



Back Bay / South End Gateway Project
CAC Working Meeting #3
Thursday, May 26, 2016, 6:00 p.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
Mayra Negrón-Rivera, Inquilinos Boricuas En Acción
Ted Pietras, South End Business Alliance
Jacquelin Yessian, Neighborhood Association of the Back Bay (NABB)

Ex-Officio Attendees:

Massachusetts State Representative Byron Rushing
Massachusetts State Representative Jay Livingstone
Elizabeth Corcoran-Hunt, Office of Massachusetts State Representative Byron Rushing

City of Boston Attendees:

David Carlson, BRA
Jonathan Greeley, BRA
Catherine McCandless, BRA
Lara Merida, BRA
Lauren Shurtleff, BRA
Christopher Tracy, BRA

Project Members:

Jim Batchelor, Arrowstreet Architects
Michael Cantalupa, Boston Properties
Tobias Hahne, Pelli Clark Pelli Architects
George Needs, Boston Properties
Dave Newman, The Strategy Group
Rafael Pelli, Pelli Clarke Pelli Architects
Melissa Schrock, Boston Properties
Susan Tracy, The Strategy Group

State of Massachusetts Attendees:

James Kersten, MassDOT

William Tuttle, MassDOT

Members of the Public:

Bill Clendaniel, Resident

Ned Flaherty, Resident

Greg Galer, Boston Preservation Alliance

Anthony Gordon, Resident

Ken Kruckemeyer, Resident

Anne McKinnon, Resident

Scott Mustard, St. Botolph Neighborhood Association

Carla Nelson, Cosmopolitan Neighborhood Association

June Sugarman, Resident

Marvin Wool, NABB

Meeting Summary

On Thursday, May 26, 2016, the third meeting of the Back Bay / South End Gateway Project Citizens Advisory Committee (CAC) was called to order at approximately 6:10 p.m. by Lauren Shurtleff, BRA Senior Planner, at the Boston Common Hotel & Conference Center.

Lauren began the meeting by thanking everyone for attending. She announced that the fourth CAC meeting would take place on Wednesday, June 15th at 8:00 a.m. She also explained that the purpose of tonight's meeting would be to address questions and concerns raised by the CAC and the public during the previous two meetings and introduce the Alternative Scheme. She began the presentation by detailing the other approved development projects within the immediate area (including the Copley Place Retail Expansion and Residential Addition Project, 40 Trinity Place, and 380 Stuart Street), and provided a brief overview of the recently approved zoning for the Stuart Street District.

After the CAC members asked questions relating to Lauren's presentation, Melissa Schrock, Boston Properties, reviewed and answered several CAC questions from previous meetings and provided an overview of the project's anticipated public benefits. Rafael Pelli, Pelli Clark Pelli Architects, then came forward to explain the details of the design as they related to questions raised thus far in the process (for more information, the full presentation is available on the project's website: <http://bit.ly/BBSEGP>). Rafael explained how the proposed project would deviate from the Stuart Street District zoning, as well as provided an overview of the Alternate Scheme for the project, which would allow for the garage to exit onto Trinity Place, rather than Dartmouth Street. He additionally provided some further insight behind the rationale for the Base Scheme (with the garage exit onto Dartmouth Street). Lastly, Rafael gave a quick overview of the proposed MBTA redundant elevators that would be installed on the busway and on

the other side of Columbus Avenue as part of the Station East component of the project.

Lauren announced that the next meeting in June would focus on a variety of topics, including: wind, shadow, traffic, parking, and the potential closure of the on-ramp. Later topics to be covered by the CAC moving forward will include but are not limited to: streetscape/landscape/public realm design and improvements, sustainability, affordable housing, covered connections (security/permeability/access/hours), wayfinding around the site, overall retail strategy, and other topics as needed.

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

- An ex-officio member of the CAC asked for an estimated construction timeline for the area projects, as well as for this project. The BRA replied that they would provide this information.
- A CAC member asked if the affordable housing fund contributions were the only public benefits provided for the three projects Lauren reviewed. Chris Tracy, BRA Senior Project Manager, explained that there were public benefit contributions provided to multiple other organizations, and noted that this is a customary part of the BRA's development review process.
- A CAC member asked if it is possible to see how the parking ratios were calculated for the other area projects. Chris said that he would provide that information.
- A CAC member asked if the BRA has done wind studies that include projects that are approved but not built. Lauren and Melissa explained that the wind studies were conducted by the Project Team and include all approved projects in the study area as background for the project, as required by the BRA. The preliminary data will be presented at the June 15th CAC meeting and final results will be included in the Draft Project Impact Report (DPIR).
- A CAC member asked about the security of the walkway from the station to the residential and office buildings. Melissa replied that security would be provided through Boston Properties.
- A CAC member asked how many parking spaces would be lost during any given phase of construction. George Needs, Boston Properties, replied that 200 spaces would be temporarily lost during Garage West's construction and 700 during Garage East's construction.
- A CAC member asked for a pedestrian study and asked to see how the pedestrian use on the sidewalks and in the station overlap.

