



Back Bay / South End Gateway Project
CAC Working Meeting #2
Thursday, May 12, 2016, 8:00 a.m.
Location: Back Bay Station

CAC Attendees:

Brendan Ahern, South End Business Alliance (SEBA)
Damien Chaviano, Urban Land Institute (ULI)
Jim Cochener, Coda Restaurant Group
Jackie Cox-Crite, Tent City Resident
Cathy Doran, Greater Boston Convention and Visitors Bureau
Jack Fitzgerald, Ellis South End Neighborhood Association
Susan Gilmore, Resident of Back Bay
Meg Mainzer-Cohen, Back Bay Association
Mayra Negrón-Rivera, Inquilinos Boricuas En Acción
Ted Pietras, SEBA
Russ Preston, Congress for the New Urbanism (CNU)

Ex-Officio Attendees:

Massachusetts State Representative Byron Rushing
Alana Olsen, Office of Boston City Councilor Annissa Essaibi-George

City of Boston Attendees:

David Carlson, BRA
Catherine McCandless, BRA
Lauren Shurtleff, BRA
Christopher Tracy, BRA
Corey Zehngebot, BRA

State of Massachusetts Attendees:

William Tuttle, MassDOT

Project Team Attendees:

Claes Anderson, Arrowstreet
Jim Batchelor, Arrowstreet
George Needs, Boston Properties
Dave Newman, The Strategy Group
Melissa Schrock, Boston Properties
Susan Tracy, The Strategy Group

Members of the Public:

Ken Kruckemeyer, Resident
Carla Nelson, Resident

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Michele S. Portlock, Tent City Corporation
Martyn Roetter, NABB
Grant Simpson, Resident
Vicki Smith, NABB

Meeting Summary

On Thursday, May 12, 2016, the second 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, and Melissa Schrock, Boston Properties Lead Project Manager, at the Clarendon Street entrance of Back Bay Station.

Lauren began the meeting by thanking everyone for attending. Melissa then led a tour of the site, stopping at multiple locations in and around the station and the garage. She explained various details of the project as they moved along in order to help the CAC members contextualize and visualize the proposed plan for the project.

CAC questions and comments made during the site walk include:

- In response to a question from a CAC member, Melissa replied that Back Bay Station is the end of the #39 bus route and is the only bus route that uses the bus terminal at the station.
- An ex-officio member of the CAC noted that originally the bus terminal was developed for car drop-off at the station.
- A CAC member asked what will happen to the exhaust vents. Melissa replied that it was being evaluated as part of the MBTA's ventilation repair project and it would either be put back into service or its functionally replaced with other components.
- A CAC member noted that the amount of advertising in the Station serves as visual clutter and asked if the advertisements will be removed when the renovation is complete. Melissa replied that Boston Properties will take over the advertising in the Station once the current contract expires, and while they will continue to include advertisements as a source of revenue to fund maintenance of the Station concourse, they will be sensitive to the impact of advertisements on people's ability to find their way about the Station. The primary focus of visual content should be to clarify directions for people to find their way.
- A CAC member asked where some of the new retail spaces would be located. Melissa replied that they are exploring locating retail space in the level above the Concourse.
- A CAC member asked if there would still be retail inside the station under the arches. Melissa replied that there would be and that there would no longer be

retail kiosks in the main concourse, as it disrupts the public's ability to efficiently get to the trains. She continued to explain that it is not energy efficient to have a heating/cooling system within the entire Station given the interior height, so the retail spaces within the station will have individual doors and their own heating/cooling systems and message boards so that people can shop, warm up/cool down, and know about their train's arrival time while they wait.

- A CAC member asked Melissa to explain the thinking on the new garage exit. Melissa explained that there will continue to be a full service entry and exit on Clarendon Street to the garage and the concrete drums will come down. The new exit (either on Dartmouth Street or Trinity Place) is to prevent negative traffic impacts to the South End and Back Bay neighborhoods.
- A CAC member asked if the construction at 40 Trinity Place will be going on at the same time as the construction of the Gateway Project. Melissa replied that she cannot say for certain when that project will enter into construction. Lauren added that it is highly likely that 40 Trinity Place will begin construction well in advance of the Gateway Project.
- A CAC member asked if the residential or office building will be built first. Melissa explained that the office building will not be constructed until prospective tenants are found. The residential building may go first, depending on the timeline of commercial tenant interest.
- A CAC member asked how long the garage will be closed. Melissa replied that it will remain open during construction, with partial sections being closed for construction at different times. The timeline of this is still being determined.

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

- A member of the public asked if the sidewalk along Stuart Street, against the existing concrete wall, will be widened. Melissa replied that the sidewalk will be approximately two to three times the current width and noted that the concrete wall will come down.
- A member of the public asked what the ground floor will look like along Trinity Place. Melissa replied that the retail will wrap around the corner of the site and activate the space for public use.
- A member of the public asked if the residential building on Clarendon Street will come all the way to the street. Melissa replied that it would not and there would be a setback from the street. She then explained where the retail and residential spaces will be oriented on the site in relation to the Station as per the plans.

Lauren closed the meeting by confirming that the next meeting will be held on Thursday, May 26, 2016 at 6:00 p.m. at 40 Trinity Place at the Boston Common Hotel & Conference Center.

The meeting was adjourned at approximately 9:50 a.m.