



**Back Bay / South End Gateway Project**  
**CAC Working Meeting #5**  
**Wednesday, June 29, 2016, 6:00 p.m.**  
**Location: Boston Common Hotel & Conference Center**

**CAC Attendees:**

Brendan Ahern, South End Business Alliance (SEBA)  
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 (SBNA)  
Ted Pietras, SEBA  
Jacquelin Yessian, NABB

**Ex-Officio Attendees:**

Massachusetts State Representative Byron Rushing

**City of Boston Attendees:**

David Carlson, BRA  
Jonathan Greeley, BRA  
Catherine McCandless, BRA  
Lauren Shurtleff, BRA

**State of Massachusetts Attendees:**

William Tuttle, MassDOT

**Project Team Members:**

Jim Batchelor, Arrowstreet Architects  
Michael Cantalupa, Boston Properties  
Tobias Hahne, Pelli Clarke Pelli Architects  
Rebecca Hatchadorian, ARUP  
Mark Junghans, VHB  
Cody Klein, OJB Landscape Architecture  
George Needs, Boston Properties  
Dave Newman, The Strategy Group  
Susan Tracy, The Strategy Group

**Members of the Public:**

Jesse Baker, Hill House  
James Bonanno, Cosmopolitan Neighborhood Association  
Betsy Boveroux, Resident  
Carol Card, Resident  
LeeAnn Coleman, Resident  
John Corey, Resident  
John Cormier, Cosmopolitan Neighborhood Association  
Deborah Dunmire, Resident  
Ned Flaherty, Resident  
Paul Fleming, WORK Inc.  
Laurence Foster, Ellis South End Neighborhood Association  
Lynn Foster, Resident  
Barbara Hoffman, Ellis South End Neighborhood Association  
Kathy McSweeney, Resident  
Lisa Munan Perkins, Hill House  
Yuri Ostrovsky, Resident  
Regina Pyle, Ellis South End Neighborhood Association  
Ben Siegel, Ellis South End Neighborhood Association  
Jane Siegel, Ellis South End Neighborhood Association  
June Sugarman, Resident  
Leslie Warshaw, Ellis South End Neighborhood Association  
Jerold Weiner, Resident  
Marvin Wool, NABB

**Meeting Summary**

On Wednesday, June 29, 2016, the fifth meeting of the Back Bay / South End Gateway Project Citizens Advisory Committee (CAC) was called to order at approximately 6:10 p.m. by Elliott Laffer, CAC Co-Chair and NABB, at the Boston Common Hotel & Conference Center. He explained that the CAC members are encouraged to ask questions during the presentation and asked that the public hold their questions to the end of the presentation.

Lauren Shurtleff, BRA Senior Planner, stepped forward to give an overview of the status of the project. She reminded the group that the public comment period on the Project Notification Form (PNF) had closed on June 17<sup>th</sup>, and explained that all of the comments received to date have now been posted on the Project Website (<http://bit.ly/BBSEGP>) and have been distributed to the CAC. She explained that the BRA is still waiting to receive comments from a few more public agencies. All comments that have been received will be included in the BRA's Scoping Determination, as well as comments from BRA staff and other City of Boston departments, in addition to the CAC meeting notes. The Scoping Determination should be issued sometime this Summer.

The proponent is anticipated to respond soon thereafter with a Draft Project Impact Report (DPIR).

Lauren then turned the meeting over to Bill Tuttle, MassDOT, who gave an overview of the anticipated public outreach process regarding the redesign of Back Bay Station. He explained that the redesign of the track-level ventilation is underway and is only in the very preliminary stages. The MBTA is also working with Boston Properties and the Department of Public Safety (DPS) to complete a 30% design package of the station concourse. The State will be hosting a public meeting upon completion of the 30% design package for both the concourse design and the track-level ventilation, which is anticipated in early Fall. Bill added that anyone who has attended a CAC meeting and signed in with their legible email address will receive an announcement once this meeting is scheduled.

