

MEMORANDUM

BOARD APPROVED

MARCH 15, 2018

TO: **BOSTON REDEVELOPMENT AUTHORITY**
D/B/A BOSTON PLANNING & DEVELOPMENT AGENCY ("BPDA")*
AND BRIAN P. GOLDEN, DIRECTOR

FROM: JONATHAN GREELEY, DIRECTOR OF DEVELOPMENT REVIEW
MICHAEL CHRISTOPHER, DEPUTY DIRECTOR FOR DEVELOPMENT
REVIEW AND GOVERNMENT AFFAIRS
LAUREN SHURTLEFF, SENIOR PLANNER & SPECIAL ASSISTANT TO THE
DIRECTOR OF PLANNING
MICHAEL ROONEY, SENIOR PROJECT MANAGER

SUBJECT: PUBLIC HEARING TO CONSIDER THE DEVELOPMENT PLAN FOR
PLANNED DEVELOPMENT AREA NO. 116, 1000 BOYLSTON STREET
PROJECT, LOCATED IN THE BACK BAY NEIGHBORHOOD OF BOSTON

SUMMARY: This Memorandum requests, in connection with the public hearing on the proposed 1000 Boylston Project, located in the Huntington Avenue/Prudential Center District (also known as the Back Bay neighborhood of Boston) (the "Proposed Project"), that the Boston Redevelopment Authority (the "BRA") d/b/a Boston Planning & Development Agency ("BPDA"): (1) approve the Development Plan for Planned Development Area No. 116, 1000 Boylston Street Project (the "Development Plan") and accompanying map amendment pursuant to Sections 3-1A.a and 80C of the Boston Zoning Code (the "Code"); (2) authorize the Director to petition the Boston Zoning Commission for approval of the Development Plan and accompanying map amendment, pursuant to Sections 3-1A.a and 80C of the Code; (3) adopt a resolution modifying the Fenway Urban Renewal Plan, as amended (the "Plan"), to create Parcel 27 of the Plan and allow for the proposed project in the Fenway Urban Renewal Area; (4) authorize the Director to issue a Preliminary Adequacy Determination waiving the requirement of further review pursuant to Section 80B-5.4(c)(iv) of the Code for the Proposed Project; (5) authorize the Director to issue one or more Certifications of Compliance or Partial Certifications of

* Effective October 20, 2016, the BRA commenced doing business as BPDA.

Compliance for the Proposed Project pursuant to Section 80B-6 of the Code, upon successful completion of the Article 80 Large Project Review process; (6) authorize the Director to issue one or more Certifications of Consistency or Partial Certifications of Consistency for the Proposed Project pursuant to Section 80C-8 of the Code, upon successful completion of the Article 80C Planned Development Area Review process; and (7) authorize the Director to take any and all actions and execute any and all documents deemed necessary and appropriate by the Director in connection with the foregoing, including, without limitation, executing and delivering a Cooperation Agreement, a Boston Residents Construction Employment Plan, an Off-Site Inclusionary Development Policy Unit Agreement, and any and all other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project and the Development Plan.

PROJECT SITE

The 1000 Boylston Street site, located in the Huntington Avenue/Prudential Center District (also known as the Back Bay area) of Boston, is undeveloped and exists as a major gap in the cityscape created by the nearby Hynes Convention Center and Prudential Center, the shops and residences of the Back Bay, the bustling corridor of Massachusetts Avenue, and the Christian Science Center Plaza. The site is bounded on the north by Boylston Street, on the east by Dalton Street and the Hynes Convention Center, on the south by Scotia Street and an existing above-ground garage, and on the west by St. Cecilia Street and the rear façade of buildings fronting on Massachusetts Avenue (the “Project Site” or “Project Parcel”). A portion of the Project Site is a vacant grass lot, and a portion of the Project Site is open to the Turnpike below.

The Project Site is comprised of the following four (4) parcels currently held in separate ownership:

1. The Prudential Parcel (“Prudential Parcel”), which has been leased to the Proponent;

2. A parcel located above the Turnpike between the Prudential Parcel and Cambria Street ("Parcel 15"), owned by MassDOT, proposed to be leased to the Proponent, or its designee;
3. A parcel comprised of above-grade air rights spanning Cambria Street between Parcel 15 and the Scotia Parcel (the "Cambria Street Air Rights Parcel"), owned by the City of Boston subject to public way rights. It is proposed that the rights of the public will be discontinued above a specific elevation allowing for continued use of the surface and subsurface by the public and that the air rights will be acquired by the BPDA from the City, and then conveyed to the Proponent by the BPDA; and
4. A grass-covered parcel located across Cambria Street from Parcel 15 formerly used by the St. Cecilia Parish (whose church building is located on the opposite side of Scotia Street), owned by ADG Scotia LLC, an affiliate of the Proponent (the "Scotia Parcel").

