness of the new proposal for 1000 Boylston St. While I am sympathetic to the need to rebuild the corner of Massachusetts Avenue and Boylston Street, I am concerned that the price of that improvement is at this point far too high. I am hopeful that through the Article 80 process a solution that is more compatible with the Boylston Street and the abutting Architectural District can be achieved. As part of that process, I would like to raise some questions that I feel need further study.

Compatibility with A Civic Vision for Turnpike Air Rights in Boston

While there has been an effort to respect the recommendations of the Civic Vision, the project falls short in many areas. The developer should be asked to explain how he plans to address the goals expressed in this document, specifically:

Scale and Massing: Tower height

1. “Only one taller building (15+ stories) is to be located on these parcels; all additional buildings should be less than 15 stories.” (p. 71)
“Only one taller building above 15 stories should be allowed on either Parcel 12 or Parcel 15. No other building on these parcels should exceed 14 stories... 49 stories is substantially higher than what should be the maximum allowable of the taller building constructed on these parcels.” (p.72)
The current proposal adds a second tower where only one (of 378’) had been proposed. Both towers are taller than anticipated in the Civic Vision – 566’ and 301’, respectively.

Scale and massing: Street wall and setback

2. “Buildings facing directly onto Massachusetts Avenue and Boylston Street should reinforce the existing visual vitality and diversity of these streets. Appropriate street wall heights in these areas generally range between four and six stories (50-75’). (p. 71)
3. “Reflect the prevailing scale and character of nearby buildings—including traditional rhythm created by a variety of building widths (25-100’) building bays (16-25’) and variety of design details. (p. 72)
The current proposal presents a street wall that extends beyond the Hynes Auditorium setback, rises to 99’, and offers little articulation above the retail floors.

4. "To reinforce the visual integrity of these street walls and maintain an appropriate scale relationship to other nearby buildings, additional massing above this base should be set back at least one building bay (approximately 20') from the building's street wall. (p. 72) *The east tower, because it is set back only 8' and is oriented east-west, is in direct conflict with this guideline. The taller tower, although set back more above the 8th floor, leans closer to Boylston Street as it rises.*

Uses

5. "Parking should not face directly onto Massachusetts Avenue or Boylston Street at any level" (p. 68) *Four floors of parking dominate the Boylston Street frontage.*
6. "A diverse mix of independent businesses should predominate, rather than large chain businesses." (p. 68) *The retail mix is unclear.*
7. "Parking ratios for these parcels are: residential .75 to 1 space per unit. Retail none if possible. Target more than 30% transit use, less than 30% auto use... reflect detailed inventory of all public spaces within walking distance and their availability. Allocate a portion of new parking for use by the community. Include other major traffic generators in study." (p. 69) *The developer is seeking over 300 parking spaces for the condominium and the apartment building.*
8. "A minimum of 24' (sidewalk width) is suggested, animated with outdoor dining or other activities." (p. 71) *The sidewalk width on Boylston Street is 18'.*

Environment

9. "There must be minimal adverse transportation, shadow, wind and other environmental impacts, as determined by environmental studies, on the residential portions of the Back Bay, Fenway, and Kenmore Square, and such impacts must be mitigated to the greatest extent possible. Shadow impacts shall include the impacts on the tops and sides of buildings." (p. 72) *More thorough studies of shadow and transportation impacts are needed. Wind studies are not yet available.*

The revised proposal that the developer put forth in March of 2012 was much more respectful of the recommendations of the Civic Vision. The 2012 proposal states clearly on page 8 that there will be a single tower: "The tower will have elegantly slender proportions and be primarily oriented north-south to minimize its visual and shading impact on the pedestrian experience along Boylston Street...Our building will occupy the entire site footprint along St. Cecilia Street, from Boylston Street to Scotia Street. We will maintain a 20 foot sidewalk on Boylston Street..." The current proposal is nearly 50% larger than the one that was previously reviewed. The developer should be required to study the 2012 option as well as the current "preferred option." Studies should include the wind, shadow, and traffic impacts of both proposals, so that the BPDA, the CAC, and the public can evaluate the relative costs and benefits of the two proposals.

Urban Design Issues

On page 2-2 of the PNF, the developer states that "This east-west zone, along the southern edge of the Back Bay, is part of what has become known as the "High Spine." This zone is characterized by a continuous urban edge and a number of buildings over 250' in height, including but not limited to the two Hancock Towers, the Prudential Tower, and 111 Huntington

Avenue.” The High Spine in fact runs from Stuart Street through the Prudential Center, not down Boylston Street. The Hancock Towers front on Stuart Street, the Prudential Tower is in the center of its site, set back significantly from both Boylston and Huntington, and 111 Huntington fronts on Huntington Avenue. The residential buildings in the Prudential Center are also carefully buffered by low-rise structures on north and south, as is the more recent Exeter Tower building. Newer high-rise buildings on Boylston Street are set back from the street edge to allow sunlight on Boylston and Newbury Streets (500 Boylston is set back 125’, 888 Boylston 75’). The developer should explain why he cannot comply with this precedent; specifically, why it is not possible to use more of the air rights over Scotia Street to address this concern.

The developer should justify the fact that the front façade of the podium extends into the Boylston Street sidewalk further than the façade of the Hynes Auditorium.

Additional perspectives from nearby historic properties should be shown. Specifically, I would like to see perspectives from the north side of the Commonwealth Avenue Mall on the Hereford-Massachusetts Avenue block, the Saint Cecilia Church, the Boston Architectural College on Boylston Street, the Ayers Mansion, the Massachusetts Historical Society, Fenway Studios, and the northeast corner of Massachusetts Avenue and Boylston Streets. These perspectives should be shown without the proposed Berklee Tower building.

Environmental Protection Issues

Wind

The Huntington Avenue/Prudential zoning (41.16) establishes standards for pedestrian safety and comfort in Table A: “Buildings shall be designed to avoid excessive and uncomfortable downdrafts on pedestrians. Each Proposed Project shall be shaped, or other wind-baffling measures shall be adopted, so that the Proposed Project will not cause ground-level ambient wind speeds to exceed the standards in Table A of this section.” Will the project comply with these standards?

Will the developer commit to a followup verification study that will be shared with the City and the neighborhood?

Does the twisting design of the tower have an effect on pedestrian level winds? How much?

My experience has been that increased building height increases pedestrian level wind speeds on the north-south streets of the residential district. I would like to see the wind studies include more points to the north of the project; specifically Hereford and Beacon, Hereford and Commonwealth, Commonwealth and Massachusetts Avenue, and Beacon and Massachusetts Avenue.

Shadow

The developer has admitted that the majority of the shadow impact will be concentrated to the north of the building on Boylston and Newbury and in the Back Bay residential district. He predicts 3-4 hours of new shadow on Boylston, 2 on Newbury and Mass Ave, 1 in the residential district. What measures will they take to minimize these impacts?

The shadow criteria in article 41-16 states that “Each Proposed Project shall be arranged and designed in a way to assure that it does not cast shadows for more than two hours from 8:00 a.m. through 2:30 p.m., on any day from March 21 through September 21, in any calendar year, on any portion of dedicated public parkland that either (a) is not cast in shadow during such period on such days by structures existing as of the effective date of this article or (b) would not be cast in shadow during such period on such days by structures built to the as-of-right limits allowed by this article, whichever structures cast the greater shadow. In addition, shadow studies shall be conducted in connection with any Proposed Project demonstrating that shadows will be minimized to the extent practicable in public open spaces created as part of the Proposed Project.” Will this project comply with this standard at all locations?

I am particularly concerned about impacts on the Commonwealth Avenue Mall. A more detailed analysis of shadows on the Mall should be required, including the number of days and the number of hours each day it will be shadowed. Several points should be studied – the eastern and western ends of the shadow area, as well as the center point. The shadows for projects not yet approved should not be included in the study, and it should be clearly explained (graphically or verbally) which tower is causing which shadow.

Historic Resources

Page 7-8 states that the “project is not expected to introduce materials that are incompatible with the current streetscape and skyline, as visible from these properties.” Graphic evidence should be produced to support this statement.

Page 7-9 states: “All shadow impacts have been minimized to the maximum extent practicable to avoid any noticeable effect on pedestrian use patterns and historic resources. Most new shadows will be concentrated to the north; therefore, proposed shadow impacts to historic properties are limited to the Back Bay National Register and Architectural Districts. Generally, the contributing buildings located directly across Boylston Street from the project site would receive approximately 3-4 hours daily of new shadows throughout the year. The majority of shadow impacts to the district would be limited to one additional hour of new shadows daily, with some buildings on Newbury Street and Massachusetts Avenue projected to have two additional hours. The extent of the one-hour shadow impacts increases northward as the year progresses.” (p. 7-8) The developer should show evidence supporting these statements. Elevations showing the shadow impacts on the facades of Boylston and Newbury Streets should be included in the DPIR.

Transportation and Parking

The garage capacity exceeds the recommendations of the Huntington Avenue/Prudential zoning, which recommends .7 parking spaces per unit. The Fenway Urban renewal plan recommends .75 parking spaces per unit. The developer should explain why exceeding these standards is necessary.

The developer should study the possibility of screening the four floors of parking along Boylston Street with retail or other uses. A night-time elevation should be prepared to assess the impact of lighting from the garage and the retail establishments on the Boylston streetscape.

The traffic counts and mode splits should include trips to the proposed 160 seat restaurant, which may impact evening peak hour traffic.

The developer assumes that 18-26% of the new vehicle trips will utilize Storrow Drive. As the Berkeley Street entrance to Storrow is already failing, a study should be made of the Berkeley/Beacon and Charlesgate/Beacon access points to see if additional cars can be accommodated and whether additional traffic will exceed EPA standards.

The developer should be asked to explain the impact on air quality of covering the Turnpike in this area. Will additional fans or vent stacks be required and if so, where will they be located?

Thank you for the opportunity to comment.

Sincerely,

Susan D. Prindle

Cc:

Senator Will Brownsberger,

Representative Jay Livingston,

Representative Byron Rushing

Councilor Josh Zakim,

Councilor Bill Linehan

David Carlson, Deputy Director for Urban Design, Boston Planning and Development Agency

Greg Galer, Boston Preservation Alliance,

Bob Sloane, Walk Boston

Susan Briere Shafer

Mr. Phil Cohen, Project manager Phil.Cohen@boston.gov
Boston Planning & Development Agency
One City Hall Square
Boston, Mass. 02201

15 Mar 2017

RE: 1000 Boylston Street PNF

Dear Mr. Cohen,

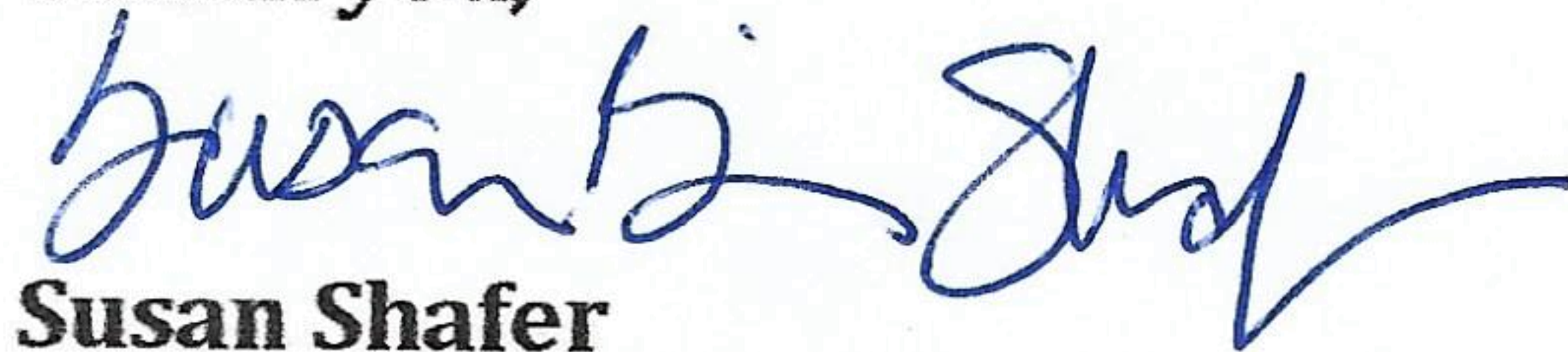
As a resident of Back Bay, I am writing to you to express my opposition to the 1000 Boylston St. Article 80 Project Notification Form design as currently proposed by Adam Weiner. Although the PNF states the community wants this project, the fact is that the design far exceeds in height and scale anything close to appropriate for this site. It does not meet the Civic Vision for Turnpike Air Rights as prepared by the BRA, does little to enhance the neighborhood, disrespects the existing scale of nearby buildings and robs the community of vital green space at the ground level.

The Prudential owned part of the site should be developed as a pocket park for the benefit of the many new residents the building will bring to Back Bay as well as the current ones. The current design takes away green space from the public realm and hoards it up high for enjoyment of the residents only.

The taller of the two towers is near the height of the Prudential and the Hancock towers. At various times of the year, it will cast a new shadow completely across the neighborhood all the way to the Charles River. I am concerned that the Commonwealth Ave. Mall and the Esplanade remain at least as sunny as the design of the 2013n Weiner Samuels RFP submission. These precious public spaces, both of which are supported by substantial private donations and investment of volunteer time and effort to maintain them are enjoyed year round by large numbers of neighbors and visitors alike.

Please take the long-term view and do not let the developer ignore the design considerations compatible with the existing historic fabric of Back Bay and the valid widespread concerns of the neighborhood.

Thank you,


Susan Shafer

March 15, 2017 (revised)

Phil Cohen, Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

RE: 1000 Boylston Street Project Notification Form (Article 80 PNF)

Dear Mr. Cohen:

I am a Back Bay resident writing to you to express my opposition to the 1000 Boylston Street design proposed by Weiner Ventures in the Article 80 Project Notification Form (PNF).

The proposed height and bulk far exceed the 2013 Weiner / Samuels design that was submitted at the time of developer selection. Also, it violates appropriate parameters for this site as expressed in the "Civic Vision for Turnpike Air Rights" prepared by the BRA and the proposal neglects guidelines prepared by the Citizens for Reasonable Turnpike Development. It is inappropriate for the location, fails to enhance the neighborhood, does not reflect the scale of existing buildings, nor does it provide much needed green space at the sidewalk level. It will cast damaging new shadows across the Back Bay residential neighborhood, the Commonwealth Avenue Mall Park, the Charles River Esplanade, into the Charles River and into the Fens / Muddy River open space.

In my view, the present form of the proposal requires significant redesign and preparation of the required Draft Project Impact Report (DPIR).

Very truly yours,

Tim Ian Mitchell

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

RE: 1000 Boylston Street Project Notification Form (PNF)

Dear Mr. Cohen;

I am a Back Bay resident. I am writing to you to express my opposition to endorsing the 1000 Boylston Street Article 80 Project Notification Form (PNF) design proposed by Weiner. The PNF states that the community wants this project. However, the size in height and bulk far exceeds anything we envisioned for this site, as is clear from the Civic Vision for Turnpike Air Rights prepared by the BRA and guidelines prepared by the Citizens for Reasonable Turnpike Development and the community view for this part of the Back Bay. Not only does the proposal not meet the Civic Vision, but it is totally inappropriate for the space, does not in any way enhance the neighborhood or fit into the scale of existing buildings, nor does it provide any, much needed green space at the ground level.