Next, George Needs, Boston Properties, introduced the Project Team. Mark Junghans, VHB, provided an overview of how wind studies are conducted. RWDI is the firm that conducts most of the wind studies for proposed projects in Boston – they actually developed the technology and pioneered the process, which is now internationally supported. In fact, it is the Building Code standard for the evaluation of structural and façade cladding wind impacts. Wind studies look at existing conditions, benchmark future conditions, and create models to determine the pedestrian conditions of wind impacts. RWDI uses a wind tunnel approach, which is considered to be the most accurate method. The data set, which serves as the model input called a wind rose, includes the most recent 20 years of data collected locally at Boston Logan Airport. In response to a question from the CAC at the last meeting, the Project Team asked RWDI if setting up a wind modeling station to verify predicted wind tunnel results from other built projects would be useful. Their response was that this is impractical and not done because it would take years of data collection before a complete data set was developed, because the fluctuation from one year to another is so variable.

George stepped forward in order to address a question raised at the last CAC meeting, regarding what would have to happen to the massing of the Garage West building in order for it to cast no new shadow on Copley Square. George explained that this would result in a 21-story building with a height of 297', which represents a loss of 83,350 square feet, as compared to the proposed project, the size of which has already been reduced in order to be fully compliant with the shadow limitations in the Stuart Street Zoning regulations.

Next, Mark came forward again to address the question of whether the project would cast shadow on the courtyard of the Copley branch of the Boston Public Library. He explained that during opening hours on March 21<sup>st</sup>, June 21<sup>st</sup>, September 21<sup>st</sup>, and December 21<sup>st</sup>, no new shadow is cast onto facades of the interior courtyard. In regards to a similar question about shadows on Trinity Church, he explained that there is no new shadow on Trinity Church on March 21<sup>st</sup>, June 21<sup>st</sup>, or September 21<sup>st</sup>. On

December 21<sup>st</sup>, a small amount of shadow will be cast onto portions of the church's facade between 11:15 a.m. and 12:45 p.m.

Rebecca Hatchadorian, ARUP, stepped forward to provide an overview of the project's anticipated sustainability measures, noting that there are different categories of Leadership in Energy and Environmental Design (LEED) sustainability: LEED Certified, LEED Silver, LEED Gold, and LEED Platinum. She noted that the project is already in the LEED system and added that the proponent plans on certifying all of the buildings. She explained that on the Garage West site, the project is targeting LEED Gold at this time. The Station West site is currently targeting LEED Silver. For the Garage East and Station East sites, both are aiming for a high Silver level at this time, with the hope of potentially reaching LEED Gold once the project is through permitting and design. She stated that all of these levels are preliminary targets and will likely increase as the design advances and more details of the project are completed. She continued to explain the strategies that are taken to assess these ratings and why certain areas of the projects will have higher levels of sustainability. She noted that the project is being designed to future energy codes to be implemented soon by the Commonwealth, so all of its measurements are more stringent than they are today.

Next, Cody Klein, OJB Landscape Architecture, reviewed the project's streetscape and public realm improvements. He explained that the Project Team is striving to think about the existing public open spaces within the area and how those spaces will relate to the project. He explained that the project will seek to exceed the City's Complete Streets standards, where possible ([www. http://bostoncompletestreets.org/](http://bostoncompletestreets.org/)). The project will create a pedestrian-friendly zone and a significantly improved pedestrian experience overall. He added that all of the sidewalks around Dartmouth and Clarendon Streets will be new and improved from their existing condition today. Cody stressed that the Project Team wants to make the public realm a better pedestrian experience overall, not just through the introduction of wider sidewalks, but through the use of street trees, seating, lighting, and more.

Tobias Hahne, Pelli Clark Pelli Architects, stepped forward to give an overview of the expanded public realm that will be created through the introduction of interior public spaces within the project. He discussed the entrances in and out of the station and the reviewed the public space within the project's footprint.

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

- In response to a CAC member, Bill replied that the public comments received about the Station as part of the PNF comment letters will be reviewed by the MBTA.
- A CAC member asked if there is a timeframe for the study on the westbound Turnpike on-ramp's potential closure. Bill replied that this study, performed by

MassDOT with consultation from the Federal Highway Administration (FHWA), will likely commence soon and be issued within 6-9 months.

