

**1000 Boylston Street Project**  
**CAC Working Meeting**  
**Wednesday, October 11, 2017, 6:00 p.m.**  
**Location: Hynes Convention Center, 103**

**CAC Attendees:**

Kathleen Brill, Fenway Civic Association (FCA)  
Fritz Casselman, Neighborhood Association of the Back Bay (NABB)  
David Gamble, Boston Society of Architects (BSA)  
Valerie Hunt, Fenway Neighborhood Resident  
Barbara Simons, Berklee TF, Symphony United Neighbors  
Meg Mainzer-Cohen, Back Bay Association  
Teri Malo, Fenway Studios  
Steve Wolf, Fenway CDC  
Gil Stricklor, St Cecilia's Parish  
Brandon Beatty

**Ex-Officio Attendees:**

**City of Boston Attendees:**

Michael Rooney, BPDA  
Victoria Phillips, BPDA  
Jonathan Greely, BPDA

**Project Team Members:**

Adam Weiner, Weiner Ventures  
Marilyn Sticklor, Goulston & Storrs

**Members of the Public:**

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

Meeting Summary

On Wednesday, October 11, 2017, the meeting of the 1000 Boylston Street Project Citizens Advisory Committee (CAC) commenced at approximately 6:15pm, with an introduction by Michael Rooney, BPDA Project Manager, at the Hynes Convention Center at 900 Boylston Street.

Michael noted that the meeting would function primarily as a project update for Weiner Ventures' Draft Project Impact Report (DPIR) for the 1000 Boylston Street Project, which was filed with the BPDA on September 22, 2017. The filing of the DPIR initiated a 45-day comment period, which ends on November 6th. The DPIR is available on the BPDA 1000 Boylston St Project web page (linked above). Michael added after the project update that a zoning update would also be presented.

Next, Adam Weiner, Weiner Ventures, provided an introduction to the project update presentation highlighting the project is now a better project from the CAC and community-at-large input. There are still guiding principles which are part of the project including the need to fill/ cover over the

22,000 square foot hole, create an amazing streetscape for the pedestrians and people using the building, and use principles guidelines of design as well as people's input which is equally as valid to address density and general height. Adam ended stating the goal was to be very responsive to the community feedback.

Following, David Manfredi, Elkus Manfredi Architects, began the project update presentation highlighting the modifications made to the project from the PNIF filed in January 2017 to the current DPIR filed in September 22, 2017. These modifications include, the podium being reduced by two floors of parking with the two remaining parking floors having a higher floor to floor height to allow for the later conversion of the space to commercial or office if parking needs decrease in the future; the removal of the second tower which was residential units; and, the overall height has been reduced by 80 square feet, 52 units. A CAC member then asked the height of the removed second tower. A development team member responded 284'. David followed-up stating the original civic vision did not include two towers. David concluded the project update presentation highlighting other modifications to the project which included, an increase in overall retail space by 10,500 square feet; the relocated access to parking to Scotia Street to prevent the addition of any new curb cuts to the streets; and the importance of these parcels to restoring the urban fabric of the street.

Then, Marilyn Sticklor, Goulston & Storrs, began the zoning update presentation. Currently, the site is located in two zoning districts. This means there is no real as-of-right zoning for the project and therefore the site will be rezoned into the Huntington Avenue Prudential Center (HAPC) zoning district. Simultaneously, the Planned Development Area (PDA) V will be created. This will be an area in which PDAs are permitted. This action does not approve the 1000 Boylston Street project; however, this action enables the project to undergo the process to create a PDA. The second step is to create the actual PDA and approve the development plan which will occur after completion of all the large project review for this project. Marilyn stated for each step there are a number of actions and meetings which have to occur and that they will occur twice, once for the site rezoning into the HAPC zoning district and again for the approval of the development plan. Marilyn then proceeded to outline these actions as outlined in the zoning update presentation.