Regarding the required Draft Project Impact Report(DPIR), we request the preparation of additional studies complete with environmental impact reports for the following alternatives:

- *A design based on the Weiner Samuels submission to MassDOT in 2013, the design the CAC reviewed when recommending the Samuels Weiner team for Parcels 12 & 15. In this design the Prudential site is undeveloped, except for a low scale building or a park.*
- *A design that meets the underlying zoning (no PDA) and does not request the City to cede air rights over streets or sidewalks.*

We are concerned that the Commonwealth Avenue Mall and the Esplanade remain at least as sunny as the design in the 2013 Weiner Samuels RFP submission. These precious public spaces, both of which are supported by substantial private donations and investments of volunteer time and effort to maintain and improve them, are enjoyed year round by large and sometimes very large (e.g. July 4th festivities) numbers of neighborhood residents and many visitors

Please take the long term view and do not permit the developers to ignore the design considerations imbedded in the Civic Vision and the widespread concerns of the neighborhood.

Respectfully submitted,

Tom and Lisa Blumenthal

Dear Mr. Cohen;

I am a Back Bay resident and live on Commonwealth Ave. I am writing to you to express my opposition to endorsing the 1000 Boylston Street Article 80 Project Notification Form (PNF) design proposed by Weiner. The PNF states that the community wants this project. However, the size in height and bulk far exceeds anything we envisioned for this site, as is clear from the Civic Vision for Turnpike Air Rights prepared by the BRA and guidelines prepared by the Citizens for Reasonable Turnpike Development and the community view for this part of the Back Bay.

Regarding the required Draft Project Impact Report (DPIR), we request the preparation of additional studies complete with environmental impact reports for the following alternatives:

A design based on the Weiner Samuels submission to MassDOT in 2013, the design the CAC reviewed when recommending the Samuels Weiner team for Parcels 12 & 15. In this design the Prudential site is undeveloped, except for a low scale building or a park.

A design that meets the underlying zoning (no PDA) and does not request the City to cede air rights over streets or sidewalks.

We are concerned that the Commonwealth Avenue Mall and the Esplanade remain at least as sunny as the design in the 2013 Weiner Samuels RFP submission. Please take the long term view and do not permit the developers to ignore the design considerations imbedded in the Civic Vision.

Thank you,

Tom

Phil Cohen, Project Manager <Phil.Cohen@boston.gov>
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

RE: 1000 Boylston Street Project Notification Form (PNF)

Dear Mr. Cohen;

As a former Back Bay resident and current South End resident, I am writing to you to express my opposition to endorsing the 1000 Boylston Street Article 80 Project Notification Form (PNF) design proposed by Weiner. Recognizing that the public is in favor of some development for this site, the size in height and bulk far exceeds anything we envisioned, as is clear from the Civic Vision for Turnpike Air Rights prepared by the BRA and guidelines prepared by the Citizens for Reasonable Turnpike Development and the community view for this part of the Back Bay. A project of this size will surely impact the traffic (which our streets are already maxed out) and several other factors need to be studied (wind, shade, etc.).

Regarding the required Draft Project Impact Report (DPIR), I request the preparation of additional studies complete with environmental impact reports be conducted and the results shared with the public before any action is taken on the project.

Please take the long term view and do not permit the developers to ignore the design considerations imbedded in the Civic Vision.

Respectfully submitted,
Tracy Pesanelli

Tracy Pesanelli

Dear Phil,

I am a resident of 360 Newbury, close to the proposed 1000 Boylston project and also work in the neighborhood. I have also attended numerous public meetings regarding the project over the last several years, and am in full support of the proponents proposal for the 1000 Boylston project.

The project will transform a long-underused and undesirable block into a destination with appropriate uses for housing and retail. The density and massing of the project are appropriate given the location on Boylston adjacent to the Hynes. 1000 Boylston will dramatically improve a key block in the Back Bay while stimulating economic activity and establishing a much-needed vibrant pedestrian and overall experience. This location has been derelict since the construction of the Turnpike Extension in the 1960s and would be a long overdue and welcome revitalization project. The project thoughtfully addresses essential goals of the Civic Vision and will be a major plus for residents, businesses, and surrounding Back Bay and nearby Fenway neighborhoods.

Sincerely,
Chris Nolan

March 7, 2017

Mr. Phil Cohen
City of Boston
Boston, MA

Re: 1000 Boylston, Boston

Dear Phil.

I am pleased to submit this letter of support for 1000 Boylston Street. This proposal is the positive product of a civic process years in the making.

The complexity, cost, and risk associated with an air rights project are massive. The proposal by Weiner Ventures is a reasonable and prudent plan to accommodate the deck and platform that is needed to successfully complete a construction project above the Mass Turnpike, while enlivening the surrounding area in a transformative way.

It is important to acknowledge the financing burden that confronts any developer who pursues an "air rights" project in Boston. The costs and risk associated with air rights development and filling in such a hole are substantial, posing a clear and unusual set of circumstances to any group that hopes to successfully execute such an endeavor.

As a Back Bay resident, I hope my letter here is among many you receive indicating that 1000 Boylston and the developer deserve widespread community support.

Sincerely,

Christopher Egan

Dear Mr. Cohen,

As a Boston resident, I have been paying particular attention to the 1000 Boylston project. I live in the Back Bay area, and find myself regularly going to the Symphony and Fenway neighborhoods. The pit and surrounding dead zone created by the Pike unfortunately serves as a physical and spiritual wall separating these neighborhoods. The city deserves better.

I strongly support the development of 1000 Boylston. We have an opportunity to create a bridge linking neighborhoods while creating an enjoyable, clean and vibrant street-level experience. I am sensitive to shadow and traffic concerns, but the status quo protects almost never unused space and a traffic pattern that is not pedestrian friendly. From my own perspective, I know finishing the development to create a continuous, family-friendly urban corridor will make walking the default way to get from the Back Bay to the vibrant areas of Berklee College and beyond.

I'm also enthusiastic to see a local developer that is a strong member of the Boston community willing to tackle 1000 Boylston. History has taught us that turnpike-air-rights development is really hard, and this particular site seems especially challenging. Weiner Ventures, with a proven track record of successfully tackling difficult projects and a long-term commitment to responsibly building in Boston, can credibly take on such a task.

Should this project succeed, it would be a strong symbol of smart community planning and support, not just for development in the Back Bay, but for air rights development in the City of Boston overall. I hope this project moves forward and gets built.

Respectfully submitted,

Daniel N. Saul

Dear Mr. Cohen,

The Back Bay has waited nearly 50 years for a project like 1000 Boylston to revitalize the vastly-underused urban site. The project will finally deliver a solution that covers the open area above the Turnpike Extension. This long-awaited deck is essential in terms of providing a barrier between the pedestrian street-level and traffic / noise issues below.

Further, the design and size of the proposed project seem reasonable for this specific area of Boylston Street, in terms of the Civic Vision for Turnpike Air Rights document and in terms of what just feels right for our neighborhood.

Sincerely,
Gary Shub

Mr. Cohen,

I am very encouraged by the proposed 1000 Boylston project. It is nothing short of transformative and I support it. It will seamlessly connect the Back Bay and Fenway neighborhoods, while once and for all covering the eyesore now there over the Massachusetts Turnpike. The massing and design seem appropriate for this specific area of Boylston Street within the Back Bay. Boston can only benefit from thoughtful developments like 1000 Boylston, which eliminate blight associated with unused "air rights" while restoring the urban fabric in a lively and appropriately-designed and scaled manner.

Thank you for your consideration,

Gregg Lisciotti

Mr. Cohen:

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 attended the presentation by the developer at St. Cecilia Parish on February 28th and was relieved to hear the thoughtful plans presented. 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. While I understand some folks are concerned about shadows, I believe that concern is substantially overblown due to the very temporary and small shadows modeled. When comparing the shadows to the benefits, it's substantially nets out as a positive in my mind.

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

Dear Mr. Cohen,

I support the 1000 Boylston Street project. This project will improve the street-level experience in the Back Bay by decking the open area of the Turnpike while providing a seriously-needed upgrade to the streetscape. These improvements are consistent with Boston Transportation Department's Complete Street guidelines. The proposed buildings' design and massing, which certainly seems consistent with the spirit and goals Civic Vision for Turnpike Air Rights, would be welcome and massive improvements for the Back Bay and nearby Fenway neighborhoods.

Sincerely yours,

Steven Leed

Mr. Cohen:

My name is Thomas Jones and I have lived in the Fenway for 35 years. We own a condo on Park Drive and it is indeed "our neighborhood" where 1000 Boylston Street has been proposed. I am in total support of this tower and have become increasingly frustrated by the provincial attitude that "development is wrong". The gaping canyon created by the Mass Pike decades ago should be covered over and urban density should be the goal. There is a place for more green space and that spot is not it. I am very pro-parkland and we financially support The Emerald Necklace and a myriad of other "open spaces" organizations. Please, tell the developers to address the issues of traffic and perhaps an investment in public transportation but support this project! I have waited for years to walk downtown without walking over the noise created by the Mass Pike. I totally support 1000 Boylston Street in its current planned configuration.

Sincerely,
Thomas Jones

Hi, Phil,

I wanted to write in support of the current plan and proposal for 1000 Boylston Street consisting of the two towers to be built along and over the Pike. The project has a great balance of mixed uses (including housing), will fill in the gaps in the streetscape along Boylston Street, and has an elegant design, making the best use of limited development opportunities. The 566 foot height is attractive and in keeping with the scale of the high spine.

Best regards,
Vishal Patel



March 17, 2017

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

RE: 1000 Boylston Street Project Notification Form (PNF)

Dear Brian:

In the seventeen years since the City of Boston issued the Civic Vision for Air Rights Development, not one project has been successful working through the Article 80 process and gone on to actual development. The Back Bay Association has had the tremendous benefit of serving on various CACs and IAGs for Air Rights Parcels, including the Columbus Center, Fenway Center, The Viola Back Bay, and the Copley Tower. Throughout all of these lengthy public processes, the community was concerned about “height” and “density.” The City of Boston spent three years fully vetting the “Civic Vision,” yet, alas, nothing has been built using this planning document. The project that preceded the planning process, the Millennium Tower (also called Boylston Square), proposed a 52 story project on Parcels 12-15, and was not supported by the community. In a Northeastern University study published in 2013, the failure of Air Rights development in Boston was ascribed to three top issues: 1. The Community, 2. Technical Issues, 3. Financial Issues.

Today, more than 20 years after Millennium Partners proposed a 52-story project for Air Rights, we review 1000 Boylston Street, which proposes building a 40-story building with a 23-story building to fill in the long-neglected Prudential Air Rights parcel...yet many in the public process believe that, too, is too tall and dense for the area.

The Back Bay Association has long sought to make the important case that the City of Boston created dramatic zoning limitations for the neighborhoods of Back Bay, Beacon Hill, the South End and Fenway. Parks along the Emerald Necklace benefit from a variety of protections. Yet, the City of Boston must continue to grow. More recently, planners have embraced the critically important issues related to climate change, and have established criteria establishing “smart growth” elements, including the following 10 principles to guide smart growth strategies suggested by the pre-Trump Environmental Protection Agency: Principles to Guide Smart Growth Strategies:

- Mix land uses.
- Take advantage of compact building design.
- Create a range of housing opportunities and choices.
- Create walkable neighborhoods.
- Foster distinctive, attractive communities with a strong sense of place.
- Preserve open space, farmland, natural beauty, and critical environmental areas.
- Strengthen and direct development towards existing communities.
- Provide a variety of transportation choices.
- Make development decisions predictable, fair, and cost effective.
- Encourage community and stakeholder collaboration in development decisions



We also know that development in the City of Boston is extraordinarily expensive, challenging, and in great demand. Recently buildings have been constructed to maximize the rare development opportunity in our urban core, also yielding the benefits of Smart Growth. The Millennium Tower in Downtown Crossing is 60-stories, the Carpenter and Company tower is 61-stories. Numerous approved projects include the Bullfinch Crossing Office tower, 43-stories, the South Station tower, 51 stories, and proposed buildings, such as One Bromfield, 59-stories and Winthrop Square at 55-stories.

At 40-stores for an Air Rights project, one might ask, why is this project not taller?

It is with this in mind that, on behalf of the Back Bay Association, I am writing to express our support for the 1000 Boylston Street Article 80 Project Notification Form (PNF) design proposed by Weiner Ventures, LLC, and to encourage the BPDA to proceed with the Article 80 process for the development into the next phase (DPIR). The PNF provides a clear vision for Parcel 15+Pru Parcel, that seeks to dramatically improve a vacant and neglected part of Back Bay. The size in height and bulk of the project is in line with the neighboring Prudential and Sheraton/Convention Center developments, not to mention One Dalton and 30 Dalton. Many elements of the project meet the goals of the Civic Vision for Turnpike Air Rights prepared by the BPDA and Turnpike Authority (Department of Transportation) and finalized in 2000, but since no projects have been successfully completed based on the Vision, 1000 Boylston Street incorporates critical elements that propel it from a “vision” to a feasible “vision.” Also, by following the Urban Spine concept for developing underutilized turnpike air rights this project strikes the right balance with a mean height that is compatible with the much taller buildings along the center “spine” along Boylston Street, with lower height, historically protected buildings in the nearby residential districts.

This project is the result of over 20 years of civic and community engagement and represents the best of what a modern youthful Boston should be. This transit oriented project will bring significant housing in the form of home ownership and rental to one of Boston’s most desirable neighborhoods. Given this projects access to public transit and its walkability, the height and density is justified as part of the urban environment of the Back Bay and is line with the city’s Go Boston’s 2030 Transportation Plan.

This development will repair the damage and disconnect to the neighborhood that was created when the Turnpike expansion cut this area off from the vibrant Massachusetts Avenue corridor and the bustling Boylston and Newbury Street districts. In addition, the project improves on the public realm by providing new retail & restaurant amenities, the addition off street parking, the covering a noisy section of the Mass Turnpike, and the cleanup of a neglected and long ignored corner of Back Bay.

The Back Bay Association strongly believes that the City of Boston must provide tremendous support and leverage in order to successfully orchestrate a public process that results in successful Air Rights projects. We know from the very few air rights projects that were successfully constructed in the 1960’s and 1970’s, The Prudential Center and Copley Place, how critically important air rights projects can be to the City. In fact, we have grown so used to the way these projects knit-together our City that we don’t consider them “air rights” any more.