The combination of these four (4) parcels is vital to the development's master plan as it provides a unique opportunity to infill the entire breach in the street wall along the south side of Boylston Street between Dalton Street and St. Cecilia Street, which since 2000 has been a longstanding goal of the "Civic Vision for Turnpike Air Rights in Boston."

DEVELOPMENT TEAM

Proponent

ADG Scotia II LLC c/o Weiner Ventures LLC
Adam Weiner

Project Management

D. Levine Management LLC
c/o Weiner Ventures LLC
Donald Levine

Legal Counsel

Goulston & Storrs
Marilyn Sticklor
Adam Hundley
Michael Flannery

| | |
|--|---|
| Architect | <u>Elkus Manfredi Architects</u> David Manfredi Kevin Lennon |
| Site Civil Engineering, Permitting, Transportation, Historic | <u>VHB</u> Mark Junghans Lauren DeVoe David Bohn Nicole Benjamin-Ma |
| Geotechnical Engineer & Environmental Engineer | <u>Haley & Aldrich</u> Marya Gorczyca |
| Mechanical, Plumbing, Electrical Engineer and Sustainability Consultant | <u>WSP</u> Tom Burroughs Julia M. Rogers |
| Wind and Solar Consultant | <u>RWDI</u> Derek Kelly |
| Construction Management | <u>Suffolk Construction</u> Scott Menard |

PLANNING CONTEXT

As the City searches for available sites to meet development demands, the air rights along the Massachusetts Turnpike offer an opportunity to accommodate new uses and meet the needs of local residents, businesses and institutions. In Back Bay, there are four Turnpike Air Rights parcels. Parcel 15, or 1000 Boylston Street as the project is now named, is the first of the Back Bay Turnpike Air Rights parcels to move forward. The parcel is located at the intersection of Boylston Street and Massachusetts Avenue, where it creates a 550-foot gap along Boylston Street. A Citizens Advisory Committee ("CAC") made up of residents, business owners, community organizations, and professionals was formed in June 2011 to assist the BPDA in the public process involved with any potential redevelopment of Parcels 12 – 15, following the framework published in A Civic Vision for Turnpike Air Rights in Boston in 2000. The CAC has spent years helping to guide this project into fruition.

DESCRIPTION AND PROGRAM

The Proposed Project is envisioned as a vibrant residential development with ground-floor uses, which will activate the street that aims to repair the discontinuity in the urban street wall left behind by the Turnpike expansion through Boston. It will improve the pedestrian realm by providing active ground floor uses along Boylston Street, one of Boston's most walkable districts, and will knit together two distinct Boston neighborhoods: the Back Bay and the Fenway.

The Proposed Project is conceived as a transformative development. The Proposed Project offers a considerable opportunity to rejuvenate a vacant highway overpass, transform the adjoining public realm, create an attractive and appealing place worthy of its prominent location, and become an asset to the vibrant Back Bay and Fenway neighborhoods and the City overall.

By introducing a mix of uses in appropriate and carefully considered locations, the Proposed Project will reinforce the existing mixed-use character of the area, while also creating a sustainable development. The Proposed Project's residents will contribute to the economic and philanthropic sectors of the City, stimulate economic growth and enliven the area.

The Proposed Project includes one residential building containing up to 108 units. The Proposed Project will be in Substantial Accord (as defined in Article 41 of the Code) with a building height of 484 feet from grade to the top of the highest occupiable floor. The residential building will rise out of a five-story Podium. The first and second stories of the Podium will contain approximately 45,500 square feet of retail and restaurant space facing Dalton, Boylston and St. Cecilia Streets. The third and fourth stories of the Podium will contain a parking garage of up to 175 parking spaces, which will be accessible from Scotia Street. The Podium will also include a ground-floor residential lobby, as well as fifth-floor amenity space for the condominium residential component of the Proposed Project. The roof of the Podium will contain a greenspace and open-air amenity area for the condominium unit owners.