Michael Rooney, BPDA Project Manager, then elaborated on the zoning process stating the BPDA looks to do PDAs for all air-right projects. Mike also clarified that the initial step to rezone the entire site into the HAPC zoning district is only a zoning change for the site to make the site PDA eligible, it is not a PDA filing and not an approval of the project in any way. The timeline for the zoning change is to go in front of the BPDA Board to request that the zoning change be brought to the Zoning Commission. It is the Zoning Commission that is the approval body for the zoning change through a public hearing where folks are welcome to speak in front of Zoning Commission.

### **CAC Discussion**

- A CAC member asked, at what step does the site become incorporated do into the zoning.
  - Michael Rooney, BPDA Project Manager, responded once it goes to the Zoning Commission, if they approve the zoning change, then the site would be within the HAPC zoning district. The site is currently partially in the HAPC, the zoning change would extend the HAPC zoning to include all of the site.
- A CAC member asked when does having the HAPC zoning district expanded to include the entire site take place, does that take place before the BPDA Board tomorrow.
  - Michael Rooney, BPDA Project Manager, responded there is no approval for tomorrow, the Zoning Commission hearing on November 8th is when it will happen.

- A CAC member asked, I am not familiar with the zoning of the HAPC and the site's current zoning but would HAPC zoning then become applicable to the site once the zoning is approved?
  - Michael Rooney, BPDA Project Manager, responded yes the HAPC zoning will then be applicable to the entire site.
- A CAC member asked, what if the site never gets built, is the new zoning still applicable to the site then.
  - Michael Rooney, BPDA Project Manager, responded yes. Marilyn Sticklor, Goulston & Storrs, followed-up stating, the site will initially be put into the St. Cecilia Study Area which actually is more restrictive than the HB-120-C zoning so this change is not giving the site further ability to be developed on its own.
- A CAC member asked for the PDA V boundaries to be outlined on the screen. After, Michael Rooney, BPDA Project Manager, outlined the boundaries of PDA V on the screen, the CAC member asked the followed-up question, so the whole site is PDA eligible but realistically it is just the one project going in here, there is additional one acre to be found within those boundaries?
  - Marilyn Sticklor, Goulston & Storrs, responded no. Michael Rooney, BPDA Project Manager, followed-up stating when they file their PDA they will layout the site planned to be within the PDA.
- A CAC member asked, it is an over two month period to change zoning, 45 days plus waiting a month for the Zoning Commission.
  - Michael Rooney, BPDA Project Manager, responded there is a 20 day public notice prior to the Zoning Commission hearing and so the earliest it can get to the Zoning Commission is November 8th. Marilyn Sticklor, Goulston & Storrs, followed-up explaining it is actually longer than that because it is 45 days and then you have to have a BPDA Board meeting, then 20 days for Zoning Commission.
- A CAC member asked, it is not going back for the second time to the Zoning Commission for the PDA until the Article 80 process is complete.
  - Michael Rooney, BPDA Project Manager, responded the earliest is January to have something approved.
- A CAC member asked, for the CAC to be reminded of what their steps are going to be between now through the completion of the Article 80 process?
  - Michael Rooney, BPDA Project Manager, responded tonight's plan is to go over the DPIR and other updates since the last proposal. Then additionally, I was looking for some insight from the CAC on what they thought on the proposal and any outstanding issues we want to continue the dialogue about or if we wanted to regroup and talk about individual topics going forward and then proceed from there given the feedback.
- A CAC member followed-up stating I think we are more so asking for the schedule. Another CAC member then followed-up asking what do you view as what we do between now and when they are back before the BPDA again with their draft PDA.
  - Michael Rooney, BPDA Project Manager, responded right now the comment period ends on November 6th for the DPIR. After that we will evaluate the comments which come in from the community, BPDA staff, and City agencies. From there it is very similar to the PNF filing, we evaluate those comments and then make a decision going forward on how to proceed with the project whether that is asking the development team for more information on the project or looking to next steps for the project at that point.