Some in the public process have suggested that the Prudential air rights parcel either be left uncovered, or covered into a park. It is our understanding that Prudential must maintain ownership of the site in order to maintain the name of the “Prudential Center” of the “Prudential Center.” I would find it highly unlikely that this private company would build and donate an air rights park to Boston. I believe the inclusion of rental housing on this site is the best possible location and use. The CAC/IAG felt that the filling in of this street corner should be a priority, and the Back Bay Association strongly agrees. The building will fit in well with other residential rental towers in the Back Bay, including the Exeter Tower at 28-stories, and the three AvalonBay towers at the Pru, 26-stories; “The Point” in Fenway is 30-stories. The proposed apartment building at 23-stories seems the exact right massing as we seek to develop this long-neglected part of Back Bay.

I urge you and the BPDA Board to fast-track this project to the DPIR phase, and approve it with all of the density and height that Weiner Ventures is proposing. By covering a portion of the turnpike and allowing Parcel 15+ Pru Parcel to be woven back into the fabric of the Back Bay we will be on the right path to revitalizing a dead zone in Back Bay and helping to realize the vision of a vibrant urban spine.

What is now a windswept view down to a graffiti filled pit, will one day provide homes for people to live in, stores for people to shop in, a restaurant for people to dine in. Imagine that!

Sincerely,

Meg Mainzer-Cohen
President
Back Bay Association



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

March 17, 2017

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

Attn: Mr. Phil Cohen

Re: 1000 Boylston Street PNF

Dear Mr. Golden:

Thank you for the opportunity to comment on the Project Notification Form (PNF) submitted by ADG Scotia II LLC with respect to the above-referenced project. We are particularly interested in this project as Berklee College of Music's Berklee Performance Center and other buildings are located immediately west of the project site.

The proponent's intention to develop a continuous retail presence along Boylston Street between Dalton Street and St. Cecilia Street is a welcome development. Infilling the gap in the street wall between the Hynes Convention Center and St. Cecilia Street would be a substantial enhancement to the area.

Literally hundreds of Berklee's students, faculty and staff walk past the project site daily as the college has academic, performance, dormitory and office space along in the Back Bay east of the project site, as well as other such facilities of Berklee College of Music and Boston Conservatory at Berklee in the East Fens. Improving the pedestrian experience on the south side of Boylston Street and other aspects of enhancing the public realm proposed in this area would be a significant improvement.

During the construction period, we anticipate some disruption and inconvenience that is customary for such projects. We are concerned, however, that this substantial project not impinge on the college's ability to conduct performances at the Berklee Performance Center, and on the ability of faculty to teach and students to learn in the classrooms, practice facilities and recording studios located in 130, 136 and 150 Massachusetts Avenue, as well as in leased space in lower level of St. Cecilia Church.

Rather than defer the preparation and approval of a Construction Management Plan following the completion of the Article 80 project review, we ask that the Scoping Determination provide that the proponent set forth with some specificity the elements of a customary Construction Management Plan.

This would include the amount of public right-of-way the project would require for support of excavation to construct the project, particularly along St. Cecilia Street adjacent to the Berklee Performance Center's loading area and the college's trash compactor.

It would also be helpful to understand how pedestrian circulation on the south side of Boylston Street will be handled during the construction period. The location of construction vehicle access to and egress to the site and where queuing of such construction vehicles as those delivering concrete to the site will occur.

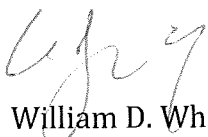
We anticipate that the Scoping Determination will include a requirement for the customary wind analysis for proposed high-rise projects. Members of the project team have indicated that they already are looking at wind testing data. We very interested in learning more about the anticipated effects of the proposed project on ground level winds, particularly along Boylston Street, St. Cecilia Street and Scotia Street. To the extent that these analyses suggest materially higher winds at ground level in this area, we would that meaningful measures be taken to address such effects, e.g., setbacks of the tower from the building's vs. tree planting.

We also ask that the proponent indicate measures it intends to take to avoid unintended damage to nearby existing structures, e.g., a pre-construction survey of nearby structures and regular monitoring of elevation points affixed to those structures during installation of support of excavation, excavation and construction of the proposed project.

Finally, Berklee's approved Institutional Master Plan (IMP) envisions the development of the Berklee Crossroads project. That plan envisions the realignment of a portion of Cambria Street to provide a continuation of the streetwall along the south side of Boylston Street and improvement of the difficult and confusing Boylston Street/ Cambria Street intersection immediately east of Massachusetts Avenue while still affording service access to the Hynes Convention Center. We would like to clarify that the siting of the proposed condominium tower will not preclude this eventual improvement.

Once again, thank you for the opportunity to comment on the 1000 Boylston Street Project Notification Form. We look forward to a continuing dialogue with the Agency and the proponent.

Sincerely,



William D. Whitney
Vice President for Real Estate

Cc: Mr. Adam J. Weiner
Ms. Lauren Shurtleff

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March 17, 2017

Mr. Phil Cohen
Boston Planning and Development Agency
One City Hall Square
Boston, MA 02201
Via email: phil.cohen@boston.gov

Re: 1000 Boylston Street, Back Bay

Dear Mr. Cohen,

The Boston Preservation Alliance is Boston's primary, non-profit advocacy organization that protects and promotes the use of historic buildings and landscapes in all of the city's neighborhoods. With 40 Organizational Members, 98 Corporate Members, and a reach of 35,000 friends and supporters we represent a diverse constituency advocating for the thoughtful evolution of the city and celebration of its unique character. We appreciate the opportunity to offer comments on projects that impact the historic character of the city.

The Alliance has reviewed the Project Notification Form submitted by Weiner Ventures for a proposal at 1000 Boylston Street. While we support development at this site and appreciate the proponent's effort to infill the fragmented urban edge along Boylston Street, we have several concerns about the potential impacts of this proposal to the historic resources in the vicinity.

As noted by the Massachusetts Historical Commission in their January 31, 2017 letter to Secretary Matthew Beaton at the Executive Office Energy & Environmental Affairs, the towers proposed for this site will cast approximately three to four hours daily of new shadows throughout the year on three historically significant buildings- the Boston Ladder 15 & Engine 22 Firehouse, historic Back Bay Police Station (now known as Boston Architectural College), and the Boston Division 16 Police Station which are all listed in the State and National Register of Historic Places as contributing resources to the Back Bay Historic District. This degree of new shadow is unacceptable and we encourage the proponent to present alternatives that would minimize these specific shadows as well as other shadows across the Back Bay Historic District, the Commonwealth Avenue Mall, and the Charles River Esplanade. Shadows create more than visual impacts but can cause significant long-term damage to historic buildings, particularly masonry buildings such as these, by altering micro-climates and preventing stone and mortar from drying as designed. Often these impacts cannot be mitigated.

The Alliance also shares many of the concerns expressed to you by the Neighborhood Association of the Back Bay in their March 7, 2017 letter. The proponent should be required to produce thorough wind and shadow studies so that all of the project's potentially detrimental impacts to the neighborhood can be fully understood, especially with the knowledge that other towers with similar impacts have been, and will continue to be, proposed for this area. We ask that the proponent produce renderings of the project site from several pedestrian perspectives throughout the affected historic areas.

Additionally, we request further investigation of set-backs and the impact on the pedestrian experience. While we fully support the need to restore a friendly street wall in this currently uncomfortable and unwelcoming zone, we also want to be assured that the public realm is fully considered and its benefits to Bostonians maximized. We should not be expected to accept a design simply because it is better than what currently exists.

As our thriving city continues to grow it is imperative that we prioritize stewardship of our most valuable resources- our unique historic spaces. The Back Bay's character and setting cannot be reproduced and large-scale development within and abutting the district can cause permanent damage through shadow, wind, and visual impacts if not fully considered. There is a degree of sacrifice with every new development in Boston and we must balance what is gained with what is lost. Careful assessment of all proposals is important so we are cognizant of these impacts and pause to assure that we don't regret the irreversible impacts of our unique historic neighborhoods. We, therefore, request more information from the developer of 1000 Boylston so that we may determine if the sacrifices to the historic district for this proposal are worth what is gained by new development or if alterations can be made to the design that satisfactorily mitigate these impacts.

Sincerely,



Greg Galer
Executive Director

Cambria Scotia Company

60 Temple Place – 2ND Floor
Boston, MA 02111
March 17, 2017

Delivered by Hand

Boston Planning & Development Agency
1 City Hall Square, Ninth Floor
Boston, MA 02201
Attn: Mr. Phil Cohen, Project Manager

RE: Comments on 1000 Boylston Street Project PNF (published January 2017)

Dear Mr. Cohen:

Cambria-Scotia Company (C-S Co.) owns *The Hynes Auditorium Garage* building at 50 Dalton Street, which abuts the site of the proposed “1000 Boylston Street Project.” Our principals and representatives have been directly involved for many decades in planning for the immediate area, known as the “St. Cecilia Special Study Area.” We are grateful for the Citizens Advisory Committee and other forums sponsored by the Boston Planning & Development Agency (BPDA) to discuss this project. Thank you for offering us an opportunity to comment in writing.

Overview

Our building includes a 500-space public parking garage, an entertainment venue, and three restaurants. For over half a century, these uses have capably served what is today the John B. Hynes Veterans Memorial Convention Center, the Boylston Street/Back Bay neighborhood, and the city at large. The public parking facility, in particular, has been a vital resource not just to the public auditorium, but to support shopping, restaurants, services, offices, and other business in the area.

Our most important comments at present are to urge the BPDA to study ways to ensure that the proposed 1000 Boylston Street Project will not harm us or our tenants, block visual and physical access to our parking garage, or unfairly limit future development of our property or its access to light and air. We have long shared the City of Boston’s interest in improving the neighborhood and the St. Cecilia Special Study Area, in particular. However, we are concerned that the proposed project could negatively impact long-standing successes in the area, especially our building’s support of visitors to the neighborhood and the Hynes Convention Center.

Specific Comments

It is our understanding that the BPDA may recommend that the proponent of the 1000 Boylston Street Project prepare a Project Impact Report. If so, there will be future opportunities for C-S Co. to make written comments on the proposed project. While reserving our ability to identify other issues as we learn more, we have five major concerns:

1. Our long experience designing and operating parking facilities tells us that the approximately 140,000 square-foot / 303-car garage proposed for inclusion in the proposed project is excessive to serve the proposed residential uses. Overbuilding a garage at 1000 Boylston Street will lead to public parking there, sooner or later, which is harmful to our long-standing operations. Our main parking entrance and public signage face Dalton Street and are fewer than 100 feet from the

proposed parking entrance for 1000 Boylston Street. Limiting public access to Cambria Street also concerns us, because access to our lower garage is exclusively on that street. *The Hynes Auditorium Garage* has served the public effectively for decades, and we urge the BPDA to evaluate the proposed project in that light.

2. The 1000 Boylston Street Project would build a new tower directly along the westerly lot line of our property, with no apparent set back. This would prevent access to the westerly elevation of our existing building for maintenance, and effectively prevent C-S Co. from ever adding stories to our building, or redeveloping our property. We ask that the BPDA carefully consider this aspect of the proponent's requested zoning. Moreover, we request a formal analysis of fire separation distances required under the State Building Code, and any other applicable building regulations, and the proposed project's means of compliance.
3. As noted above, C-S Co. shares the City's interest in improving the neighborhood, including the fostering of new development. However, we are concerned that the configuration of the proposed project may not account sufficiently for existing neighborhood uses and character. Vehicles travelling to both C-S Co.'s property and the Hynes Convention Center commonly approach from the west using Boylston Street, so we are particularly interested in the effect of the proposed project upon those public views.
4. The intimate relationship between C-S Co.'s property and the site of the proposed project, requires joint planning for the proposed Planned Development Area (PDA). While we do not ourselves plan any substantial construction in the immediate future, C-S Co. has expended considerable resources over an extended period to explore future development opportunities for our property. We believe that all parties would be best served if the PDA were enlarged to subsume our property and lay out zoning controls for any future development there.
5. We appreciate the substantial engineering challenges presented by the proposed project, including by construction over the Massachusetts Turnpike. C-S Co. requests additional study of the methods and means of construction, so we may understand and help to devise mitigation for potential structural harm to C-S Co.'s property, as well as for interference with our operations. The scale of turnpike, live-rail, and construction work will be uniquely intense, and the estimated three-year duration of construction is unusually long, prompting us to seek more detailed information than might otherwise be expected for a smaller, terra firma project. As the abutter most affected, we hope to work directly with the proponent.

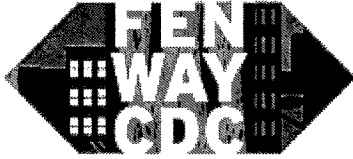
Thank you again for allowing us the opportunity to comment on the PNF. We stand ready to cooperate with the proponent and the BPDA on the 1000 Boylston Street Project

Sincerely



Michael W. Gery, Managing Partner
Cambria-Scotia Company

cc: Jonathan Greeley, BPDA
Lauren Shurtleff, BPDA



March 17, 2017

Phil Cohen, Project Manager
Boston Planning and Development Agency
One City Hall Square
Boston, MA 02201

RE: Comments on the Weiner Ventures proposal for 1000 Boylston Street

Dear Mr. Cohen:

We submit this letter on behalf of the Urban Village Committee of the Fenway Community Development Corporation. Fenway CDC is a 44-year-old, community-based organization that builds and preserves affordable housing and promotes projects that engage our full community in enhancing the neighborhood's diversity and vitality. We have reviewed the project documents on file with the Boston Planning and Development Agency (BPDA) and have attended the Article 80 community meeting. We thank you for the opportunity to comment on this agreement.

Our comments are based on the values and objectives laid out in our Urban Village Plan for the Fenway. The Fenway CDC organized community workshops, conducted in person and on-line surveys, hosted topic-based working groups, and then refined the ideas and comments contributed by more than 200 community members into our final plan.

The current Urban Village Plan builds on and broadens earlier revisions of the plan, but it is not an official document of the Fenway CDC. It is a vision for balanced growth, created with the CDC's help by hundreds of our neighbors. To summarize our comments for 1000 Boylston Street, the Urban Village Committee believes that reductions in height, density, massing and parking are necessary to give this project a more neighborhood-friendly design.

SUFFICIENT AND VARRIED HOUSING SUPPLY

The lack of specifics on compliance with the City of Boston's Inclusionary Development Policy (IDP) affordable housing commitment concerns us. However, we recognize and appreciate Weiner Ventures' pledge to fully abide by the IDP requirements. We realize that the requirements could be met by a mix of affordable units built on site, off site or by contributions to the IDP fund and that this mix is not yet set. We are very interested in the

specifics of this plan and expect to see the details spelled out in a public and transparent process.

NATURE OF THE PROPOSAL

Weiner Ventures has filed a Project Notification Form (PNF) with the Boston Planning and Development Agency (BPDA) for a project to be located at 1000 Boylston Street.

The proponent for 1000 Boylston St. proposes to build two residential towers with approximately 689,000 square feet of residential space that surmount a 6-story pedestal. The 40-story West Tower would be 566 feet tall and feature 160 condominiums. The 24-story East Tower would be 283 feet tall and feature 182 rental apartments. The six-story podium would consist of two lower stories with 35,000 square feet of retail space and four upper stories of vehicle parking, providing 303 parking spaces.

