



Comments/Questions

- Can you look at wind in the months beyond what the BPDA requires?
 - *Response*¹
 - We know that the relative difference between the no-build and the build conditions will stay the same
 - We have asked our consultants to look at wind in the winter and spring
- Can you model what the wind effects would be with the trees added to South Boylston?
 - *Response*
 - Yes, our consultants will look at that
- Are there studies comparing what is predicted for wind and what actually happens after buildings are built?
 - *Response*
 - We have done a lot of studies to compare our expectations with reality
 - We are fairly confident that what we have modeled is fairly close to what will happen
- Are the trees scaled to what they will actually be like?
 - *Response*
 - Yes
- Can you send over the studies that you have done?
 - *Response*
 - Yes
- Did you study winds coming from all directions?
 - *Response*
 - Yes, we did
 - Our results include winds coming from all directions
 - What we have shown you takes into account 360 degrees
- I am curious about what effect this will have on the Fenway Studios building.
 - *Response*
 - We are in compliance with the City requirements regarding wind
 - What you are seeing is a more granular perspective
 - We will put the trees in and see what the effect is
- How much positive or negative variation is attached to your results?
 - *Response*
 - The difference is very small, maybe 3%, for heavy winds
 - It is harder to estimate for lighter winds—maybe 6 or 7%

¹ All responses, unless otherwise noted, came from members of the development team.

- The walkway on Ipswich Street toward Fenway Park is an important pedestrian connection.
- Where will people be dropped off if this is a hotel?
 - *Response*
 - We are not contemplating a hotel with big conference facilities
 - BTDA has encouraged us to shift the drop-off zone down, away from Newbury Street
 - This also creates a bus stop that is more proximate to the new Green Line head house
- Do you really think people will walk down to the drop-off zone to call an Uber?
 - *Response*
 - With some enforcement, people will get used to it
- Cambridge is doing it the opposite way—putting drop-off zones *before* bus stops.
- Did you get drone footage on a game day?
 - *Response*
 - No, you can't fly drones then because of flight regulations
- One eyesore in the view of the sunset over the Turnpike is the crooked chain link fence that is next to the train tracks. If you could do anything about that fence, that would be greatly appreciated.
- Is there a reason why you are not talking about a fund for community benefits?
 - *Response from Aisling Kerr, BPDA Project Manager*
 - A community benefits fund is not being proposed as a part of this process
- Who will be doing the study of South Boylston? And is \$50,000 enough money for that?
 - *Response from Matt Moran, BTDA Transit Director*
 - \$50,000 would likely be plenty for both the study and 25% engineering drawings
 - William Moose from BTDA would lead the study process
 - The study would happen in close partnership with Berklee
- Do trucks have to back out onto Boylston Street?
 - *Response*
 - There won't be large trucks going in here
 - Smaller trucks will be using the loading entrance, and they will have to back in
 - We will have a dock manager actively managing deliveries
 - Those will occur off-peak
- Representative Jay Livingstone: I want to compliment you on the sustainable power source. Can you explain how that will work?
 - *Response*
 - There will be electric heat source power for the residential building, instead of gas
 - That system has not yet been used in office buildings

