



#### Introduction

- **Ted Schwartzberg** - BPDA
  - Recognizes State Senator Will Brownsberger and City Councilor Josh Zakim
  - Refers back to “A Civic Vision for Air Rights in Boston”
  - Background on the development process
  - Comment period extended to February 15
  - Another CAC meeting will take place on February 5 at St. Cecilia’s parish

#### Presentation

- **Steve Samuels** - Samuels & Associates
  - This meeting is essentially an update on last week’s meeting
  - We’ve been focusing on this parcel for 3 years
  - It’s an important property because it can be seen from multiple neighborhoods and connects major streets & important neighborhoods
  - We hope to repair scars on infrastructure in the area
  - The most complex pieces of this process relate to transportation; especially with the Newbury St./Massachusetts Ave. intersection
  - In terms of architecture and the shape of the building, our team is less far along; we are currently editing designs in response to concerns from the community
- **Abe Menzin** - Samuels & Associates<sup>1</sup>
  - About 50% of this property relates to air rights, the rest involves terra firma
  - Around 12 months ago, we decided we would not just work around the highway ramp
  - A fundamental goal of this project is to fill in the streetscape and connect neighborhoods
  - The 70-foot Newbury St. crossing is double what it should be; 2 fatalities have happened here in recent year
  - There is also a conflict between bus pickup and the bike lane on Boylston St.
  - The 1 Bus route is one of the most heavily used in the city
  - Solutions:
    - Move highway ramp further to the West
      - Slow traffic down coming through the Newbury/Massachusetts intersection
      - Extends Newbury St.
      - Creates the feeling of a regular intersection
    - New elevator and stairs down to the Hynes Green Line stop
    - 30-foot sidewalks on Massachusetts Ave., 25-foot on Boylston St,

---

<sup>1</sup> During Abe Menzin’s presentation, protesters in the back of the room begin holding up signs saying “No Hotel” and “Residential? Yes. Hotel? No.”

- The Newbury St. crossing would now be 32 feet
  - Bike lane separated from the bus lane
  - If the median is eliminated, the sidewalk could also be extended on the East side of Boylston St.
- **David Manfredi** - Elkus Manfredi Architects
  - Property was planned around the civic vision
  - The design has to address the design goals of cars (I-90 services 150,000 cars/day) and pedestrians
  - After the last CAC, we are looking into public access to the rooftop garden
  - The height of the buildings is in line with nearby buildings
  - The buildings are angled in the direction of streets and other buildings
- **David Bohn** - VHB
  - Conducted the transportation evaluation for the project
  - Evaluated 2025 conditions for other/known development projects and also Parcel 12's effects
  - Developed a comprehensive transportation mitigation program to reduce traffic impacts and increase safety
  - Current parking lot has 28 spaces; this development could have up to 150 underground spaces
    - This is a pretty low ratio of spaces/square feet
    - This involves a very modest addition of parking, much less than the 5-6 floors of parking suggested in the civic vision
  - There is indoor and outdoor bike parking
  - We will push the parking entrance as far west on Boylston St. as possible
  - There were 34 crashes at Massachusetts/Newbury from 2013-2017
    - 20 involved a pedestrian, bike, or personal injury
  - How will people get to this development?
    - For the office space, 44% of employees will arrive by automobile; 32% by public transit; 24% by bike/walking
    - 70 percent of new public transit trips will come via the Green Line
    - 30 percent will come via the bus, CT1
  - Our forecast shows the Green Line to be approaching capacity during the PM peak hours in the future, but "capacity" is tied to on-time performance
  - The MBTA Green Line Transformation Program is currently underway
  - Station modernization and track renewal is also taking place
  - New Green Line cars will significantly increase service by 2024
  - Parcel 12 impacts are limited and modest
  - The development will provide transit subsidies to employees in the building
  - We will soon complete a TAPA and CPT; we will also be involved in long-term monitoring for the BTB and MassDOT
- **Diane Soroaga** - WSP
  - A clear glazing on the building will allow for daylighting into the space
  - LED lighting and lighting controls will be installed

- Water controls will be in place
- Vegetative roofs will be added to the building
- Both buildings will be seeking LEED Gold
- There will be a 20% energy reduction for the office building; 22% for the residential/hotel building
- **Ted Schwartzberg** - BPDA
  - We will be holding this meeting again, as it is at capacity
  - Recognizes Yissel Guerrero from the mayor's office and State Representative Jon Santiago

### **Question & Answer Period**

- John Brooks - Fenway Civic Association
  - There are terrible traffic problems at these intersections now; drivers speed and run red lights
  - Can we get enforcement of a 25 MPH speed limit and crackdown on drivers running red lights?
  - *Response*
    - Additional officers could be discussed, but developers generally do not provide extra officers to deal with intersection problems like the ones you are talking about
    - But we will redo the intersections and do them well so that the traffic laws are clear and drivers follow the law
- Martyn Roetter - Chairman, Back Bay Neighborhood Association
  - First, I want to acknowledge the positive aspects of this development, including the pedestrian tunnel and the relocation of the I-90 on-ramp
  - Architecturally, this building looks like generic glass and steel, and is not consistent with the architecture of Back Bay
  - Why is this bigger than the design initially proposed?
  - Frustration that the building blocks the view from Newbury St.
  - Developers need to be more responsive to climate issues
  - You have not mentioned Uber, Lyft, or electronic scooters
  - *Response*
    - We are working on updating the design, and we will continue to partner with BCDC on this
    - Now is the part of the process when we want to work through the problems you mentioned
    - Size has not changed since our initial proposal
- Vicki Smith - Vice President, Back Bay Neighborhood Association
  - Why is the square-foot distribution the way that it is?
  - Retail is struggling in the surrounding neighborhoods, and residential buildings are over capacity
  - *Response*
    - Retail is important because of the location