This project combines publicly and privately owned parcels. The bulk of the public parcels are owned by the Massachusetts Department of Transportation (MassDOT) and consists of air rights above the Massachusetts Turnpike and air rights above the rail yards that lie under Massachusetts Avenue and Boylston Street. Air rights over Cambria Street belong to the City of Boston and are also part of this site. Using these air rights creates engineering and construction challenges, since a deck must be built over existing uses to form the “foundation” for the project. This deck adds a significant cost that becomes the rationale for a denser, taller development. Our broad concerns center on the significant impacts on the landscape and functioning of this neighborhood that the project will have.

We are concerned that this proposal could divide neighborhoods rather than unite them. It will exacerbate the growing complexity of the Dalton Street-Belvidere Street corridor, helping to make it into a boundary owing to overuse by motor vehicles. We are concerned that this project could easily become a virtual gated community. Another concern is that the retail will be targeted to national chains focusing on wealthy transients and their specialized needs rather than focusing on the residents of the Fenway and the Back Bay and their needs.

THE BELVIDERE STREET - DALTON STREET CORRIDOR

The Belvidere St.-Dalton St. corridor is a short heavily used north-south route that runs between Huntington Avenue and Boylston Street, with signalized intersections at each end and nowhere else. This corridor services an entrance to Prudential Garage and both the Hilton and Sheraton hotels, with 390 and 1220 rooms respectively. The associated commerce and traffic will become noticeably denser as it is joined by similar demands arising from 30 Dalton Street, which is now being leased, and the demands arising from the massive project at One Dalton Street. One Dalton will consist of a midrise building and a high rise building, comprising 61 residences, 252 hotel rooms, a restaurant, and retail businesses.

TRAFFIC FLOW CHANGES UNDERWAY

Plans for One Dalton Street include creating a counterclockwise traffic flow around it, making part of Dalton Street one-way southbound, extending Clearway Street to meet Belvidere Street at a new intersection, and creating a traffic ramp into the underground garage at 101 Belvidere Street. To get an idea of where this street is already headed visualize the taxi line for the new Four Seasons Hotel, as takes up a whole lane of the street, and think of the private car traffic as well. With no new signals planned, the crosswalks, along Belvedere Street for example, will become even more daunting and dangerous. Equally worth noting is that this heavy new use will push drivers into accessing the area using Massachusetts Ave., with St. Germain Street, Clearway Street, and the west end of Belvidere Street serving as connectors.

TRAFFIC

With 303 parking spaces and two floors of retail, the proposed 1000 Boylston Street may overload this area beyond its capacity, given the cumulative effect of current developments.

It is very hard to think that the loading areas shown in the preliminary plans will be adequate to service 342 residential units with 303 parking spaces and two floors of retail. Building for car owners in this part of the city seems impractical, it's counter to the times, and it certainly increases the overall impression of creating a project for people who drive everywhere.

PUBLIC TRANSIT CONCERNS

We believe that suggesting that nearby public transit will mitigate traffic issues is flawed. The additional traffic created by the extensive parking and retail aspects of this project will compromise surface-level lines. Consider the current plight of the No. 1 bus, for example, as it negotiates the traffic and choke-points along Massachusetts Ave. Every year brings additional challenges to this bus route and this project will just add to them. For example, it will add still more traffic to Belvidere Street and worsen the existing choke-point at its intersection with Massachusetts Ave.

PARKING

Given current trends in the downtown luxury market, and given the project's proximity to multiple MBTA bus and trolley lines, the proposal has far too many parking spaces for the number of total units being proposed.

According to an article in the Boston Globe (March 17, 2017), Related Beal's new Lovejoy Wharf development, opening this summer near North Station, will not offer a single parking space for its 157 condos. In addition, Related Beal recently received city approval for a 324-unit building in the South End that will have 180 parking spaces.

Another point of comparison is the Pierce Boston, a 30-story tower Samuels & Associates is building in the Fenway. It will have 80 parking spaces for 349 apartments and condos. In addition, 171 Tremont, a smaller condo building along the Boston Common, jettisoned plans for a garage last year after being forced to reduce the building to 12 stories.

Given these trends, it seems reasonable to ask the developer to reduce the number of parking spaces to half the number of apartments. This will allow for a smaller parking structure and have the added benefit of reducing the height of the overall complex. In addition it should ease the traffic flow in and out of the garage on the Dalton Street side of the project.

DISABILITY ACCESS

As new developments emerge along Boylston Street, one benefit is sidewalk repaving, which eases access throughout corridor. We are happy to see the sidewalk improvements along this portion of Boylston Street, and strongly state the need for smooth paving material that allows access for residents in wheelchairs. It is also important to ensure that sidewalks maintain their width along the span of the site, even where drop off locations, landscaping, and other amenities are going to be located. This will ensure that no bottlenecks occur and thus provide for smoother travel for everyone, especially those in wheelchairs.

LOCAL BUSINESS COMMUNITY

The addition of ground-floor retail at this location will benefit the street life and economic vitality of this corridor, continuing the trend of mixed-use developments along Boylston Street. We want to emphasize the need for affordable food options, as many seniors and residents on fixed-incomes live nearby. Affordable retail in the neighborhood has diminished along with the affordable housing, and Weiner Ventures has an opportunity to provide needed services for Fenway and Back Bay residents. We wonder if this project could emulate the plan of Skanska's development at 1350 Boylston Street to subsidize some retail space in the project, allowing smaller local business access to this prime commercial real estate.

We also want to emphasize the importance of local hiring and contracting for the development. We encourage Weiner to employ both Boston residents and minority contractors. We would particularly like to make sure that Fenway residents are connected to the neighborhood jobs created through this project. Weiner Ventures could work with local employment centers, such as our "Walk to Work" employment program, run by Kris Anderson (kanderson@fenwaycdc.org), to provide notifications about job opportunities.

SUSTAINABILITY AND ENVIRONMENTAL BENEFITS

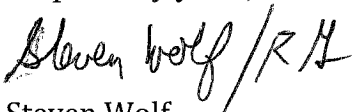
We appreciate that this proposal will revitalize a currently unusable series of parcels. The project will improve the quality and quantity of site stormwater runoff compared to existing conditions, including consideration for groundwater recharge in accordance with provisions applicable to the Groundwater Conservation Overlay District (“GCOD”). Additionally, the proposed stormwater management systems will comply with the 2008 Massachusetts Department of Environmental Protection (“MassDEP”) Stormwater Management Policy and Standards.

We also applaud the fact that the project will be in compliance with Article 37, the Project intends to be Leadership in Energy and Environmental Design version 4 (“LEEDv4”) certifiable. Through the incorporation of a variety of sustainable design strategies, the Project will improve water quality and reduce the urban heat island effect, among other environmental benefits.

IN CONCLUSION

We believe that reductions in height, density, massing and parking are necessary to give this project a more neighborhood-friendly design. We look forward to attending the BPDA scoping session and reviewing the responses from Weiner Ventures as the Article 80 process continues.

Respectfully yours,



Steven Wolf
Fenway CDC CAC member
Urban Village committee



Eric Daniel
Urban Village Committee



Richard Giordano
Community Planner,
Fenway CDC



Brenda Lew
Urban Village Committee



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February 17, 2017

Phil Cohen, Project Manager
Boston Planning and Development Agency
1 City Hall Square
Boston, MA 02201

Re: 1000 Boylston St. Project Notification Form

Dear Mr. Cohen:

We have reviewed plans for the proposed development at 1000 Boylston Street, and are pleased to submit these comments. The Friends of the Public Garden has worked in partnership with the City since 1970 to preserve and enhance the Boston Common, Public Garden, and Commonwealth Avenue Mall. While we support the goals of eliminating a hole in the urban fabric caused by the turnpike, linking neighborhoods, and activating Boylston Street, we have a number of concerns about the project as currently proposed.

The proposed project is within the Huntington Avenue/Prudential Area and is subject to Boston Zoning Code Article 41-16, *Planned Development Area: General Design and Environmental Impact Standards*. The Shadow criteria established in this Article states that a project should be designed to “assure that it does not cast shadows for more than 2 hours from 8:00 a.m. through 2:30 p.m. on any day from March 21 through September 21 in any calendar year on any portion of dedicated public parkland.” New shadows exempted are those cast on structures existing as of 5/9/1996 (effective date of this zoning code section) or cast by an as-of-right building, whichever is greater.

After reviewing the PNF, the Friends finds that the shadow analysis provided in Chapter 5.3 is inadequate. The PNF provides data for only one day during the period of March 21 to September 21 and therefore fails to meet the requirements of the zoning code to demonstrate shadow impacts on ANY day within that period. The project proponent should be required to provide a shadow analysis in the Draft Project Impact Report that shows new shadows every day between March 21 and September 21 for the hours between 8 a.m. and 2:30 p.m. In addition to the graphic showing the extent of the shadows on the neighborhood receptors, the proponent should also present the Shadow Overlap Study for

each day so that the reviewer can determine the duration of shadows. In addition to shadows cast by existing structures, the graphics should also include shadows cast by an as-of-right building.

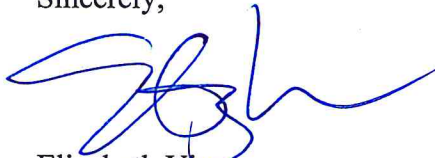
The data provided in Chapter 5.3 shows that the shadows cast by the proposed project will impact the Commonwealth Avenue Mall, public parkland. This is of great concern for us. We ask that the DPIR explains in detail what design measures need to be taken to “assure” that the project does not cast shadows for more than 2 hours from March 21 to September 21 during the hours of 8 a.m. to 2:30 p.m. should the day by day analysis indicates shadows of that duration. We would also urge that as the process continues, the buildings can be modified and reduced in scale to limit shadow impacts on the Mall.

Another great concern is the enormous amount of planning and community engagement that went into the Civic Vision for Turnpike Air Rights in Boston. The original proposal for this site was one tower 398’ high. This proposal is much larger, requiring, in the words of the PNF “density of development to mitigate cost premiums.”

We would expect that the Article 80 process can result in a development solution that realizes a return on investment and creates a development that has value for the community while being well integrated into its surroundings and causing no adverse impact to the Commonwealth Avenue Mall.

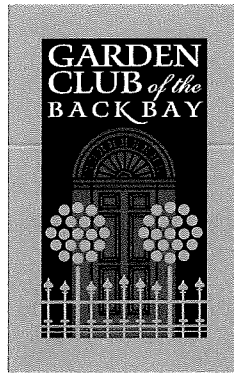
Thank you for your consideration of our comments.

Sincerely,



Elizabeth Vizza
Executive Director

Cc: Brian Golden, Director, Boston Planning and Development Agency
Senator William Brownsberger
Neighborhood Association of the Back Bay
Representative Byron Rushing



March 17, 2017

Phil Cohen, Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

RE: 1000 Boylston Street Project Notification Form (PNF)

Dear Mr. Cohen:

This letter is sent on behalf of the Garden Club of the Back Bay to express our opposition to endorsing the 1000 Boylston Street Article 80 Project Notification Form design proposed by Weiner. The proposed project will destroy the fundamental design of the entire neighborhood, creating wind, shadows and traffic that will be detrimental to both plant and human life. The site is adjacent to numerous Historic Districts, including the Back Bay Historic District and the Back Bay Architectural District, listed in State and National Registers which specifically oppose such large scale building.

Sunny, open green spaces are critical to the quality of life in our city. The buildings in this proposal about the sidewalk, unlike previous high-rise buildings which are set back enough to create some open space. Roof gardens are not a substitute. Open sunny space is essential to keeping Boston a walkable city for citizens and visitors. Dangerous winds are created by isolated high-rises, such as the proposed structures. Shadows created by looming towers will destroy precious public spaces extending from Boylston Street to the Commonwealth Avenue Mall. Our Garden Club and other civic organizations invest both time and money in maintaining and improving public green spaces throughout the City of Boston. Do not permit developers to ignore the needs of trees, turf, animals and people. Please join us in advocating for a long-term commitment to preserving livable and walkable neighborhoods.

Sincerely,

Sherley Gardner-Smith and Jolinda Taylor
Co-Presidents, Garden Club of the Back Bay

cc: Mayor Marty Walsh

**MASSACHUSETTS
CONVENTION CENTER
AUTHORITY**

March 16, 2017

Philip Cohen, Project Manager
Boston Planning & Development Agency
Boston City Hall, 9th Floor
Boston, MA 02201

Re: 1000 Boylston Street Project
Boston MA

Dear Mr. Cohen:

On behalf of the Massachusetts Convention Center Authority's ("Authority"), staff have reviewed the Project Notification Form ("PNF") submitted to the Boston Planning & Development Agency (BPDA) on January 3, 2017 for the above referenced project.

As you are aware the Authority, owns and operates the John B. Hynes Veterans Memorial Convention Center ("Hynes Convention Center") located at 900 Boylston Street. Additionally, Authority staff have attended the Citizens' Advisory Committee meetings and have met with the project developer to better understand the overall project and identify any potential adverse impacts to the Hynes Convention Center operations.

Overall the Authority conditionally supports the proposed project for a number of reasons, including, but not limited to the fact that the project shall knit or reconnect the urban fabric of the Boylston Street streetscape above the air rights parcel and over the turnpike extension and rail track, with new public amenities such as sidewalks, lighting and public amenities consistent with the Boston Transportation Department's ("BTD") Complete Streets Guidelines.

For the record, the developer, Weiner Ventures has had an ongoing open and transparent dialogue with the Authority as they have moved forward on the project. To that end, the Authority has voiced its concerns about the negative impact the proposed project may have on Cambria Street and the Hynes Convention Center loading dock operations.