- A CAC member suggested the CAC sit down as group and look at the letter they had written to see how the proposal compares to the letter at another meeting.
- A CAC member asked, what does moving the site into the HAPC change about its present zoning?
  - Marilyn Sticklor, Goulston & Storrs, responded it makes it more restrictive because it will be in the St. Cecilia Study Area. It is an interim step and the reason why we are doing that is so when we hopefully create the actual PDA we will be creating a PDA that is in one zone. In terms of the zoning steps, we need to file a fact sheet and a draft proposed development plan which we intend to do once the area becomes PDA eligible. The goal is to work with the BPDA to have the comment period occur while the BPDA is also reviewing the Article 80 so there will only be one BPDA Board meeting.
- A CAC member followed-up asking, ideally when would you like this to be through the process?
  - Marilyn Sticklor, Goulston & Storrs, responded January or February ideally.
- A CAC followed-up asking, before you said all of step two will happen after the conclusion of the Article 80 review process.
  - Marilyn Sticklor, Goulston & Storrs, responded it will happen simultaneously. Michael Rooney, BPDA Project Manager, followed-up adding the BPDA like to bring the Article 80 and PDA to the BPDA together.
- A CAC member followed-up asking, this process is pretty standard for air rights projects.
  - Michael Rooney, BPDA Project Manager, responded this is standard for all PDAs throughout the city.
- A CAC member stating he has been compiling a list of things the CAC would like to know more about as the project moves forward and feels they will rely on BPDA or the proponent to share that information. The things that we are relying on for others to produce we need to get those out early. As an example, we heard a lot about sidewalks, I would like to know what the city intends to do about street furniture on these new sidewalks. We won't get answered tonight but if we can raise those questions tonight then hopefully they will get resolved.
- A CAC prefaced her question with a comment noting she was really glad to see the majority of the vehicular traffic moved from where it originally was, the new configuration is much better. She asked if people riding bikes enter where cars are entering the garage elevator to access the bike storage.
  - A development team member responded, there is a door adjacent to the car entrance which people bikes can enter through.
- A CAC member followed-up asking is there also bike storage on the upper floors?
  - A development team member responded, that is long-term bike storage for like the winter season. Another development team member followed-up noting bike racks out front on Boylston st. have been added for people traveling the to retail or restaurant establishments.
- A CAC member followed-up asking whether the development team had conversations with the City about if there is a good spot for Hubway?
  - A transportation consultant for the development team responded, there is not a lot of square footage to work with and the question is whether that limited amount of space is best served as a bicycle facility or are we better served using the Hubway stations in the area and work to create more of a pedestrian feel and pedestrian focus is the direction the project has gone in to date.

- A CAC member followed-up starting with the removal of the two drop-off areas on Boylston street in this iteration is a much better configuration and is more feasible for bikes.
- A CAC member asked in the future when more and more people are on bikes and there is increased bicycle traffic coming to this destination area, is there space in the garage for public parking for bicycles?
  - A transportation consultant for the development team responded, typically for projects like this public parking for bicycles would be outside for the short-term parking. The parking inside the building would be for people working or living in the building. However, if the reliance on cars does drop as expected in the next 25 years there is space for those kind of needs on the third and fourth floors that currently are parking for automobiles.
  - David Manfredi, Elkus Manfredi Architects, followed-up stating it is a great question because if you look to cities like Amsterdam they have entire garages dedicated to bike parking.
- A CAC member asked, prior designs had green strips as you go up the building, now the green is along the podium, why did you choose to eliminate the green strips?
  - David Manfredi, Elkus Manfredi Architects, responded the building use to be taller and it was broken down into four transition floors which had slightly higher floor-to-floor heights as well as a veranda. Simply by the evaluation of design, the outdoor spaces were very expensive non-enclosed, unoccupied space which became difficult for marketability.
  - A CAC member followed-up stating people do not always use the individual terraces and then they become wasted space.
- A CAC member asked, this is drastic programming change, what comments from the community did you not/ were you not able to accommodate?
  - Adam Weiner, Weiner Ventures, responded there was a quote from someone at the community meeting last week that said that this had been best response to community input by a developer they'd ever seen. That is the best answer I can give. He was speaking as an individual, on his own but it meant a lot to our team and I think it should mean a lot to everyone in this room for everything that you have done collective to get us to this point today.
- A CAC member stated, it is a sobering statistic that there has not been an air-right projects in generations and I think it is a testament to the difficulty of doing them. But I think it is a much better project, the scale, design and proportion is better in many ways and I suspect it was a combination of input and market analysis which has led to this better overall development.
- A CAC member followed-up stating, I have two comments, I would like to see less variation between floors 1 and 2 and 3 and 4 to improve the rhythm, maybe the canopy can be integrated better and focus less on the horizontal and more on the vertical. Additionally, the way that the elevation on the left is going to reflect light is going to be beautiful similar to the one part of the John Hancock building. It is a very subtle atmospheric impression but you have captured it nicely and along with the other slight moves and cants will create a more united ensemble all together. My comments are minor but I do feel strongly about capturing the verticality of the podium. My second comment is about the planters for the trees. To have the trees be a size we would really want to see along Boylston Street, the planters will have to take up a significant amount of space along the sidewalk, at least 8-10 feet and we do not want to planters to become a barrier.