- The office building will have a cooling beams system
 - That cooling beams system is convertible in the future
- How is this project doing on solar glare?
 - *Response*
 - We have studied the glare and have reduced the amount of glass substantially
- Have you considered doing left-turns out of Boylston Street as a pilot only?
 - *Response*
 - We are flexible
 - We are seeing very small volumes of vehicles
 - We are willing to commit to a police detail
- The business community is concerned that so much parking is going unused.
 - *Response from Aisling Kerr, BPDA Project Manager*
 - We are seeing that across the city, as well
 - The City is working on that issue every day
 - *Response from Matt Moran, BTM Transit Director*
 - For 1000 Boylston Street, some of the parking was built to possibly be converted to another use in the future
- The stilts for the buildings were colored in a previous version of the renderings, right?
 - *Response*
 - We are trying to stay away from color right now; that may come later
- What are your housing commitments?
 - *Response*
 - If this is a residential building, the IDP requirements will be on-site
 - We do not see an apartment building being financially feasible for this site at the moment
 - If that changes, we would have to file a Notice of Project Change
- I would encourage everyone to identify your top outstanding concerns that the BPDA could continue to work with the CAC on. However, we did that for Parcel 15, and there hasn't been much follow-up on it.
 - *Response from Aisling Kerr, BPDA Project Manager*
 - This is a different project than Parcel 15
 - The BPDA is happy to continue working with Samuels and the CAC if the CAC would like to reconvene again after this board meeting
- The wind is something that I would absolutely like to keep working with the BPDA on.
- I would like to compliment the team on their extraordinary responsiveness. This is as responsive of a development team as I have ever seen.
- Are we taking the unique Uber/Lyft traffic patterns into account?
 - *Response from Matt Moran, BTM Transit Director*
 - We recognize that TNC's are causing more congestion in the city

- The mayor has proposed legislation to allow cities to increase fees for TNC's, to help ease congestion
 - This project is doing a good job of setting up TNC drop-off zones
 - We just rolled out a TNC zone in Allston on Brighton Avenue that has received positive responses so far
 - *Response*
 - What we have found is that one of the best things for us to do is to create a pick-up/drop-off space zones for TNC's to use, to try to regulate their activity as much as possible
- What does the schedule look like going forward?
 - *Response*
 - We are going at breakneck speed
 - The construction will likely take 2 ½ years
 - We are hoping to break ground as soon as possible
- Information from TNC's should be publicly available.
- Could there be some dialogue between your team and possible developers of a hotel on the Harvard Club parking lot?
 - *Response*
 - We will look forward to collaborating with them
- My name is Nina and I am from WalkBoston. Can the new signals at Massachusetts Avenue and Boylston Street be timed for the buses and include adequate crossing time from the back of the bike lane?
 - *Response from Matt Moran, BTD Transit Director*
 - Charlotte Fleetwood from BTD is looking at short-term intersection improvements at Newbury Street and Boylston Street, including signal retiming
- If the left turns out of your property don't work, I hope you will back off of this idea. Turning a car into the left hand lane when they want to immediately turn right is going to back up queues even more. These sidewalks are just as heavily used in the winter as the summer. You should keep those wind levels as low as possible. Sidewalk-level bike lanes do not work that well in practice. I am not sure that we gain anything with that bike lane, except for putting pedestrians at risk.
 - *Response*
 - Likely the best solution here is more separation
 - There are good precedents elsewhere for how we can discourage mixing
- What is the total amount of benefit that a project like this is expected to contribute?
 - *Response from Aisling Kerr, BPDA Project Manager*
 - There is no exact formula
 - As a City, we feel that these transportation and public realm benefits are the biggest benefits here
 - Samuels has also proposed other benefits
 - *Response*

- This is a massive contribution for us already
 - There is a limit to the amount of benefits we can provide
 - We have to be careful not to take on too much, more than we can do
- If members of the public want to send in community benefits suggestions, Aisling will take them.
 - *Response from Ted Schwartzberg, BPDA Senior Planner I*
 - When there is a planning study for a geography, that is one way to ensure that we get adequate community benefits from a project
 - The Civic Vision for Turnpike Air Rights is the plan for this parcel
 - That planning process allowed community members to give feedback on what benefits they would like to see in terms of community benefits
 - Obviously that plan is getting older, which is why we have this conversation now
- It is so important to get elected officials to oppose the privacy of TNC data. Can you talk to the Harvard Club about their plans?
 - *Response*
 - They are a couple years behind us, but we will collaborate with them
- We will be emailing out potential times for an upcoming conference call meeting. At this meeting, we will discuss what our letter to the City should look like. Wind, the MBTA, Uber/Lyft, building materiality, the Boylston left turn, and the fence by the train tracks—these are all outstanding topics for our next discussion.