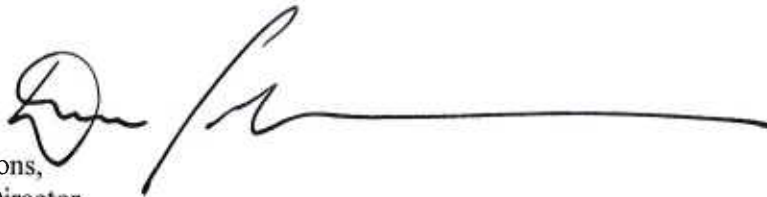
The PNF, section 4.3.4, describes the location of the projects' loading docks as follows: *three dedicated off-street loading docks will be provided for the Project. Two of the docks will accommodate single-unit trucks and the third dock will provide a compactor. Trucks will back into the loading docks from Cambria Street, which is a low-volume dead-end street.*

Contrary to the ENF's description of Cambria Street as a "low-volume dead end street", the Authority outlines its concerns are as follows:

1. Hynes Loading Docks. As the BPDA and the Boston Transportation Department are well aware Cambria Street is the main and only artery through which substantial commercial freight is moved into the Hynes Convention Center loading docks. Within the past year alone the Hynes Convention Center loading dock, freight and truck trips, exhibitor move-in and out trips averaged close to 19,000 trips per year. Additionally the Hynes Convention Center food and beverage operations also utilize these loading docks. The various freight trucks servicing the Hynes Convention Center are generally 75 feet in length.
2. Hynes Calendar. The Hynes Convention Center 2016 event calendar was one of its busiest years, with 109 events, 240,000 attendees and 2,789 exhibitors and an overall economic impact of \$310 million dollars.
3. Discontinuance of Cambria Street. The proposed project has also called for the discontinuance of Cambria Street. The Authority has serious concerns about said discontinuance including the negative impacts related to freight traffic, parking and queuing on trucks as they enter the Hynes Center loading docks, Dalton Street garage egress and ingress and the potential impacts caused by such traffic impacts Cambria and Boylston Street.
4. 1000 Boylston Projects' Cambria Street Loading Docks. The Authority has serious reservations about the proposed locations of the project's three loading docks along Cambria Street and the adverse impact to Cambria Street traffic, congestion, adverse impacts to the Hynes Convention Center Loading docks and especially proponents' plan that trucks servicing its loading docks will back into said loading docks. A key factor in the overall operations of the Hynes Convention Center is the ability to move freight into and out of the facility in an efficient manner. With multiple events and move-outs and move-ins, efficient movement of freight and traffic along Cambria Street is an essential factor in the overall success of events at the facility.
5. Cambria Street Air Rights Parcel. The proposed project calls for a spanned building over Cambria Street and the "Scotica" parcel. The Authority has concerns about the clearance over Cambria Street and the ability of large freight trucks to pass the span.
6. Cambria Trip Generation Data. Additionally, the Authority would like to see the proponent provide specific trip generation data on the impact that the Project's Cambria loading docks will have on operation of Cambria Street and the impacts on the Hynes Convention Center.

In closing, the Authority has always been supportive of our neighbors and abutters and we look forward to working with the developer, the BPDA and various City of Boston agencies on this project.

Sincerely,

A handwritten signature in black ink, appearing to read 'David Gibbons', followed by a long horizontal line extending to the right.

David Gibbons,
Executive Director

cc: Brian Golden, Executive Director, BPDA
Lauren Shurtleff, Senior Planner, BPDA

March 17, 2017

Phil Cohen, Project Manager
Boston Planning and Development Agency
1 City Hall Square
Boston, MA 02201

Re: 1000 Boylston St. Project Notification Form (PNF) Additional Comments

Dear Mr. Cohen:

Members of NABB have attended several meetings about this project and have reviewed key project documents. While we are sympathetic to the need to rebuild the corner of Massachusetts Avenue and Boylston Street, we continue to have grave misgivings about the appropriateness of this new proposal for 1000 Boylston St. as outlined in our March 7, 2017 comments on the PNF.

This letter identifies additional questions and requests for further clarification and specificity on critical topics that we feel need considerable further study and explanation. We continue to seek responses to our previous comments.

A. Urban Design and Consistency with the Civic Vision (NABB letter pages 1 & 2)

NABB requests that Proponent include additional view corridor impacts drawings, particularly the Boylston Street corridor, Massachusetts Avenue corridor, as well as, Belvidere Street from St. Cecilia Parish, including:

- A perspective showing both sides of Boylston Street looking east from Mass Ave down the center of Boylston St., to Arlington St. showing in particular the setback of the towers. The view should include the north and south sides of the street.
- Views from the following locations looking to the project with full height buildings (do not cut the tops of the buildings off): looking north on Dalton from in front of the Hilton, and south on Dalton from Boylston St.
- Northeast corner of Hereford and Boylston, showing the relationship of the Fire Station and the project
- Three locations (each end and middle) on north side of Newbury Street between Hereford and Mass Ave
- North side of Boylston on the approximate lot line between the fire station and the former police station (now the architectural college). Since the Massachusetts Historical Commission called out these buildings as important, this view will show why.
- The Proponent asserts that the proposed podium aligns with the front of the Hynes Auditorium, both vertically and horizontally. The BPDA should require documentation verifying this assertion.

B. Environmental Impact (NABB letter page 2)

This project will remove the St. Cecilia Park from the community. This area has many people, too many for the dearth of open space. Please show how a public pedestrian-level park could be provided using the Prudential air rights parcel and/or Parcel 15.

Wind – what can this project learn from the Berklee dorm project wind tests, the Christian Science Center wind tests? Include a qualitative explanation in the DPIR. Testing now could correlate the study with actual built conditions. Request start monitoring wind now.

- The location of any sensor point with a wind increase, should be studied further, even if it is below “Dangerous,” because we feel many dangerous locations exist now that may not be evident in the wind tunnel test results.
 - What will the wind be like on the top floor? On top of the podium, on the PrudentialCenter site?
 - Include points at the entries to the T station,
- All bus stops within 300 feet radius,
 - Each corner of each intersection north along Massachusetts Ave, south from the site to the River and from the site to Huntington Ave.
 - Each doorway and intersection east on Boylston to Dartmouth, for example 888 Boylston
 - Each corner and intersection on Hereford to the river
 - Each corner and intersection on Dalton to the Christian Science Center

Shadow/Sunlight –

- The project submitted in the Draft Project Impact Report should show no shadow on any public open space specifically:
- The Dartmouth Street Mall
 - The Commonwealth Avenue Mall
 - The Boston Public Library, including the Courtyard or interior spaces
 - The Esplanade or the Charles River
- The historic buildings in the Back Bay, homes, institutions, businesses, fire station, etc. will suffer when in shadow. Shadows should be avoided by the shape of the building. Darkening the Comm. Ave. Mall, Esplanade, the Fens and other parks is a negative impact on a historic park that should be avoided.
 - The shadow studies included in the Project Notification Form PNF give a general indication of the shadow impacts. We seek additional studies in the Draft Project Impact Report to fully explain the shadow impacts, including very detailed studies to show all shadow impacts.
- It is important to understand for how many days in a year there will be shadows at the locations studied attributable to the 1000 Boylston St. project that have or exceed specified durations, e.g. 15, 30 and 45 minutes, 1 hour, 2 hours etc,

– The information provided should accurately reflect all of the impact of shadows cast by the proposed building regardless of what they cover: the ground, the walls of historic buildings, and building roofs so individuals can make decisions about what is important. As the Mass Historic Commission letter to MEPA pointed out, the Back Bay neighborhood is a historic resource.

– The shadows from each building in the project should be identified on the plan by using contrasting colors, so that a determination can be made as to which tower is casting which shadow. We note that the height in a shadow study is not the “zoning height”. It is the actual height, including all mechanical structures. The developer should be clear that he is using the correct height in his calculations.

– The study should be replicable. The source media file should be provided.

C. Review of Alternative Reduced-Build Structures (NABB letter page 3)

If the Proponent continues to pursue two towers and the increased density on this site, we believe they are obligated to share financial information, particularly to show evidence of the increased expenses used to justify the additional height and volume of the new proposal. These costs should be compared to the costs of a reduced-build proposal that screens or otherwise masks the Prudential parcel without building a structure on it.

D. Transportation and Parking (NABB letter page 4)

Vehicular Traffic – In addition to the usual times for which modes of traffic are studied, traffic on weekends, and Red Sox game times, as well as in times of emergencies at the fire station on Boylston should be studied.

- Pedestrian flows deserve as much planning and mitigation as the vehicular and cycle traffic. A separate pedestrian analysis section should be included in the DPIR.
- Bicycle traffic and safety is notably important given the worry already raised concerning the valet parking arrangement proposed on Boylston St. For this and other questions, it would be extremely helpful to understand the mix and routes planned for each type of vehicle traveling in and around the site.
- Show the circulation of all vehicular traffic – private automobiles, taxis, delivery, fire and safety vehicles, etc.
- We request peak hour analyses (morning and afternoon, Red Sox game days, and normal days) for the Green Line
- Back Bay and other neighborhoods have for years advocated for an eastbound ramp to the Turnpike. Does the amount of air rights construction anticipated over the next several years open the door to a feasible way of doing that?
- We urge the Proponent and the BPDA to correlate the findings for this project with the City traffic overall and with anticipated additional development projects, such as Christian Science and Stuart Street, including the Back Bay Station.
- Study the additional intersections of Commonwealth and Berkeley, and Stuart and Huntington

- The current access requires entering and exiting on a bridge on a very congested street. Alternatives should be investigated.
- NABB believes that the Garage is far too large. The garage should be sized to encouraging transit use, not automobiles with Zipcar, bike parking spaces encouraged. A similar transit oriented development project uses a ratio of .4.

E. Affordable Housing Options (NABB letter page 5)

- At the earliest point in the process, the developer should be specific about how they propose to meet the affordable housing obligation of this project, so that the neighborhoods can comment on this important aspect of the project.

F. Other

- NABB requests that the CAC be notified immediately in the event the Proponent, BPDA, City of Boston, MassDOT, the Turnpike Authority or any other state or municipal agency learns that any legislation is being promoted that would change the ownership rights of Parcel 15 from a 99-year lease.
- More than many projects, this is a Public-Private Venture. Many of the assets necessary to accomplish the project are assets owned by the public, such as the air rights, the underlying zoning space, sidewalk, and Cambria Street. Please provide detailed information on any public funding required (or to be sought) making the project possible, such as the transfer of a public street to either the MassDOT or the developer.
- NABB's March 7th letter mentions the importance of the Civic Vision guidelines. The Civic Vision has been called "dated", but it is an actual plan developed through a formal Planning process and adopted by the community and the City. It is the current plan for the site, along with the underlying zoning. The guidelines articulate an important vision for the community.
- On the other hand the "high spine" has been mentioned at public meetings (for this and many other projects in the Back Bay). "High spine" is a term that may be erroneously attributed to a Kevin Lynch napkin sketch in the 1950's. The "High Spine" concept has never been developed or formally adopted. Nor should it. This is hardly a plan, and the use of this term is irrelevant today.

Thank you for the opportunity to comment.

Sincerely,

Vicki C. Smith

Vicki C. Smith, Chair

Cc: Mayor@boston.gov

elected officials in the City

Council: Michelle.Wu@boston.gov, Bill.Linehan@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,

elected officials in State

government: Byron.Rushing@mahouse.gov, Jay.Livingstone@mahouse.gov, William.Brownberger@masenate.gov

Neighborhood Association of the Back Bay

160 Commonwealth Avenue #L-8

Boston, Massachusetts 02116-2749

E-mail: info@nabbonline.com

Web: www.nabbonline.com

Tel: [617-247-3961](tel:617-247-3961)

March 7, 2017

Phil Cohen, Project Manager
Boston Planning and Development Agency
1 City Hall Square
Boston, MA 02201

Re: 1000 Boylston St. Project Notification Form

Dear Mr. Cohen:

Members of NABB have attended several meetings about this project and have reviewed key project documents. While we are sympathetic to the need to rebuild the corner of Massachusetts Avenue and Boylston Street, we have grave misgivings about the appropriateness of this new proposal for 1000 Boylston St.

We are concerned that the serious and irrevocable harm resulting from this project as currently configured may be far too high compared to the potential benefits. We hope that through the Article 80 process a solution that is compatible with the Boylston Street environment and the abutting Architectural District can be achieved. As part of this process, we would like to raise several questions on critical topics that we feel need considerable further study and explanation. This letter identifies several key questions for the developer to address. It outlines the contents of the studies and analyses whose results will contribute to the necessary understanding of the relative benefits and potential harmful consequences of this project, as well as of alternative builds that should be considered, which might be better suited to daily life and commercial, social and personal activities on Boylston Street and in the neighborhood.

A. Urban Design and Consistency with the Civic Vision^[1]

Currently the BPDA is contemplating four towers, a tower for Berkeley, two on Parcel 15 and one on Parcel 12. This idea ignores the stipulations of the Civic Vision, which was the outcome of a long (two years) and inclusive process that intended to define development opportunities (and limitations) along the length of the Boston section of the Turnpike. Among other stipulations, the Civic Vision called for one tower – not two or four – at Boylston Street and Massachusetts Avenue.

Please provide an objective table comparing the project with each point in the Civic Vision for Parcel 15 regarding urban design, at a minimum.

Moreover, a building of the size proposed at 1000 Boylston with no significant setback from the street will set the stage for future growing “canyonization” of this major thoroughfare. In contrast, the larger buildings that have been constructed on Boylston Street (500 Boylston, 888 Boylston) have been set back in the Back

Bay from the sidewalk edge to reduce the “canyonization” of the street, as well as the shadow impact on Newbury Street and the residential neighborhood. We would like to see contextual setbacks for the proposed project.

The developer has not shown that a building of this size is “necessary” to cover the Turnpike in this area. The developer implies in some statements that he is only filling the site at the request of the community, which is inaccurate. In the ENF the developer states that the proposed project is “consistent with the vision established in the Civic Vision for Turnpike Air Rights in Boston”, which in several key respects is not the case by a long shot. In any case, a financial argument does make the project acceptable, erasing all the thinking and planning embedded in the Civic Vision and the Boston zoning code for the site.

The key question related to these aspects of the current design for 1000 Boylston Street is:

- What is the justification for not respecting the conditions agreed to in the Civic Vision, and what can be done to mitigate the creeping “canyonization” of Boylston Street?

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

B. Environmental Impact

To date no wind studies have been conducted. They are an essential element of the environmental impact of this project, given the already uncomfortable wind conditions that are experienced at times along Boylston Street and major cross streets.

Shadow studies already available indicate significant impact on the Commonwealth Mall and the surrounding residences. The original project proposed for this air rights site in 2013 was about half the size of the current proposal in height and area. A code compliant building, at 120 feet high would not shadow the Mall. The current project design shows significant additional shadow on the Commonwealth Avenue Mall and the neighborhood compared with the earlier designated project.

Section 7.4.2 in the PNF states: “All shadow impacts have been minimized to the maximum extent practicable to avoid any noticeable effect on pedestrian use patterns and historic resources. Most new shadows will be concentrated to the north; therefore, proposed shadow impacts to historic properties are limited to the Back Bay National Register and Architectural Districts. Generally, the contributing buildings located directly across Boylston Street from the project site would receive approximately 3-4 hours daily of new shadows throughout the year. The majority of shadow impacts to the district would be limited to one additional hour of new shadows daily, with some buildings on Newbury Street and Massachusetts

Avenue projected to have two additional hours. The extent of the one-hour shadow impacts increases northward as the year progresses.”

We request evidence supporting these statements. Elevations showing the shadow impacts on the facades of Boylston and Newbury Streets should be included in the DPIR. **In particular 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.**

More details on the information we seek regarding the wind and shadow studies that the developer should provide are given in Annex 1 to this letter. Annex 2 presents the zoning regulations regarding wind and shadow impacts as well as parking capacity that apply at the 1000 Boylston Street site.

The basic question the shadow studies should answer is:

- Will this project comply with the shadow zoning standard at all locations?

Questions the required wind studies should answer include:

- Will the project comply with the zoning standards?
- Will the developer commit to a follow-up verification study that will be shared with the City and the neighborhood?
- Does the twisting design of the tower have an effect on pedestrian level winds? How much?