ARTICLE 80 REVIEW PROCESS

On January 5, 2017, the Proponent submitted a Project Notification Form ("PNF") to the BPDA, initiating Large Project Review under Article 80B of the Code. This filing

was followed by a 30-day public comment period, which was extended by the Proponent, and ultimately closed on March 17, 2017. The BPDA reviewed the PNF pursuant to the Code and issued a Scoping Determination on July 11, 2017 that required the filing of a Draft Project Impact Report ("DPIR").

On September 22, 2017, the Proponent submitted a joint Draft Environmental Impact Report ("DEIR") and DPIR to the BPDA, as described above. The filing initiated a 45-day public comment period, which closed on November 6, 2017. The BPDA issued a Request for Supplemental Information on December 12, 2017. In response to this request, the Proponent submitted a Supplemental Information Document ("SID") on January 26, 2018. The SID document responds to the public comments received on the DPIR.

On January 26, 2018, the Proponent also submitted the Development Plan, initiating a 45-day public comment period.

All of the above noted project filings triggered a series of BPDA-sponsored meetings with both the general public and the CAC in which the Proposed Project and its related components were discussed and reviewed. Below is a list of the BPDA-sponsored public meetings that were held to date on the Proposed Project:

PNF Filing: January 3, 2017

CAC Meeting: February 14, 2017

CAC Meeting: March 7, 2017

Public Meeting: February 28, 2017

DPIR Filing: September 22, 2017

CAC Meeting: October 11, 2017

CAC Meeting: October 24, 2017

Public Meeting: October 3, 2017

SID Filing: January 26, 2018

CAC Meeting: January 17, 2018

CAC Meeting: February 27, 2018

Public Meeting: February 13, 2018

ZONING

The PDA Overlay District and the Project Site within the PDA Overlay District are located in the Huntington Avenue/Prudential Center District, all as shown on plans

of the PDA Overlay District and of the Project Site Area attached as Exhibits A-1 and A-2 to the Development Plan.

Pursuant to Sections 3-1A and 41-11 of the Code, Planned Development Areas ("PDAs") are permitted at the Project Site within the Huntington Avenue/Prudential Center District. This Development Plan will comply with such zoning provisions concerning PDAs in the Code. The Project Site is located within the Groundwater Conservation Overlay District ("GCOD") established by Article 32 of the Code and the Restricted Parking Overlay District. The Proposed Project shall comply with Article 32 of the Code as set forth in the Development Plan.

MINOR MODIFICATION TO THE FENWAY URBAN RENEWAL PLAN

The Project Site is within the area of the Fenway Urban Renewal Plan, Project No. Mass. R-115, adopted by the BRA on November 24, 1965 and approved by the City Council of the City of Boston on December 20, 1965, as amended (the "Plan").

Development of the Proposed Project is consistent with the planning objectives of the Plan, which include the creation of opportunities for private reinvestment and rebuilding, particularly in the form of sound and economically-constructed housing of maximum architectural quality, providing thereby the highest possible levels of amenity, convenience, usefulness and livability to the occupants thereof. The minor modification is required to create a Parcel 27 as a new Disposition Parcel and as a parcel to be acquired, and to modify Section 602 to establish the Permitted Land Uses and other requirements for Parcel 27 and the adjacent land, including the Cambria Street Air Rights Parcel, all of which are included in Project Site. The proposed Resolution of the Boston Redevelopment Authority is attached as Exhibit A.

In the opinion of the General Counsel, such proposed modification is minor and does not substantially or materially alter or change the Plan. The staff has determined that the foregoing modification of the Plan, and any proposed improvements undertaken pursuant thereto, will not result in significant damage to, or impairment of, the environment, and, further, that all practicable and feasible means and measures have been taken and are being utilized to avoid or minimize damage to the environment. This modification may, therefore, be effectuated by vote of the BRA pursuant to Section 1201 of the Plan.

MITIGATION & PUBLIC BENEFITS

The Proposed Project will substantially revitalize the Project Site and serve to integrate and connect the surrounding Back Bay and Fenway neighborhoods. The Proposed Project is a transformative development which will rejuvenate a vacant highway overpass, transform the adjoining public realm, and create an attractive and appealing place worthy of its prominent location.

Additional public benefits for the surrounding neighborhoods and the City are summarized in the following subsections.