- We know where the market is, and we are designing based on that
    - Both sides of the building need to fit into the same footprint
    - We need flexibility to choose between residential & hotel
- Resident with prewritten statement
  - We need to focus on preserving view corridors
  - The current massing isolates the building from its neighbors
  - The street facades of the podium should be broken up like surrounding buildings
  - The green spaces in the design are an afterthought
  - The building eliminates the view of the sky on Newbury and adds shadows
- Jackie - chair of the development committee
  - We support the design as a whole, but we do not support the design of the building that blocks off Newbury St.
  - We support the BCDC design comments
  - You should develop a place for the public to view sunsets on this bridge, overlooking I-90
  - Two design examples from Asia (including the Taipei Super Theater)
- Jay Johnson - resident near the Massachusetts/Commonwealth intersection
  - There will be a high volume of Ubers and Lyfts at this site
  - We need to talk about the number of residents, because this will impact the number of cars arriving at the development via rideshare
  - What are the unacceptable wind limits to the developers?
  - *Response*
    - We will work with BTM on easing traffic on the streets
    - Details on where Ubers & Lyfts go is up to the BTM
    - We have done a wind tunnel test
    - The podium design ensures air goes down and out
    - It is our obligation to minimize uncomfortable wind conditions for pedestrians
- Bob Combusky - resident
  - It is time to have buildings that do not emit carbon dioxide
  - Be it air-sourced heat pumps or solar panels, you should look into developing buildings that only rely on renewable energy
- Dolores Bugnannan - former Fenway resident
  - Would modeshare numbers be different for the residential/hotel building than they are for the office building?
  - Does the transit analysis assume Green Line improvements?
  - *Response*
    - We just selected the office building as an example for the modeshare numbers; the rest are in the Expanded Project Notification Form
    - We did not build our analysis on the assumption that the Green Line will be improved
- Grace Hall - Greater Boston Interfaith Organization

- Would the 87% renewable energy number be the same for the non-office building?
- *Response*
  - The number for the residential/hotel building is 78%
  - To convert the development entirely to renewable energy, we would just need to change the boiler to renewable energy
  - We just need to study that and do the analysis
  - If we changed the boiler to run on renewable energy, the building would only utilize renewable energy
- Will Brownsberger - State Senator
  - The intersection improvements are good
  - Relying on the 1 Bus and the Green Line is not enough; these two are already at capacity
  - You are going to see a lot of rideshare transportation to this development
  - A full Green Line rollover is 15 years away
- Richie Aloferri - resident
  - I am concerned about the crash analysis at surrounding intersections
  - Having hotel check-ins on Massachusetts Ave. is going to be impossible
  - You need to have permanent housing at this property
- Jon Santiago - State Representative
  - Introduced himself
  - Feel free to reach out to me with any concerns
- Sebastian - resident
  - How do you plan to deal with drop-offs for the hotel without a designated drop-off area?
  - *Response*
    - We have been working with the BTD on creating a drop-off zone
  - People would be approaching the hotel from the south; they would have to make a U-turn
  - *Response*
    - We do not want to encourage U-turns
    - The best way to approach the hotel would be to come from Newbury
- Eugene Herbin - works in the area, in the hotel industry
  - Concern about ambulance/police vehicles arriving in such a high-traffic area
- Joe - works in the hotel industry
  - If there is an event in the hotel, where are all the cars going to go?
  - *Response*
    - We do not expect there to be major events/conferences at this hotel; it is too small
- Resident
  - There have been 18 crashes at Newbury and Massachusetts in the last 18 months, so crashes are increasing
  - The intersection will be over-congested

- *Response*
  - We used crash data from the BTB
  - Our goal is to simplify the intersection and reduce traffic
- Parker James - Charlesgate Alliance
  - You should provide more of an amenity to people in the neighborhood and add to the public realm
- Don Carlson - resident
  - There is not much flexibility to change signals at either of these intersections
  - There are already hotels all around with lots of limos and rideshare drop-offs
  - How do you deal with so many rideshare drop-offs?
  - *Response*
    - This is a fairly small hotel
    - We don't anticipate an excessive number of rideshare drop-offs
- Sarah Driscoll - resident
  - Have you considered using part of the location as a resiliency location?
  - This could be an emergency location for the city
- James Michel - Boston Clean Energy Coalition
  - How is gas going to get to the development? Will there be new gas infrastructure?
  - Is gas used for hot water heating only?
  - *Response*
    - Gas comes in on Boylston St.
    - Gas is not distributed throughout the building; it is confined to the heating area in the boilers
    - We are studying if those boilers be converted to electricity
  - You would have the option to buy 100% renewable energy; be heroes!
  - *Response*
    - If there is a way to do it, we will
- Luke Washink, Greater Boston Climate Change
  - What is keeping you from solely using renewable energy sources?
  - *Response*
    - We are analyzing this today to see if we can convert to 100% renewable energy