C. Review of Alternative Reduced-Build Structures

The ENF Certificate (February 10 2017) submitted by the Massachusetts Executive Office of Energy and Environmental Affairs, which determines that the project requires an EIR, states that the DEIR should provide a comparative analysis that clearly identifies differences between the environmental impacts associated with a minimum of three alternatives:

- (a) The current design, referred to in the ENF as the “Preferred Alternative,” which requires modifications to the existing zoning for the project site;
- (b) A Zoning Compliant Alternative that meets all existing zoning conditions including dimensions, design, parking, and loading requirements, and
- (c) A Reduced-Build Alternative as originally proposed in 2013.

These alternatives should be assessed and compared in terms of their respective building massings (height, length, width, placement on the site) and all environmental impacts, including the results for wind, shadow, and traffic (private vehicles, deliveries and refuse, pedestrian, buses, trains). As noted above Annex 2 to this letter provides more details on the conditions that must be met for zoning compliance.

The developer should provide evidence that its Preferred Alternative avoids, minimizes and mitigates damage to the environment (sunlight, wind, vehicular and pedestrian traffic, public transportation, City Utilities, air quality, etc.)

D. Transportation and Parking

The Civic Vision specifically prohibits parking on Boylston Street (at any level). What alternatives have been considered? The developer should study an alternative to placing the four floors of parking along Boylston Street as the Civic Vision recommends while retaining the retail or other uses on the first two floors. A night-time elevation should be prepared to assess the impact of lighting from the garage and the retail establishments on the Boylston streetscape.

The traffic counts and mode splits should include trips to the proposed 160 seat restaurant, which may impact evening peak hour traffic. The days with Red Sox Games should be studied separately.

The developer assumes that 18-26% of the new vehicle trips will utilize Storrow Drive. As the Berkeley Street entrance to Storrow is already highly congested (and the Berkeley/Beacon Street intersection frequently blocked by vehicles who enter it before there is space available in the line of traffic on the river side of the intersection) at some times of day, a study should be made of the Berkeley/Beacon and Charlesgate/Beacon access points to see if additional cars can be accommodated and whether additional traffic will exceed EPA standards.

An even greater traffic-related concern is that this project may cause a severe back up of traffic on the Turnpike. According to the data in the traffic study for the Back Bay/South End Gateway Project reported in its DPIR, 2023 traffic without the project will have led to a drastic increase in delays at the exit from the Turnpike to Stuart St, the only direct access from the Turnpike to Back Bay. In the AM peak hour, already an F, delays at the intersection increase from 84.9 seconds to 264.5 seconds, while those in the PM peak deteriorate from D to F increasing from 31.7 to 154 seconds. The AM queue length rises from 530 to 1020 feet (i.e. 1/5 mile!) and in the PM peak hour from 202 to 533 feet¹²¹. While there is language indicating that this does not act like a normal intersection because of the traffic weave, it appears the exit will fail, dumping traffic back up the barrel of the Turnpike. The Mass Turnpike Authority was concerned about this outcome, i.e. specifically this type of backup which led it to rule out a light at the exit when Copley Place was first built. If there is a dysfunctional exit then the serious question must be addressed of the route for commuter traffic

from the west to reach the Back Bay. Will it move onto Storrow Drive at the Allston exit, and if so what repercussions will this extra traffic have for this major urban thoroughfare?

The developer should also be asked to explain the impact on air quality of covering the Turnpike in this area. Will additional fans or vent stacks be required and if so, where will they be located?

In addition the developer should explain why exceeding the zoning recommendations for parking capacity is necessary.

² These data are found in Tables 4-39C and D of Volume 1, DPIR, The Back Bay/South End Gateway Project - <http://www.bostonplans.org/getattachment/81985ac5-b24c-47cc-90af-da07b744a897>

E. Affordable Housing Options

To the best of our knowledge as of this writing the response of the proponent to questions about the required affordable housing component of this project has been limited to statements that the project will comply with this obligation. This response is insufficient to enable the neighborhood to comment meaningfully. The options available to the developer range from, (i) including all affordable housing on site, to (ii) providing some, or all, affordable housing off site either within the neighborhood or elsewhere, or (iii) Paying some sum to the city for affordable housing in lieu of the developer's providing such housing directly. In practice the neighborhood would have no or very little influence over the fate or destination of these housing funds.

The developer should be specific about how the affordable housing obligation of this project will be met so that the neighborhood can comment about this important aspect of the project.

Thank you for the opportunity to comment.

Sincerely,

Vicki C. Smith

Vicki C. Smith, Chair

Cc: Mayor@boston.gov

elected officials in the City Council:

Michelle.Wu@boston.gov, Bill.Linehan@boston.gov, Josh.Zakim@boston.gov, Ayana.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

[n.gov](#), Frank.Baker@boston.gov, Timothy.McCarthy@boston.gov, Matthew.OMalley@boston.gov, Mark.Ciommo@boston.gov,

elected officials in State government:

Byron.Rushing@mahouse.gov, Jay.Livingstone@mahouse.gov, William.Brownsberger@masenate.gov

ANNEX 1 – Wind and Shadow Studies

SHADOW STUDIES: The developer has acknowledged that the majority of the shadow impact will be concentrated to the north of the building on Boylston and Newbury and in the Back Bay residential district. Current predictions are for 3-4 hours of new shadow on Boylston, 2 hours on Newbury and Massachusetts Avenue, and 1 hour in the residential district.

Shadow impacts on the Commonwealth Avenue Mall are of special concern. A more detailed analysis of shadows on the Mall should be required, including the number of days and the number of hours each day it will be shadowed. Quantify the area of shadow and the time the any part of the Commonwealth Avenue Mall is in new shadow. Several points should be studied – the eastern and western ends of the shadow area, as well as the center point. The shadows for projects not yet approved should not be included in the study, and it should be clearly explained (graphically or verbally) which tower is causing which shadow.

In addition analyses of the shadow impacts on the courtyard of the Boston Public Library (BPL) should be required.

WIND STUDIES: Experience of neighborhood residents has been that increased building heights increase pedestrian level wind speeds on the north-south streets of the residential district. The required wind impacts should be studied for all intersections from the site to the Charles River to the north, to Symphony Hall to the south, to Gloucester Street to the east and to include the Fenway Studios to the west. We request the results to be presented in lay language, so any resident can correlate the data to his/her own experience. We request a “margin of error” factor in the projected wind speeds.

ANNEX 2 – Zoning Regulations for the 1000 Boylston Site

Please provide a detailed code analysis in the DPIR comparing the proposals with the underlying zoning. Address the assumptions below.

WIND: The Huntington Avenue/Prudential zoning (Article 41.16) establishes standards for pedestrian safety and comfort in Table A: “Buildings shall be designed to avoid excessive and uncomfortable downdrafts on pedestrians. Each Proposed

Project shall be shaped, or other wind-baffling measures shall be adopted, so that the Proposed Project will not cause ground-level ambient wind speeds to exceed the standards in Table A of this section.”

SHADOW: The zoning shadow criteria in Article 41-16 state that “Each Proposed Project shall be arranged and designed in a way to assure that it does not cast shadows for more than two hours from 8:00 a.m. through 2:30 p.m., on any day from March 21 through September 21, in any calendar year, on any portion of dedicated public parkland that either (a) is not cast in shadow during such period on such days by structures existing as of the effective date of this article or (b) would not be cast in shadow during such period on such days by structures built to the as-of-right limits allowed by this article, whichever structures cast the greater shadow. In addition, shadow studies shall be conducted in connection with any Proposed Project demonstrating that shadows will be minimized to the extent practicable in public open spaces created as part of the Proposed Project.”

TRANSPORTATION AND PARKING: The garage capacity exceeds the recommendations of the Huntington Avenue/Prudential zoning, which recommends .7 parking spaces per unit. The Fenway Urban renewal plan recommends .75 parking spaces per unit.

Underlying Zoning Height and Area
Parcel 15 and the Prudential Parcel are B-8-120c (Use-FAR-Height).
St. Cecilia site is 100-7 (Height-FAR)
Please explain the rationale for requesting additional height and density.

Neighborhood Association of the Back Bay
160 Commonwealth Avenue #L-8
Boston, Massachusetts 02116-2749
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^[1] "A Civic Vision For Turnpike Air Rights in Boston,"

- [http://www.nabbonline.com/files/Turnpike Air Rights Civic Vision.pdf](http://www.nabbonline.com/files/Turnpike_Air_Rights_Civic_Vision.pdf).

^[2] These data are found in Tables 4-39C and D of Volume 1, DPIR, The Back Bay/South End Gateway Project

- <http://www.bostonplans.org/getattachment/81985ac5-b24c-47cc-90af-da07b744a897>

APPENDIX C
COMMENTS FROM THE CITIZENS ADVISORY COMMITTEE



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

March 17, 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 Scoping Determination

Dear Mr. Golden:

Introduction

The 1000 Boylston Street Impact Advisory Group ("IAG") has reviewed the Project Notification Form ("PNF") submitted 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 Impact Advisory Group met with the Proponents on February 14th, 2017 (the "February IAG Meeting") and March 7, 2017 (the "March IAG Meeting") to review the PNF. IAG members and the constituencies they represent have a variety of opinions, questions, and concerns related to the Project, but the goal of this letter is to assist the Boston Planning and Development Agency ("BPDA") in making its scoping determination detailing which Project impacts require more detailed study in the forthcoming Project Impact Report ("PIR"). This comment letter reflects the collected comments of the IAG members and the constituencies they represent. Where significant disagreements or multiple viewpoints exist among IAG members, those are noted.

Urban Design / Project Development – Chapters 1 & 2

The Project has changed considerably from that which was originally proposed and presented to the IAG when it sat as the Community Advisory Committee (CAC) for the Air Rights Parcels 12-15. There have been changes to the height, massing, uses, footprint, and even the development team. The original concept, as updated by the Proponent prior to the CAC's recommended designation (the "2012 Proposal"), was to be a joint venture of the Weiner team and the Samuels team. The parties have since divided responsibility, with Samuels taking the lead on Parcel 12 and Weiner taking the lead on Parcel 15.

Height, Size, and Massing

Compared to current proposal, the 2012 Proposal was significantly shorter (398') and smaller (465,000 gfa); included fewer parking space (240); and included both hotel and residential uses within its single tower. The current version of the Project is taller (566' and larger (689,000 gfa); includes more parking spaces (303); eliminates the hotel component in favor of residential apartments and condominiums; and adds a second tower. The gross floor area provided by the Proponent in Table 1-1 of the PNF is difficult to compare to the 2012 Proposal, because the 2012 Proposal included parking within the GFA of approximately 465,000 sf. Table 1-1 does not include any square footage for parking. Since the project shows four floors of parking at nearly the entire site footprint, we can estimate that we have roughly 160,000 square feet of parking (Four floors times 40,000 GSF). That yields a total project size of 849,000 GSF, and a project that is approximately 82% larger than the 2012 Proposal.

Table 1-1 of the PNF is similarly unclear about the height of the Project, making an apples-to-apples comparison difficult. For example, Table 1-1 lists the top of the highest occupiable floor at 566', with mechanicals reaching another 20' for a total of 586'. This height is measured from 'average grade' between Boylston / Dalton / St. Cecilia / Scotia and Cambria Streets. As the grade change is significant, the building would appear significantly taller than the average height from some abutting streets. In addition, the Proponent represented at the March IAG Meeting that there is an additional 35' screen on top of the 20' enclosed mechanical penthouse, placing the total average height at least 611'. Some IAG members expressed concern that scaling the drawing included at Figure 2.7b indicates the west tower would actually be closer to 635'. One IAG member noted that if this were the case, that would place this building among one of the 10 tallest in the City of Boston. At minimum, it appears that the Project represents at least a 47% increase over the height of the 2012 Proposal. The IAG requests additional clarification on the height of the towers and the podium.

At the February and the March IAG Meeting s, members expressed a variety of viewpoints. Some favored the size of the Project, expressing the view that allowing more height here would help preserve low-rise development elsewhere in the neighborhood and the city of Boston. Some called the size an appropriate tradeoff for needed infrastructure improvements and for knitting together the seams of the Back Bay and the Fenway. Others noted that they liked both the height and the two-tower approach. Some noted that the height on this parcel fits in with the "high spine" concept.

Some expressed a mixed view, liking the two-tower approach, but objecting to the height and related environmental impacts, including shadow and wind. The increase in size and related environmental impacts created concern for some members. Some feel that the project is simply too tall or too dense, creating too much congestion along Boylston and Dalton. These members noted that the significant increase in massing. They objected to the second tower, noting that the "high spine" concept, when originally developed, was not endorsed by all neighborhood groups and, at least by some accounts, placed the "spine" well south of Boylston Street. They criticized the East Tower for appearing to be a vertical extension of the street wall and blocking the view corridor between the Berklee's 160 Mass. Ave. building and the Christian Science Center. They asked whether the need for a second tower could be revisited, and wondered whether an analysis might

show that the East Tower may not be financially essential to completely cover the Turnpike and train tracks below. Access to the Proponent's financial model for the Project would be needed to complete that analysis.

Some members noted that the Proponent had stated in Component I of its response to MassDOT's Request for Proposals that the 2012 Proposal would comply with the Air Rights Civic Vision in part by "creating no more than one taller building." Other IAG members pointed out the Civic Vision is dated and does not have a good track record of producing successful projects since no projects have been completed based on the Civic Vision in the 17 years since it was finalized.

Architecture

The design of the revised Project includes the new East Tower (consisting of rental residences) and the West Tower (a new design consisting of condominiums), both set atop a 6-7 story podium that faces Boylston Street and Dalton Streets. The podium defines the street wall, with the towers set back at varying distances from the podium. The Project will include retail space on the first two levels, parking on the next four, and residential amenities on the seventh.

Some members expressed enthusiasm for the design. Others liked the overall approach, but found it overdesigned – meaning that there was too much variation between the architectural languages of the towers, the base of the building and the podium. Some recommended changes that would make it feel more as though the entire project was designed by a single hand and speaks a single language – with more restraint and commonality between the base and the towers. There was a recommendation for a simplified skin and a reconsideration of the twisting feature of the West Tower, which might lessen the feeling that it looms over the street. The twisting feature also diminishes the tower's setback from Boylston Street, since the corner of the tower moves closer to the property line as the building gets taller, as Figure 2.8b shows. There was a recommendation to modify the base, which emphasizes the horizontal, as opposed to a more vertical rhythm that reflects the series-of-bays articulation seen throughout the Back Bay.

Some IAG members expressed concern about the four levels of visible parking that will rise above the two retail levels. While the parking cannot be placed underground for obvious reasons, some members requested that the Proponent consider design alternatives that would reduce the amount of space required for parking and/or wrap the Boylston-facing parking in another use. If these options are not feasible, members recommended consideration of treatments that make the garage levels more visually interesting. One member suggested using the skin of the parking levels as a canvas for public art or artistic lighting.

One member expressed concern about how the Project will relate to the 29-story Berklee Crossroads project to be located nearby as well as the other adjacent buildings. This member expressed a request for an enhancement of the urban design discussion to address the relationship of the Project to this building and the other buildings in the immediate vicinity.

