



Introduction

- Steve Samuels, Samuels & Associates
 - Our big picture takeaways from the comments we have received so far have been:
 - A desire for more civic space on the property, including having a publicly accessible park above the podium
 - Architectural comments
 - How the project affects the sky plane from Newbury St.
 - How intermodal transportation works together at the site
 - The building's environmental sustainability
 - We have thought about how the project can better interact with the surrounding community.
 - We have made what is kind of a radical change, and we are hopeful that it solves those five big takeaways.

Presentation

Public Comments/Questions

- I would be interested to hear how the BPDA feels about this—this is a more extensive presentation than we would usually receive at this point in the process.
- Where will electric scooters go on this site plan, when they come to Boston?
 - *Response*
 - We do not know
 - It all depends on how the city decides those scooters will work
- I am much more impressed with this plan. The open space could be used as a venue for something like an outdoor concert. I am concerned about glare coming from the glass railing overlooking the Pike. Is there a way to protect the onlookers but also reduce the glare that hits the drivers on I-90?
 - *Response*
 - We have to protect sightseers, protect drivers, and reduce noise
 - We will end up having to do a glare study as part of the process
 - We will explore different options that will reduce the glare
- I also have a concern about the glare coming from the office building.
 - *Response*
 - The frame is not all glass
 - BPDA will require us to do a glare study
- The redesign is great. I am excited about the accessible open space. I like the cycle track. What is the total height now, and how does that relate to surrounding buildings?
 - *Response*
 - The height as proposed here is 219 height

- Berkeley's entitlement is 290 feet
 - 360 Newbury St. is 120 feet
 - The nearest abutter's height is 40 feet
- My main concern is the wind effects. I don't see what you are doing with the design to address the wind.
 - *Response*
 - We will have to go back and do studies to address how the new design affects wind
 - By rounding the southwest corner of the office building, we will be reducing a lot of the wind
- Is there a rendering that will let us see the south tower in light of all the other changes?
 - *Response*
 - We are showing you all the models that we have at this point
- Why not balance the 2 buildings with the reallocated space, rather than adding 4 floors onto the office building?
 - *Response*
 - The building that is farthest north is the most likely to cast shadows on Commonwealth Ave.
 - We are fully compliant with requirements regarding not adding shadows to Commonwealth Ave.
 - I don't know if adding to the residential building would upset that
 - There's math involved—we tried to allocate square footage where it is least likely to affect the makeup of the building
 - We also wanted to respect the concern about the Newbury sky place
 - The added height feels more natural in terms of the towers' relationship to other buildings in the Boston skyline
 - The shape of the office tower will deflect the wind away from the plaza
 - We have these buildings and their size/massing because of all the variables we are dealing with
 - We are hoping we are creating something unique and interesting here
- I presume the all-electric option is based on the current mix of the grid?
 - *Response*
 - Yes
- But the development could buy a better mix today, right?
 - *Response*
 - Yes, and we do that now with all our other developments
 - There's not always a simple solution there
 - We studied this and will continue to study it
- What's the extent to which green space can be something people want to visit year-round? Would it be possible to put evergreen trees here?
 - *Response*

- In between the two buildings, we have the shadow of the north tower
 - The plants that can best be accommodated are deciduous
 - We are looking into doing uplighting in the winter to support the greenery
 - Evergreen is a possibility, but we don't want to make it so thick that it breaks up the public realm
 - We would also just make sure that we can maintain the greenery
 - If we could make this space entirely green, we would
 - We have pushed Keith (the landscape architect), and we have been looking at landscaping for all 4 seasons
- The difference in color between the two buildings might be too severe.
- What is the length of the drop-off zone?
 - *Response*
 - 80 feet, the same length as previously proposed
- What will the drop-off zone be signed as?
 - *Response*
 - We will see what the city's preference is and follow that
- Will you take advantage of geofencing for rideshare vehicles?
 - *Response*
 - The goal is to consolidate all TNC's in the drop-off zones
 - It is to be determined how this exactly will work
- The left turn in and out of the parking area is still a problem, even with a police detail. You can request a police detail, but that doesn't mean that you will necessarily get a police detail. This is optimistic, but it may be naive.
 - *Response*
 - It is a challenging spot, but we are putting everything in here that we need to
 - We recognize that an officer may not be there every day, but we plan to start with that
 - It is not a very large increase in parking, relative to other developments
 - We tried to move the driveway as far away from the intersection as possible
 - This is the best place for us to have the driveway
- I appreciate the frame of the buildings, but I worry that it may seem too uniform now. It could be fun to reflect the quiriness of the neighborhood in the architecture.
- The view from the Pike is youthful, almost like the Disney Matterhorn. The pillars holding up the building look great. This seems like the project that is giving back to the community more than any of the others we have seen. This design is welcoming us all into the project. This is going to be a great addition to the neighborhood.
 - *Response*
 - Thank you

- That makes us feel like we're doing our jobs
- What part of the massing goes from the tower to the street?
 - *Response*
 - The footprint of the tower comes down to the ground
 - The geometries of the floor plates match up
- I am curious to see a rendering in more detail of the view from the Pike.
 - *Response*
 - The first floor building (the retail space) is visible beneath the park
- It is remarkable to see a developer that is so responsive. I appreciate that you are changing a lot. How will loading get from one building to another?
 - *Response*
 - It will still happen in the same place we initially proposed it to happen
- I applaud this new entrance into Boston.
- My clients across the street do not feel like they are being listened to regarding pedestrian traffic safety. Pedestrian traffic will increase by 20% here. There have been at least two fatalities at the Newbury/Mass. Ave. intersection in recent years.
- Will you be planning another session on sustainability?
 - *Response*
 - We will be incorporating responses to sustainability comments into the DPIR
 - *Response from Aisling Kerr, BPDA Project Manager*
 - There will be other public meetings following the DPIR submission
- Why are you shaping the buildings like this? Is it just to increase rents?
 - *Response*
 - The lower levels here are the best revenue generators
 - We are trying to break even here
 - Our instructions were to add just enough height to make the plaza work financially
- There are still some hard corners here, which will not help with wind. The windows make the office building look more residential than the residential building. Keep looking at the color of the buildings. Have you done a wind study for the plaza?
 - *Response*
 - We have, and I'm sure it will continue to evolve
- Solar panels on the roof should be seen as a necessity, rather than as an option.
- If a truck hits the support beam, will the building fall down?
 - *Response*
 - No, and I am sure MassDOT would not let us do otherwise
- You will not generate more GHG emissions if you electrify the building.
- How does this process relates to the MassDOT review process?
 - *Response*
 - The DOT infrastructure process is separate; we are advancing the highway designs separately
 - This all will be going to MassDOT, as well

Closing Comments

- Ted Schwartzberg, BPDA Senior Planner
 - We are still in the middle of the review process, we will be having at least one more public meeting
 - There will be a Scoping Determination issued
 - Tonight is very informative to see how the public will react to the proponent's changes
- Aisling Kerr, BPDA Project Manager
 - The Scoping Determination will be reflective of the EPNF, but with the understanding of a lot of what was presented tonight
 - Samuels has been proactive by starting to show us what their DPIR will look like
 - The Scoping Determination will hopefully be online by the end of the week
 - Their DPIR will reflect the comments received so far, and the DPIR will then kick off a new public process