



Back Bay / South End Gateway Project
CAC Working Meeting #4
Wednesday, June 15, 2016, 8:00 a.m.
Location: Boston Common Hotel & Conference Center

CAC Attendees:

Brendan Ahern, South End Business Alliance
Ann Beha, Boston Society of Architects (BSA)
Kenzie Bok, Bay Village Neighborhood Association
Damien Chaviano, Urban Land Institute (ULI)
Jim Cochener, The Salty Pig Restaurant
Jacquelyn Cox-Crite, Tent City Resident
Jack Fitzgerald, Ellis South End Neighborhood Association
Susan Gilmore, Resident of Back Bay
Elliott Laffer, Neighborhood Association of the Back Bay (NABB)
Meg Mainzer-Cohen, Back Bay Association
Scott Mustard, Saint Botolph Neighborhood Association
Mayra Negrón-Rivera, Inquilinos Boricuas En Acción
Ted Pietras, South End Business Alliance
Russ Preston, Congress for the New Urbanism
Jacquelin Yessian, Neighborhood Association of the Back Bay (NABB)

Ex-Officio Attendees:

Massachusetts State Representative Byron Rushing
Henry Cohen, Office of Boston City Councilor Michelle Wu
Elizabeth Corcoran-Hunt, Office of Massachusetts State Representative Byron Rushing

City of Boston Attendees:

Jonathan Greeley, BRA
Vineet Gupta, BTD
Catherine McCandless, BRA
Lauren Shurtleff, BRA
Christopher Tracy, BRA

Project Members:

David Black, VHB
Michael Cantalupa, Boston Properties
Mark Junghans, VHB
George Needs, Boston Properties
Daniel Padien, VHB
Melissa Schrock, Boston Properties

Members of the Public:

Donald Bookstein, Resident
John Corey, Resident
Vincent Coyle, Ironworkers Local 7
Nick Drexel, Resident
Gretchen Effgen, Co-Urbanize
Ann Hershfang, WalkBoston
Randi Lathrop, RG Lathrop Consulting
Ken Kruckemeyer, Resident
William McCarthy, Resident
Anthony Menounos, Resident
Carla Nelson, Resident
Marvin Wool, NABB

Meeting Summary

On Wednesday, June 15, 2016, the fourth meeting of the Back Bay / South End Gateway Project Citizens Advisory Committee (CAC) was called to order at approximately 8:10 a.m. by Lauren Shurtleff, BRA Senior Planner, at the Boston Common Hotel & Conference Center.

Lauren began the meeting by collecting votes from the CAC members to determine the two co-chairs. Ted Pietras, South End Business Alliance, was elected the business co-chair and Elliott Laffer, Neighborhood Association of Back Bay, was elected the residential co-chair. She also announced that the next CAC meeting will take place on June 29, 2016 at 6:00 p.m., also at the Boston Common Hotel & Conference Center.

Melissa Schrock, Boston Properties, stepped forward and explained that tonight's meeting would cover the topics of wind, shadow, parking, and traffic. She quickly described the project's development review process thus far and gave a brief overview of the project for anyone who was new to the CAC meetings (for more information, the full presentation is available on the project's website: <http://bit.ly/BBSEGP>). Finally, she addressed the questions raised at the last CAC meeting.

Melissa introduced Daniel Padien, VHB, to review the project's environmental impacts. Daniel noted that the current data represents a preliminary estimate of the wind and shadow impacts, and that the final results will be included in the project's Draft Project Impact Report (DPIR). Next, David Black, also from VHB, stepped forward to discuss traffic and parking. He noted that the current data is currently an over-estimate that will be modified as the study progresses.