Another member expressed concern regarding the representation that the podium level of the Project is aligned (vertical and horizontal) with the Hynes Auditorium. This member requested visual renderings showing that alignment.

Pedestrian Realm

The Project proposes to improve the pedestrian realm with new sidewalks, street lighting, and other improvements along Boylston, Dalton, St. Cecilia and Scotia streets. The layout of these improvements differs from the 2012 Proposal in that Project now wraps around to Dalton Street, adding a residential entrance for the second tower on Boylston Street and a garage entrance/exit on Dalton Street. IAG members recognized the valuable improvements to the pedestrian realm that the Project intends to implement.

The 2012 Proposal touted the project's 40-foot setback from the street edge to the tower component as a benefit for the pedestrian experience. Some members of the IAG expressed a view that setbacks, wide sidewalks, and plaza spaces are important to accommodating the heavy foot traffic in the area. Some members of the IAG would like to better understand the setback that is proposed for the new iteration of the Project and its towers. The original proposal included a setback for 40' from the street edge to the tower component. IAG members would like to know is the depth of the setback from building edge and street edge for each of the towers that are currently proposed, and how that setback changes as one follows the stories of the twisting tower. One member noted that, even though the setback dimensions were unknown, the renderings suggest that the East Tower is set back only slightly from the podium's Dalton Street frontage and would likely be perceived as essentially one wall. Furthermore, while the East Tower is set back from the podium's Boylston Street frontage in varying distances (owing to the shape of the tower), the Proponent's renderings appear to show a minimal setback for the northern-most edge of the tower, at least when viewed from the west. Some IAG members noted that while the twisting form is dynamic, it appears to have the effect of reducing the setback from Boylston Street. These members asked whether additional design options could be explored that would maximize the setback from Boylston Street.

Other IAG members have focused on the experience of pedestrians on the Boylston Street sidewalk in front of the Project. They have recommended installing street furniture, including benches, so as to give elderly and mobility-challenged residents a place to rest. Others asked whether the proponent would consider an atrium that would be accessible to the public, providing a sheltered form of respite and a break from the glass wall. Others asked whether street trees would be installed, and whether their installation would leave sufficient space for an ample sidewalk. Comments on street-level wind appear in the discussion of Environmental impacts, below; generally, IAG members expressed concern about creating more wind at street level.

One IAG member notes that St. Cecilia Park will be removed from the public realm in conjunction with the development of the Project. Noting the high and increasing population density in this area, this IAG member requests analysis of whether the Proponent could incorporate a park into the development.

Residential Use

The use of the Project is now entirely residential, apart from retail and parking in the podium levels.

The IAG generally supports the change in use from hotel to residential. The neighborhoods adjacent to the Project suffer from an inadequate supply of housing, and home ownership opportunities are rare. Many IAG members have asked for details about how the Proponent intends to comply with the City's Inclusionary Development Policy ("IDP"). The Proponent has stated that it is too early to make such a determination. IAG members hold a range of strong viewpoints on the provision of affordable housing. Some members advocate for creating such housing on-site, with the benefits for community diversity and affordability preservation that will bring to the neighborhoods. Others advocate for off-site creation, where lower land values could increase the amount of housing created and the number of individuals impacted per dollar spent. Still others advocate for off-site creation within the neighborhood, a compromise for which there is no clear pathway under the IDP. The IAG will remain keenly interested in this issue as the design development progresses, and expects that the Proponent will engage with the IAG on the issue.

Some members expressed a preference for a green space or pocket park in the location of the "Prudential Parcel"; others did not see this as an appropriate location for a park, reinforcing the notion that greater definition of Boylston Street should be the goal of an enhanced public space.

Views

The PNF presented views of the Project from certain vantage points. Additional views were generated and shared with the IAG at the March IAG Meeting. IAG members would like to see renderings from these additional viewpoints to get a better sense of how pedestrians will experience the Project:

Looking towards Project from the following locations:

- Back Bay Fens – War Memorial
- Back Bay Fens – Rose Garden
- Back Bay Fens – Victory Gardens
- Boylston Street at Park Drive
- Newbury Street from Sonsie
- Christian Science Plaza
- Prudential Center Plaza (greenspace)
- Northeast corner of Hereford and Boylston
- Boylston Street at Massachusetts Avenue (north sidewalk)
- Boylston Street at halfway point down block (north sidewalk)
- Boylston Street at Hereford (north sidewalk)
- Boylston Street at approximate lot line between fire station and former police station (now the architectural college)

View Corridors:

- Boylston St at Fire Station looking down Dalton Street
- Dalton St at Hilton looking north down Dalton Street
- Belvidere Street from St. Cecilia Parish
- Boylston St corridor (from north and south sides of Boylston looking east towards downtown)
- Massachusetts Avenue corridor

Zoning Relief

The Proponent has said it will seek zoning relief in the form of a Planned Development Area (“PDA”) Special Purpose Overlay District designation. The Project site spans two zoning districts and the City will have to amend one of them (the Huntington Avenue/Prudential Center (“HAPC”) District) to permit a PDA at the Project site. At the March IAG Meeting, the Proponent stated an intent to seek an amendment of the boundary of the HAPC District to encompass the entire Project site. The Proponent has also indicated that the Project will likely exceed the maximum permitted floor area ratio and height in both districts, and may not meet some of the design requirements in the HAPC District.

The neighborhoods adjacent to the Project have experience with projects that rewrite underlying zoning through the PDA process in order to permit the projects to proceed as proposed – experience that leaves some IAG members wary of this process. When not executed in the appropriate order, text and map amendments can legally authorize a proposed project (through the PDA approval process) prior to the project’s impacts being analyzed and mitigated through the Article 80 process. Some IAG members have requested a clear timeline for all zoning and planning approvals. IAG members also requested clarification of precisely which requirements of underlying applicable zoning the Project would fail to meet (and to the degree to which the Project would exceed any numerical requirements.)

Project Agreements

The Proponent has stated that a modification to the 2014 Development Agreement with MassDOT will be required for the Project to proceed. Some IAG members expressed concern that the addition of the Prudential component has been too costly in terms of the height and massing it has added to the 2012 Proposal. IAG members asked whether some of the value generated from this additional development will return to MassDOT through the amended Development Agreement. Other IAG members asked what value the City of Boston will realize from the sale of the Cambria Street air rights. The Proponent stated that no legislation is pending to change the conveyance of the parcel from a 99-year lease to fee simple ownership; the IAG wants to be apprised of any change in the form of conveyance.

Sustainability – Chapter 3

The Proponent has prepared an analysis of anticipated sustainability design components and says the Project will be able to achieve LEED certification.

Some IAG members expressed the view that LEED certification is a very low bar and fairly easy to obtain. Others recommended that the Proponent look to create a highly sustainable project, act with more ambition on energy efficiency and sustainability, and aim to achieve better than 12% above energy code. Some encouraged the Proponent to identify what items on the LEED sustainability checklist the Proponent had not checked as feasible and identify how they might achieve them. Others encouraged the Proponent to design to achieve Gold certification and to complete the certification and commissioning process.

Some members recommended the Proponent incorporate bird-safe building design components, which are the subject of a LEED pilot credit. The Project's location near the Back Bay Fens, an important stopover for migratory birds, and its primarily glass cladding, which by reflecting the sky can cause birds to fly into the building in low light, both suggest the importance of exploring this option carefully.

Other IAG members raised concerns about the potentially premature dismissal of nearly all clean and renewable energy options explored. In particular, IAG members asked questions about combined heat and power. Has the Proponent investigated what would be required to connect the Project to a portion of the grid that can support the sale of electricity back to the grid?

One IAG member requested that the Proponent commit to further analysis of the viability of air source heat pumps and solar rather than natural gas to heat and cool the buildings.

Transportation and Parking – Chapters 2 (Design) & 4 (Impact)

The Project is expected to generate a significant number of new trips per day in an area where the roadway network is already heavily congested and where public transportation is often at capacity during peak commuting hours. The Project is larger than and will generate more trips than the 2012 Proposal would have. The Project is now proposed to have entrances and exits on Dalton Street, where previously no such access was proposed because the project did not have frontage on Dalton Street. The Proponent must take care to minimize impacts through thoughtful design and programming.

Automobile Garage Parking

The Proponent proposes to build 303 parking spaces, up from the 240 in the 2012 Proposal. These spaces, located on levels 3-6, would serve only the building's residents, according to the Proponents representations at the March IAG Meeting.

Some IAG members questioned whether the Project really requires 303 spaces occupying four levels. Some felt that the provision of more parking spaces would just encourage more automobile traffic. Others encouraged the BPDA to require the Proponent to develop strategies to encourage bicycle and transit use

instead of automobile use. The IAG members appreciate the fact that the design of the garage floors would allow their conversion to other uses in the future. However, many members requested that the Proponent re-evaluate whether such a significant amount of parking is truly required – particularly when the Proponent's own analysis shows that only than 1/3 of expected Project-related trips are expected to occur in a personal automobile. The Proponent can amend underlying parking requirements through its already-planned request for a PDA designation. The HAPC district requires a minimum of .7 parking spaces per residential unit, for a total of 240 spaces based on the Project program. The Fenway Urban renewal plan recommends 0.75 spaces per dwelling unit and one parking space per 400 square feet of retail, for a total of 345 spaces based on the Project Program. As was discussed at the March IAG meeting, many feel that these parking requirements are already outdated.

Bicycle Parking and Access

The Proponent plans to provide bicycle parking equivalent to the number of anticipated residents. The Proponent has also stated that it will provide shared bicycles for the Project's residents. Bike racks will be available in front of the building on Boylston Street for public use.

Some members of the IAG strongly applauded the anticipated number of bike parking spaces. Members requested clarification on where the bicycle parking spaces would be located and how cyclists would access them. Using steep garage-style ramps to reach parking levels may not be safe and certainly would discourage some users. Bicycle infrastructure should be easily and safely accessed, so that both experienced and less-confident riders will feel comfortable choosing this mode of transportation.

In response to the proposed resident-only bikeshare program, some members of the IAG recommend that the Project sponsor a Hubway station as part of its reconstruction of the site's sidewalks. This would make the bikeshare benefit available to all, including those who might want to visit restaurants or retail at the Project site. One IAG member requested that the Proponent consider a design for a Hubway station that is usable year-round.

Boylston Street Changes: On-Street Parking and Valet

The Proponent proposes removing all existing metered parking in front of the Project along Boylston Street, replacing these spaces with valet parking spots and two drop-off areas near the residential entrances. The Proponent proposes installing a bike line adjacent to these functions. Some members of the IAG questioned whether the Project needs so many valet spots and suggested a single drop off area located between the two residential entrances could suffice. Some members expressed concern that the valet/drop-off uses, given their rapid turnover, would reduce safety along Boylston Street. The intersection of Boylston Street and Dalton Street already poses multiple problems for cyclist. Cars waiting to turn right on Dalton are often unaware of cyclists attempting to travel straight through the intersection heading east on Boylston. Equipment entering and exiting the fire station create additional complications. In the Proponent's January 12, 2012 written response to CAC questions, the Proponents suggested that if it were able to acquire rights in the Prudential parcel, it "could more effectively address potential improvements to [the Boylston/Dalton

intersection.]” Some members of the IAG believe the PIR provides a good forum for creative proposals for improving the operation of this intersection.

Dalton Street Changes: Garage Entrance and Exit

The Proponent proposes to have vehicles enter and exit the garage from Dalton Street. Vehicles will enter from both the northbound and southbound lanes of Dalton Street. Vehicles will exit and be permitted to turn both left (north) and right (south) onto Dalton Street.

Some IAG members appreciated that the garage entrance would now be on Dalton Street, instead of on side streets. Other members expressed concern that Dalton Street is already congested, particularly at peak hours. Some members expressed concern that vehicles queuing to enter and trying to make left turns while exiting the garage will create further congestion. Some urged the Proponent consider making the garage exit right-turn-only, thereby allowing southbound traffic on Dalton Street to proceed unimpaired. The Proponent could also consider making the entrance a right-in only, thereby preventing a backup of northbound drivers waiting to turn left against traffic into the garage. Extending the existing median further down along Dalton would accomplish this.

Cambria Street Changes: Loading Access

Some members expressed appreciation for relocating the loading from Scotia Street (in the 2012 Proposal) to Cambria Street (in the current Project), and the resulting reduction of impact on St. Cecilia’s church. Some members of the IAG wanted more detail on how the loading would operate on Cambria Street. For example, would restaurant deliveries or trash removal occur there?

Public Transportation

The Project is located close to the Hynes Convention Center T stop as well as stops for multiple bus routes. Since approximately 25% of projected trips (approximately 1,000 of those trips) are expected to occur on transit, some members of the IAG recommend the Proponent consider ways to mitigate the impact of those additional trips on the already stressed public transportation network.

One member suggested creation of a new stop for the 55 bus heading inbound in front of the Project Site. The current bus stop closest to the project sits on a less-than-fully-accessible traffic island, and appears to be included within Berklee’s redevelopment plans for Parcel 14. The bus stop could be moved to the block in front of the Project. Bus traffic might create less hazard for bicycle travel than valet parking and drop-off.

One IAG member requested that the impact of the Project on peak hour public transportation capacities be provided.

Traffic Impact Analysis

The Proponent will conduct a traffic impact analysis in the PIR. The proposed Study Area intersections are shown on Figure 4.3.

IAG recommendations for additional specific intersections to be analyzed include: Stuart Street at Huntington Avenue; Commonwealth Avenue at Berkley St; all Charlesgate (East and West) intersections.

IAG members expressed an overall preference that planning and mitigation for pedestrian and cyclist flow and safety be given as much attention as that given to vehicle traffic. Given the high percentage of project trips expected to occur by walking, some IAG members also recommend that a baseline pedestrian count be conducted along with the baseline vehicle counts and that a pedestrian impact analysis be conducted along with a vehicle impact analysis

IAG members also expressed concern about the significant number of special events that occur in the vicinity of the Project that impact traffic flow during off-peak but high-volume hours. IAG members recommended that baseline vehicle and pedestrian counts be conducted during these special events, and that the traffic impact study include an analysis of how the Project would impact conditions during these special events.

The special events identified by IAG members include: the hours before and after a Red Sox home game, event-day traffic when major conventions are taking place at the Hynes Convention Center, event-day traffic when major events are taking place at Berklee, and emergencies at the Fire Station. The Traffic Impact Analysis should project the impact during these peak events as well as normal days.

Environmental Protection – Chapter 5

The PNF discusses environmental impacts in the areas of wind, shadow, daylight, solar glare, air quality, water quality, flood hazard, noise, solid/hazardous waste, groundwater/geotechnical, construction, and rodent control. Some analyses are complete, while others are to be studied further in the PIR.

Wind

The Proponent will prepare a quantitative wind tunnel analysis for the PIR.