- A CAC member asked to see a schematic of the proposed footbridge across Dartmouth Street and to see how the buildings work operationally at the ground plane, in terms of doors and circulation. Melissa replied that they could highlight this information in the plans. The CAC member also expressed concern that the garage is usually at capacity during the day.
- A CAC member asked about how the garage exit onto Dartmouth Street would be managed. Melissa replied that they anticipate that cars would primarily use the exit at the end of the day, when pedestrian flows are more dispersed than in the morning, and added that it would be managed in the same fashion as the entrance and exit that currently exists off of Clarendon Street.
- A CAC member asked if they could get counts on the number of spaces in the garage, specifically the number used by commercial tenants, monthly spaces, rental cars, Zipcars, etc. Michael Cantalupa, Boston Properties, said they could provide these.
- A CAC member expressed an opinion that the MBTA's "T" sign being on the second floor may not be clear to pedestrians, and encouraged the project team to consider including an architectural expression of the existing station in the new entrance on Clarendon Street.
- A CAC member asked a question about the original lease and the ventilation maintenance. Is there a way to identify the blue haze and its cause? Melissa said it is caused by the use of diesel-fueled trains used by the Commuter Rail and that the ventilation and maintenance language referenced was related to the highway tunnel.
- In response to a question from a CAC member about the comment period extension, Lauren replied that comments are due in response to the Project Notification Form (PNF) on Friday, June 17th. The CAC member also asked if they would be unable to provide comments after that date given that not all topics will have been covered, and Lauren explained that all comments and feedback will continue to be received, as this is an iterative process.
- A CAC member asked what will be the anticipated occupancy and number of people who will be brought to the site. Melissa replied that initial estimates are approximately 3,500 between workers and residents.
- A CAC member asked if the garage was intended strictly for tenant use. The project team replied that no, 576 spaces are available for the public and that number will not change. There are 2,013 total spaces right now.

- A CAC member asked what MEPA is. Lauren replied that MEPA is the Massachusetts Environmental Policy Act, which is a concurrent State permitting process. Melissa explained that a document is submitted to MEPA in their standardized format, an Environmental Notification Form (ENF) and that Boston Properties attached the PNF to the ENF. The document is posted online: <http://209.80.128.250/EEA/emepa/mepadocs/2016/042016em/nps/enf/15502%20The%20Back%20Bay.pdf>. The CAC member asked what MEPA issues when the public comment period closes. Melissa replied that Boston Properties files a PNF to the BRA and an ENF to MEPA. Both the City and State review processes involve additional filings and comment periods ahead beyond this stage. The next step will be for the BRA to issue a Scoping Determination and for MEPA to issue an ENF certificate for the proponent to respond to.
- A CAC member asked about the square footage difference between the proposed plan, or Base Scheme, and the Alternate Scheme. Melissa replied the difference is about 5,000 square feet. The Alternate Scheme allows for the garage to exit onto Trinity Place rather than onto Dartmouth Street, and the on-ramp must be closed. There is also a better loading condition on Trinity Place.
- A CAC member asked about the process to review the station. Jim Kersten, MassDOT, replied there will be a public meeting once the project reaches the 30% design phase, hopefully this summer.

Public questions and comments include:

- A member of the public asked if there will be habitable space on the flat portions of the building next to the station. Rafael said that yes, there will be habitable green roofs and terraces. The member of the public also asked if there will be more trees to improve the pedestrian experience. Rafael replied that they plan to install raised planters to allow street trees on the bridge sections and plant trees on Stuart Street where there is terra firma and trees can actually grow. The member of the public also expressed concern that there are already two garages that exit onto Dartmouth Street and there does not need to be a third garage exit.
- A member of the public asked if the MBTA's Bus No. 39 will be relocated. Melissa said it will not be able to drop off where it currently does once construction starts on the Station East parcel, but there will be a new drop off site somewhere in the immediate vicinity of the station. This is being reviewed with the MBTA and is an obligation of the MassDOT lease.
- A member of the public asked how construction will affect traffic. Melissa explained that a Construction Management Plan will be provided as part of the project agreements once the project is approved and construction is ready to

commence. The member of the public also asked how close the station will be to 285 Columbus Avenue. Melissa replied that she did not know off the top of her head but that it looked to be approximately 25 feet, and noted that the existing loading area for that building will remain. That dimension can be confirmed at a future meeting.

- A member the public expressed concern that air quality in the station should be fixed completely.

Lauren closed the meeting by confirming that the next meeting will be held on June 15th at 8:00 a.m. at the Boston Common Hotel & Conference Center, located at 40 Trinity Place. She asked CAC members to please send nominations for the two Co-Chair positions via email before June 15th.

The meeting was adjourned at approximately 7:50 p.m.