- David Manfredi, Elkus Manfredi Architects, added, the trees are at the top of our agenda as to how do we get trees to be appropriate street trees.
- A CAC member stated, it would be great for seating along the street with the trees to be added to be more gracious for the elderly and increase pedestrian use.
  - David Manfredi, Elkus Manfredi Architects, followed-up stating, trees pose a hard problem because they add dead weight and are right on top of the bridge.
- A CAC member followed-up stated, in other places they provide green shade with arbors or other structures which are not as substantial.
- A CAC member followed-up stating, what the Samuels team has done with the wavy grass which is quite high, that may be more appropriate in front of the Muddy River but it is something that you could do with a lower base and has a nice finish.
- A CAC member followed-up stating, the Back Bay Association has been working on the Boylston Improvement Plan and we had fiberglass planters to go over the bridge but cars kept hitting them so we had to eventually remove them. The City supplied new smaller ones but we actually have engineering studies for the weight bearing for the bridge.
- A CAC member asked, if the development team has direct experience to know that the wind ledge structure is actually effective in cutting wind.
  - David Manfredi, Elkus Manfredi Architects, responded we have modeled it at different dimensions. It is only effective if continuous and 10 feet and we do have experience. Every big building catches wind like a sail but unlike a sail, the building doesn't move.
- A CAC member followed-up asking, if the structure will this also provide respite from the rain?
  - David Manfredi, Elkus Manfredi Architects, responded yes.
- A CAC member followed-up asking, has this been built and shown to change the wind velocity?
  - David Manfredi, Elkus Manfredi Architects, responded yes we are not inventing this. We can show multiple examples in different locations and dimensions. A CAC member followed-up stating, we would like examples as we are relying on that and we have also seen these things fail.
- A CAC member followed-up asking if the trees would contribute to wind?
  - David Manfredi, Elkus Manfredi Architects, responded having trees that carry their leaves all year round is a factor.
- A CAC member stated I wonder whether lighting can be incorporated into the wind ledge. Also, in some of the views at the top of the building there looks to be some type of faceting that seems to define vertical lines and I am not sure if that is just a column behind the glass.
  - David Manfredi, Elkus Manfredi Architects, responded we are thinking of creating breaks in curtain wall. It is not absolutely working yet but we are trying to do something at the top to give the building a pop.
- A CAC member stated he does not feel the current renderings allow us to get a feel for what it will feel like.
  - David Manfredi, Elkus Manfredi Architects, responded this is a podium unlike the John Hancock Building which comes straight to the ground. Buildings like that make it hard to put retail into the space, they are hard to sign but this is a podium building. We are trying to get the quality of the retail to be like 5th Avenue which has a lot of podium buildings where the storefronts have their own individual identity. As David, a CAC member, mentioned earlier, there is an underlying rhythm like the Hynes building and he would like it to be vertically more legible. But on real urban streets

buildings about building, we want that organic feel and we do not want to create mutual peers.