Figure 5.1 of the PNF shows preliminary wind sensor locations. As discussed at the February IAG Meeting, the area of wind impact analysis will be expanded. The Proponent represented that an area from 888 Boylston Street to Hemenway Street would be studied. IAG members also specifically request that the wind impacts on side streets be analyzed and that the wind study area be expanded generally. IAG members requested that the following locations be analyzed:

- Highest outdoor space on each tower in the Project;
- Podium level outdoor spaces;
- Eataly proposed outdoor eating space at Prudential;

- MBTA station entrances and bus stops within 300 feet radius of Project;
- Each corner of all Massachusetts Avenue intersections between Huntington Avenue and Charles River;
- Each corner of all Boylston Street intersections between Massachusetts Avenue and Dartmouth Street;
- Each corner of all Hereford Street intersections between Boylston Street and Charles River;
- Each corner of all intersections on Dartmouth Street between Boylston Street and the Christian Science Center.

Some members noted that the sidewalks in and around the project site carry significant pedestrian traffic. Some IAG members expressed concern that the height proposed will create significant adverse wind impacts at the ground level. They note that new development projects in the West Fens that are shorter than the proposed Project have created unpleasant sidewalk conditions for all pedestrians, but especially those who are elderly or mobility-challenged.

Some expressed concern that the west-facing façade has no setbacks, and that the lack of setback would create adverse wind impacts. There was a suggestion that if a setback were created, it might minimize the wind impact on St. Cecilia Street. One IAG member asked whether changing the shape and orientation of the towers might affect wind flow and wind velocity. Another member expressed an ongoing concern that the BPDA continues to accept wind studies using a methodology that has never been validated for these purposes.

At the February IAG Meeting, the Proponent described a plan to conduct the wind analysis to reflect a build condition that includes the development of Parcels 12 and 13. Because this is the first air rights parcel to move forward, and because air rights development in Boston has proceeded slowly, IAG members requested that the Proponent conduct an analysis that does not include the buildout of these parcels. This analysis would reflect the interim condition that pedestrians would actually experience for what could be a number of years. At the March Meeting, the Proponent and the IAG discussed preparing a three-level analysis for the wind study: no-build, the interim build-condition, and the build-condition with all permitted and proposed development.

Some members of the IAG expressed an intent to pursue modifications of the design if the wind studies show significant adverse wind impacts at street level.

Shadow

The Proponent has prepared a shadow analysis to meet both the general requirements of both BPDA Development Review under Article 80 and specific HAPC District shadow criteria. The analysis shows net new shadow created by the Project and compares the impacts of the Project and the 2012 Proposal. The additional 150-plus feet of height would extend shadows to areas not affected by the 2012 Proposal. Wider swaths of the Commonwealth Mall will now experience shadow from the Project, as will the Prudential Center

Plaza and the Esplanade. The Proponent has represented that the shadow analysis is complete. At the March IAG meeting, a question was asked as to whether the shadow analysis used “zoning height” or the actual height of all buildings including mechanicals. The Proponent confirmed that the actual building heights were used. One IAG member requested that this be documented in writing in an expanded shadow analysis.

Some IAG members requested that the shadow analysis be expanded to cover additional dates and times. An IAG member requested a December 21 overlap study be generated and the Proponent indicated that data were available to do so. Another IAG member requested that shadow studies be generated covering the November through January time periods. Another IAG member requested that the hours 6 pm and sunset (which varies by season) be analyzed.

Members of the IAG expressed concerns regarding the impact of the shadows on the historic Commonwealth Mall and how those shadows may impact the park experience. Others requested analysis of the impact on other public open spaces including the Dartmouth Street Mall, the Boston Public Library (including the Courtyard and interior spaces), the Esplanade and the Charles River.

One member requested that the overlapping shadow analysis included in the ENF be expanded to include the hours of dawn to dusk and to include the month of December (as well as March, June, and September).

One member recommended that an expanded shadow analysis should accurately reflect all of the impact of shadows cast by the proposed building regardless of what it hits: the ground, the walls of historic buildings, and building roofs so individuals can make decisions about what is important. This member also requested that the visualizations illustrate the existing shadows and the incremental shadow cast by the proposed structure (in outline form) at each of the times studied.

Daylight

The Proponent prepared an analysis of the percentage of skydome obstructed by the Project. Skydome obstruction will increase substantially from viewpoints along Boylston Street (from 0% to 77%), St. Cecilia Street (from 0% to 96.1%), and Dalton Street (from 30.5% to 59.2%). The Proponent has represented that the shadow analysis is complete.

Solar Glare

The Proponent will prepare a solar glare analysis to identify potential visual impairment or discomfort as the Project is viewed from key roadways, public open spaces, and pedestrian areas. The IAG recommends that the scope require analysis of solar glare from these specific areas:

- Key Roadways: Massachusetts Avenue approaching the Project from both east and west; Boylston Street from both east and west
- Public Open Spaces: Back Bay Fens, Fenway Park, Commonwealth Avenue Mall; Christian Science Plaza
- Pedestrian Areas: Boylston Street sidewalks; Massachusetts Avenue sidewalks

Air Quality

The Proponent included a microscale analysis of air quality impacts in the PNF. The Proponent found that Project will not cause or contribute to violations of the NAAQS. The Proponent has represented that the air quality impact analysis is complete.

One topic of discussion at CAC meetings about air rights development has been the “tunnel effect” and the need to ensure that emissions from automobiles travelling through the Turnpike tunnel do not escape in significant concentrations at the tunnel entrances. The Project will deck over additional portions of the tunnel, potentially enhancing any existing “tunnel effect” and creating new focal points for emissions. IAG members have requested an explanation of what the Proponent and/or MassDOT will do to address this issue. Others asked whether extra ventilation will be created. If so, where will that ventilation system be located? Where will the captured air be ventilated to? Who will be responsible for funding, building, operating and maintaining the ventilation? Who will be responsible for monitoring the quality of the air ventilated?

Water Quality

The Proponent has represented that the Project will collect and treat stormwater to comply with MassDEP standards and will recharge clean runoff to replenish groundwater. One IAG member asked whether the Project was being constructed over a water main and, if so, how that the conflict with existing infrastructure would be addressed.

Noise

The Proponent analyzed existing and future noise conditions near the Project site. The Proponent found that noise already exceeds City of Boston Residential District Noise Criteria in each measured location during both daytime (64-66 dB(A) vs. standard of 60) and nighttime (56-62dB(A) vs. standard of 50). The Proponent has represented that the Project will not create any appreciable increase in noise levels.

Solid and Hazardous Waste

The Proponent notes in the PNF that it has completed environmental due diligence for the Scotia parcel, but not for the air rights parcel, due to a lack of access.

Some members of the IAG requested clarification on when such diligence will be conducted and how the Project will proceed if conditions required reporting to MassDEP or remediation are encountered on the air rights parcels.

Impact Advisory Group
1000 Boylston Street
March 17, 2017

Groundwater/Geotechnical

The Proponent has described the subsurface soil and groundwater conditions and planned construction methods for the Project. The Proponent notes that there is a layer of organic soils approximately 4 – 10 feet thick at the Project site.

Given the Project's location in former filled tidelands and the depth of organic soils at the site, some IAG members recommended that the Proponent develop a plan to address potential odors resulting from release of hydrogen sulfide. At nearby construction sites where soils included fibrous peat mixed with organic soils, excavation activities that disturbed this mix produced a hydrogen sulfide odor, commonly noted as a rotten-egg smell experienced in swamps or at low tide. Hydrogen sulfide has a very low odor threshold, with its smell being easily perceptible at low concentrations. At construction sites without advance planning, the smell lingered for weeks before it could be controlled. The PIR scope should call for the Proponent to outline an odor control plan.

Construction

The Proponent has described expected construction period impacts and intends to develop a detailed construction management plan ("CMP") for approval by the Boston Transportation Department and MassDOT prior to construction.

The Proponent has stated that it will "temporarily" divert pedestrian foot traffic on Scotia Street and Dalton Street. The Proponent has not stated whether foot traffic along Boylston will also be diverted, but has noted that staging will occur from Boylston. Noting the high daily volume of foot traffic that travels Boylston in front of the site every day, the IAG recommends making every effort to interfere with this flow as little as possible. The IAG also notes that during Red Sox home games, the volume of pedestrian traffic along this stretch is even higher.

Other IAG members recommended active and regular communication with the community during construction through the establishment and upkeep of a website.

Chapter 7 – Historic Resources

Members of the IAG expressed concerned about the impact of shadows that may be cast by the Project on the Commonwealth Avenue Mall and other historic open spaces.

Sincerely,

Members of the Impact Advisory Group

Impact Advisory Group
1000 Boylston Street
March 17, 2017

March 17, 2017

Philip Cohen
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

By Email

Re: Comments relating to 1000 Boylston Street Scoping Determination

Dear Mr. Cohen:

I am a member of and co-chair of the 1000 Boylston Street IAG, and I fully support the IAG comment letter that you received yesterday. In the instant letter, and speaking as an individual, not on behalf of the IAG, I would like to supplement and/or stress the importance of certain of the IAG comments.

Wind

The IAG, (in the 4th or 5th paragraph [depending how you count] under “Wind”) states that, “Another member expressed an ongoing concern that the BPDA continues to accept wind studies using a methodology that has never been validated for these purposes.” The potential wind impact of this project, particularly with Parcels 12 and 13 coming along, and even more particularly with the Parcel 12 developer intending to build a two-story row of retail establishments adjacent to the east side of the Massachusetts Avenue bridge. It would be a shame if the project were built based on “acceptable” wind studies only to find out that, once built, actual wind was higher in all the wrong places. When I ask developers or architects if their wind consultant has ever validated the accuracy of the predictions, the typical response is a casual “I assume so” or “I think so” or, “let me find out.” But with those whom I have pursued for an answer, the answer is always no. We don’t even know what the error bars are on the predictions. If for a given measurement point the result is +/- 5%, then in most cases the result is useful to characterize only the most extreme categories of the BPDA’s wind scale:

| |
|---------------------------------------------|
| Dangerous > 27 mph |
| Uncomfortable for Walking > 19 and ≤ 27 mph |
| Comfortable for Walking > 15 and ≤ 19 mph |
| Comfortable for Standing > 12 and ≤ 15 mph |
| Comfortable for Sitting < 12 mph |

There must be some way to improve the confidence level so that these studies are worthwhile.

The East Tower

The new IAG comment letter notes (bottom of page 2) that some IAG members “asked whether the need for a second tower could be revisited, and wondered whether an analysis might show

that the East Tower may not be financially essential to completely cover the Turnpike and train tracks below. Access to the Proponent's financial model for the Project would be needed to complete that analysis." When the Weiner team was asked why the project had grown so dramatically, the answer was (a) area construction costs have risen dramatically and (b) the cost of the decking (including associated upgrades) necessary to incorporate the Prudential Parcel into the project far exceeded the cost of decking Parcel 15 alone. Mr. Weiner also suggested to the effect that since projects downtown are being allowed extra height, this project may warrant extra height as well. Weiner Ventures has declined thus far to disclose financial information to support these assertions, which is why some IAG members have asked for it again.

There are practical observations that support the feasibility of eliminating the East Tower:

- The East Tower provides almost all the new square footage in the project.
- The West Tower has approximately the same GSF as did the originally proposed tower, yet it is over 160 feet taller.
- Adding 160' to the West Tower height, without adding GSF, and redesigning the West Tower to include a novel twist, *has* to be more expensive than the 2012 version. We submit that the costs of that extra height should be factored into the equation.
- We have not received a detailed explanation of the cause of the increased construction costs due to the addition of the Prudential Parcel, but we expect that a lighter build to support a less intensive use will not involve quite as much complexity as the current proposal.
- We have not seen the assumptions and data the proponent relied on to estimate rising costs of construction.

And what about filling the Hole? We should explore other options.

- The easiest and probably least expensive would be to build a wall perhaps two stories high, all the way around the Hole. The wall could be sound-damping, as you see on highways that back up to a residential area. The wall could be made attractive if designed and executed artistically. Walking past the hole would no longer be miserable for pedestrians.
- Several people have suggested decking it over to support a small park. One would expect that decking to support a park would be less expensive and less complicated than doing it to support a 24-story building. And using the new techniques such as those being employed in the Hudson Yards to build airborne parks could also reduce cost. The park could be an amenity for the immediate neighborhood, including the thousands of students new residents, and it would not be unreasonable to ask the institutions and developers creating this demand to bear some of the cost.

All of this is to say that requiring the proponent to disclose relevant financial data is reasonable, and studying the option under the low- or no-build scenarios is warranted. Several IAG members have worked under confidentiality agreements throughout their professional lives, and there is no reason why the proponent would be harmed by this proposal.

View Corridors

The IAG has requested a view of the Project from the North side of Boylston on the approximate lot line between the fire station and the former police station (now the architectural college). This is important because the two stations are historically important and will contribute to our collective understanding of the effect of the Project on these buildings.

“Boncore Amendment”

It has been exceedingly difficult for residents and even representatives to get clear answers as to the reasons and effects of possibly changing the conveyance from a 99-year lease to fee simple. We want as much warning as possible should this proposal be reintroduced. Thus I request that NABB the CAC/IAG be notified immediately in the event the Proponent, BPDA, City of Boston, MassDOT, the Turnpike Authority or any other state or municipal agency learns that any legislation is being promoted that would change the ownership rights of Parcel 15 from a 99-year lease.

Government Assistance

The Proponent states that it is not seeking a government subsidy for the Project, for which we are grateful. I suggest the BPDA require disclosure of any other government assistance, including but not limited to tax breaks, air rights over Cambria Street, or extension of subterranean or surface rights to the Proponent to increase the aggregate parcel size to one acre. If so, the value of such assistance should be disclosed.

I hope that the BPDA will honor my requests. I would welcome the opportunity to discuss any of this with BPDA personnel before coping determinations are made.

With kind regards,



Fritz Casselman

APPENDIX D
EXAMPLES OF PUBLIC NOTICE

SAMPLE

PUBLIC NOTICE

The Boston Redevelopment Authority b/d/a Boston Planning & Development Agency (BPDA), acting pursuant to Article 80 of the Boston Zoning Code, hereby gives notice that a Draft Project Impact Report (DPIR) for Large Project Review has been received from

(Name of Applicant)

for _____
(Brief Description of Project)

proposed at _____
(Location of Project)

The DPIR may be reviewed or obtained at the Office of the Secretary of the BPDA Boston City Hall, Room 910, between 9:00 A.M. and 5:00 P.M., Monday through Friday, except legal holidays. Public comments on the DPIR, including the comments of public agencies, should be transmitted to Phil Cohen, Project Manager, Boston Planning & Development Agency, Boston City Hall, Boston, MA 02201, within seventy five (75) days of this notice or by _____. Approvals are requested of the BPDA pursuant to Article 80 for

_____.

The BPDA in the Preliminary Adequacy Determination regarding the DPIR may waive further review requirements pursuant to Section 80B-5.4(c)(iv), if after reviewing public comments, the BPDA finds that the _____ adequately describes the Proposed Project's impacts.

**BOSTON REDEVELOPMENT AUTHORITY D/B/A
BOSTON PLANNING & DEVELOPMENT AGENCY**
Teresa Polhemus, Executive Director/Secretary