CAC questions and comments made in response to the presentation included:

- A CAC member asked if the wind study could add more sensor points. Melissa replied that the BRA had already expanded the list of points that were included in the preliminary study, and that in general, once you reach a certain point, impacts from a specific building are indeterminate. Daniel reiterated that there will be a full report on the anticipated wind impacts in the DPIR.
- A CAC member noted that people will be greatly affected by wind on the terraced portions of the buildings, where there is open space proposed. Melissa explained that while the project team tests all spaces, they are not required to test such spaces as part of the project's review, because they are not within the public realm. Chris Tracy, BRA, reiterated that the project team went above and beyond to study more points than usual, given the scale of the project.
- A CAC member asked if sensor points look at multiple wind level heights, such as below pedestrians' knees, at a pedestrian's head level, and above a pedestrian's head level. Mark Junghans, VHB, explained that the sensor points study the conditions five feet above the ground and noted that the DPIR will show the existing conditions, as well as general comfort levels, at each sensor point.
- A CAC member asked if VHB could give examples of nearby areas with similar wind conditions as those that will be created by the project. Daniel replied that they will look into that.
- A CAC member asked if there is a variant where you can see how uncomfortable certain areas will become due to wind. The team replied that yes, the study shows multiple conditions of comfort, based on the wind comfort criteria. If the project were to create a dangerous or highly uncomfortable condition, the project team would work to mitigate it. Melissa said that the project does not create any dangerous conditions in either the annual mean or gust condition. Daniel explained that the technology used to conduct the wind study is used across the country and is very detailed and accurate.
- A CAC member asked if the wind study will study the wind conditions created if only certain phases of the project are constructed. Daniel replied that the study has looked at the existing conditions, the base scheme, and the alternate scheme and that the full build condition should represent the worst case scenario. The CAC member noted that all four buildings will not be built at once, and therefore the wind conditions could be different during the interim periods.
- An ex-officio CAC member asked if the project team could describe what it would take in order to reduce the shadow impacts that will be created by the project. Melissa explained that it would result in a much shorter building, and agreed to

present an analysis showing this at a future meeting. She also explained that the shadow created will only be in effect for less than two hours per day, and added that only 3% of the park's surface area will be covered in shadow. Therefore, the impact of net new shadow is very low.

- A CAC member stated that she has concerns about the lack of a crosswalk at Arlington Street and Isabella Street. She asked that this intersection be added to the traffic study, and the project team agreed to do so.
- A CAC member expressed concern that the traffic study does not extend into the South End, specifically to Tremont Street, Washington Street, Shawmut Avenue, and East Berkeley Street. The CAC member also expressed concern about the lack of parking, specifically for business owners who do not have enough parking for their customers. David said that the proposed intersections were intended to capture the traffic in the South End to the extent that the project was their destination or origin.
- A CAC member asked why the traffic study did not include the weekends. David explained that the worst case is during the weekdays and the weekends are typically not as bad; he noted that while the traffic on weekends can be high, it is still not as high as it is on weekdays.
- A CAC member asked if the MBTA can carry the number of people that will be brought to the site via the T. Melissa explained that the MBTA has announced improvements for the Orange Line that will come on line in 2019, which overlaps with the timeline of the project. The project does include significant commitments to improving Back Bay Station, as described in the PNF.
- A CAC member asked if the team is including Trinity Church when they refer to Copley Square. Lauren explained that it refers to the park portion of Copley Square, in accordance with the zoning for the Stuart Street District.

Public questions and comments included:

- A member of the public stated that there should be no new shadow impacts on Copley Square and Trinity Church.
- A member of the public asked if the potential I-90 ramp closure is independent from the project and expressed the need for collaboration between the State and the project team. Melissa explained that MassDOT will be studying the effects of potentially closing the ramp. The team is working in collaboration with MassDOT, MBTA, and BTM. Vineet Gupta, BTM, added that the City is working hand in hand with the State and project team on this.

- A member of the public asked what the plan will be for construction workers getting to the project site. Melissa explained that they will have a Construction Management Plan (CMP) in place prior to the start of construction.
- A member of the public expressed concern over the project's low parking ratio.

Lauren closed the meeting by confirming that the next meeting will be held on Thursday, June 29, 2016 at 6:00 p.m. at the Boston Common Hotel & Conference Center, located at 40 Trinity Place.

The meeting was adjourned at approximately 10:10 a.m.