- In response to a CAC member's request, Lauren stated that she will pull out the PNF or DPIR of The Clarendon Project to use as a comparison.
- A CAC member stated that every project since The Clarendon has worked to reduce wind impacts, and expressed her opinion that she believes that problematic wind conditions have been predicted in past projects and this project mitigates a lot of those negative wind conditions. Lauren reminded the group that this wind study was only a preliminary study and noted that the full study will be presented in the DPIR.
- A CAC member asked about a question raised at the last meeting regarding the partial build situation for wind studies and asked if that has been addressed, since a build sequence has not yet been determined. Mike Cantalupa, Boston Properties, replied that they have not conducted multiple wind studies for each scenario because it is not required in the BRA's Article 80 development review process.
- A CAC member asked if the cancelled Columbus Center project was factored into the wind study. Mike replied that it was not.
- A CAC member asked if any academics had studied the methodology used by RWDI to test projects for wind impacts. She additionally asked if any comparable experiential data existed. George replied that the project team is unaware of any academic studies, and Mike added that it would most likely be very difficult to find something comparable, because of the many factors that go into wind studies that are specific to an exact location.
- A CAC member asked why there is more energy demand for retail space. Rebecca explained that because there is a higher use of lighting, it tends to be more difficult to control the tenants' use of energy.
- A CAC member asked how the team is planning on responding to the Boston Water and Sewer Commission (BWSC) comment letter. Lauren explained that the letter will become part of the Scoping Determination and will be addressed in the DPIR.
- A CAC member asked what factors will determine if the four project sites will achieve the next level of sustainability. Rebecca explained that as the project's design progresses they will gain greater clarity on the various sustainability elements, and any items that are currently listed as "maybe" will hopefully be

confirmed and contribute towards increasing the level of sustainability for a given site.

- A CAC member asked if street trees are required. Cody explained that they are recommended but not required, as sometimes they are not feasible.
- A CAC member asked if there have been any studies to prove that 14 feet for the pedestrian walkway will be sufficient, considering that more people will be brought to the site. Cody explained that they are taking all the precautions to make sure that the pedestrian walk-zone can accommodate the greater pedestrian traffic. He added that the street trees will reduce wind impacts and make the pedestrian experience more comfortable.
- A CAC member asked if the glass façade of the station retail storefronts will come all the way to the street. Mike explained that the retail façade of the station will come closer to the property line, similarly to the existing Tasty Burger.
- A CAC member asked what the drop-off zone is for on the Stuart Street side of the project. Cody explained that this would serve a number of users, including station retail and office users, and added that this is one of the places they are looking at relocating the MBTA Bus No. 39, but that is still being reviewed with the MBTA.
- A CAC member asked if Cody could talk about an alternative that would bring more green space to the Clarendon Street side of the project. Cody explained that this will be determined by the dimensionality of the space and how it can accommodate vehicular drop off, in addition to the constraints of locating landscaping on a concrete deck over the train tracks. The open space added within the project in this area may not be green, but it is public.
- A CAC member expressed concern about the pedestrian crosswalk on Clarendon Street to the station. The crosswalk on Stanhope Street gives pedestrians the desire to diagonally cross, which is not safe.
- A CAC member asked if the station's public space will be open 24 hours per day. Mike replied that it will continue to be open during the train station's operating hours, noting that it is currently closed from 1:00 a.m. until 4:00 or 5:00 a.m.
- A CAC member asked who is responsible for security. Mike explained that as part of Boston Properties' management of the station concourse, they provide supplemental security, but that the MBTA Police will also continue to provide security.

Public questions and comments included:

- A member of the public asked about the total public cost (in terms of subsidies) of the proposal and asked the CAC to discuss this.. Lauren responded that the proponent has not requested a public subsidy for this project.
- A member of the public asked if the loading dock on Clarendon Street is meant to serve the retail and residential spaces, plus the station. George explained that it is designed to be a joint loading facility for both the station and the residential building on the Station East parcel. The member of the public asked if that will be adequate space. Mike explained that there will be a loading area there and a second loading area on the Garage West parcel that will be defined once the discussion of the ramp closure is complete. The member of the public also asked what the need was for a drop-off lane for the public on the Clarendon Street side of the station and thinks that green space would be a better use of the space. Mike explained that this aspect of the project is still being explored, but that the drop-off is intended to serve both the station entrance and the residential building.
- A member of the public asked if the service drive to the loading dock off of Clarendon Street will be covered, as she is concerned about safety there. Mike explained that there will be sufficient security.
- A member of the public asked about Hubway, bicycling and scooter access. Cody explained that there is a Hubway station across the street on Clarendon Street. Mike added that he expects there to be bicycle racks on the outside and inside of the station.

Elliot closed the meeting by confirming that the next meeting will held on Wednesday, July 13<sup>th</sup> at 8:00 a.m. at the Boston Common Hotel & Conference Center, located at 40 Trinity Place.

The meeting was adjourned at approximately 8:05 p.m.