- A CAC member asked, will headlights from cars be visible through the building at night?
  - David Manfredi, Elkus Manfredi Architects, responded the lights will not be invisible because the building is not opaque but the goal is to make them unrecognizable as headlights, there is so much frit in the glass that the lights will be very diffuse.
- A CAC member asked, you are fan of transparency for shops, are you planning for that to be available here?
  - David Manfredi, Elkus Manfredi Architects, responded transparency on the ground floor shops is absolutely planned.
- A CAC member stated, the addition of a secondary element to help support the wind ledge at the corner may give it another level of sensitivity.
- A CAC member asked, when will we get the review by the BPDA of the resiliency checklist, the last five pages of the book, are we getting feedback from the BPDA as to how resilient the building looks.
  - Michael Rooney, BPDA Project Manager, responded we can go back to our staff and get feedback from them and provide it at an upcoming meeting.
- A CAC member followed-up requesting the shadow overlays for the winter.
  - David Manfredi, Elkus Manfredi Architects, responded the CAC member is correct. The development team did the overlays for the four dates the BPDA required but this request also came up at a community meeting and we are committed to doing the additional overlays.
- A CAC member stated, is it really not feasible to power this building with electric. I am looking for a way to be convinced this cannot be powered by electric.
- A CAC member asked, to create the PDA, the BPDA has a history of aggregating public space into PDA request in order to help them make a new one, is that what we have here?
  - Michael Rooney, BPDA Project Manager, responded everything that we talk about with the project, the open space, setbacks, it would be in the PDA as the PDA would regulate the zoning for the site.
- The CAC member followed-up clarifying, a PDA has to be an acre, is the site by itself an acre or is it going to require the taking of some public streets and sidewalks to make it an acre.
  - Michael Rooney, BPDA Project Manager, responded the property itself would need Cambria Street where they would be building and typically with PDAs we have them go to the middle of the streets and they would make improvements to those areas of public streets.
- A CAC member followed-up stating he is asking because some people have shared their dissatisfaction of the sort of history that sort of feels like gaining of public space even though there are public improvements made the the street.
  - Michael Rooney, BPDA Project Manager, responded that is fair enough. The BPDA has said we are going to do PDAs with all air-right projects going forward so that is something we are going to stick to. For this particular project, for their site alone gets us close and with Cambria Street that is something we would typically do.
- A CAC member asked, I am curious after hearing this committee and air-rights committee, how expensive it is to build over the Mass Pike, how did you get to the decision that it is still economically feasible to take on this project?
  - Adam Weiner, Weiner Ventures, responded we took out a lot of cost and risk that is associated with that cost. The risk associated with the apartment building went away when we took out the apartment building. Also the structural requirements that

would have come with that building have gone away. The angled area on the corner of Boylston and Dalton is a cost improvement because that cut would have run all the way up through the other building.

### **Public Comment**

- A member of the public asked, the number of the affordable units is substantially lower now that the apartment building is no longer being built and I would like to know what that number is? My second question, is in regards to energy, how do we get for here to a building that does not depend on fossil fuels.
  - Adam Weiner, Weiner Ventures, responded the rules are still the same for the IDP. There was never a specific plan under the prior project. You are right that there will be a meaningful change now that the apartment building is gone but fortunately yesterday during one of our forums to have feedback on the DPIR the gentleman who works on inclusionary development policy for the city said he would like us to come in and our response was great, we would love to do it. So we are in the same place but no matter what we have to be in compliance with the IDP requirements, you cannot get a building permit without being in compliance.
- A member of the public asked is the skin of the garage permeable?
  - David Manfredi, Elkus Manfredi Architects, responded the garage will be fully ventilated, the skin is not permeable.
- Following-up, a CAC member asked, where would the fans be located given how loud would they be.
  - A development team member responded the intakes are currently on St. Cecilia and the exhaust is on Cambria St and are placed 70 feet above.
- Following-up, a CAC member asked, if the discharge air is heavier than the average air?
  - A development team member responded the pollutants get dispersed, the fans run at a low speed but how it gets diluted at the street I am not sure.

Meeting adjourned at 8:05pm