Urban Design and Public Realm

Contributing to the Cohesiveness of the City

- The Proposed Project will span and cover the undeveloped areas of the Turnpike at a cost of tens of millions of dollars for construction of a deck over the Turnpike, thus knitting together the Back Bay and Fenway neighborhoods of the City and eliminating an unsightly “hole” in the fabric of the City. This premium cost, which is in addition to the air rights/lease cost, is one of the factors leading to no other project having been constructed over the Turnpike since the mid-1980s (when Copley Place was constructed which benefited from Federal funds).
- The Proposed Project will fulfill the long-term planning goals of A Civic Vision for Turnpike Air Rights in Boston (adopted June, 2000) and will pave the way for future air rights developments over the Turnpike.

Improved Street and Pedestrian Environment

- The Podium will extend across the entire Project Site, creating a high-quality continuous street frontage activated by vibrant and engaging ground and second floor uses, including retail and restaurant spaces and the residential building lobby.
- Approximately \$1,500,000 in Proposed Project funds will be devoted to improving the public realm in the vicinity of the Proposed Project. The public realm improvements will include the following to the extent feasible given engineering constraints:

- ▶ Expansion of the Boylston Street sidewalk from 11'6" to 18'-6" consisting of a Pedestrian Zone, Frontage Zone, and Greenscape Zone consistent with the Boston Transportation Department's Complete Streets guidelines.
- ▶ Provision of sidewalk amenities in the Boylston Street Greenscape Zone to create a human-scaled comfortable pedestrian environment, including street lighting, landscaping, public seating and bicycle racks.
- ▶ Enhancement of pedestrian safety on Scotia Street through new street level pole lights and an improved curb ramp.
- ▶ Improvement of the Pedestrian Zone and Greenscape Zone on Cambria and St. Cecilia Streets including bicycle racks, and repaving of streets including Dalton Street.
- ▶ Improved accessibility by creating generous barrier-free pedestrian zones along Boylston Street and Dalton Street.
- Using glass facades at ground level, wherever possible, the Proposed Project will provide transparency and create an inviting and safe ground-level experience for pedestrians.

New Retail and Service Development

- The Proposed Project will provide approximately 45,500 square feet of first and second-floor retail and restaurant space facing Dalton, Boylston and St. Cecilia Streets, which will enhance pedestrian activity around the Project Site and provide amenities to neighbors and building residents.

Architecture

- The Proposed Project reinforces the urban "high spine" planning strategy, reflecting high design standards and successfully complementing the height and massing in the area while designing the residential tower to minimize wind and shadow impacts on surrounding neighborhood public space resources.
- The Proposed Project will be a prominent architectural addition to the skyline visible from West of the City and along Commonwealth Avenue.

- The Proposed Project is responsive to the surrounding architectural context, in particular of Boylston Street and the abutting Hynes Convention Center.

Sustainability/Environmental Benefits

Area Revitalization

- The Project revitalizes an underutilized and uninviting urban site and uses land efficiently by incorporating a moderate amount of density within the urban core.

Stormwater Management

- The Project will improve the quality and quantity of site stormwater runoff compared to existing conditions, including consideration for groundwater recharge in accordance with standards applicable to the Groundwater Conservation Overlay District. The stormwater management systems will comply with the 2008 Massachusetts Department of Environmental Protection Stormwater Management Policy and Standards.

Resource Conservation

- By utilizing sustainable design strategies and exceeding the minimum building energy code requirements, the Project will maximize the conservation of energy and water, and minimize impacts to regional infrastructure and water resources.

Renewable Energy

- The viability of implementing clean and renewable energy sources will continue to be evaluated as the Project design develops.

Improved Wellness

- Through the incorporation of sustainable design elements, the Project will promote health and wellness with improved indoor air and access to views and daylight.

Climate Resilience

- By designing for resilience, the Project will integrate climate change adaptations that reduce vulnerability to future changes in climate scenarios and natural events, such as severe weather.

Social and Economic Benefits

Additional Residential Opportunities

- The Proposed Project will provide up to 108 new units of ownership housing – a low traffic-generating use. The Proposed Project promotes a vibrant mixed-use neighborhood, and will contribute to drawing customers to other nearby restaurants, stores, and services in the area.

Affordable Housing

- The Proposed Project will create or preserve affordable housing units in compliance with Section 41-14.1 of the Code and pursuant to a plan approved by the BPDA in compliance with the Mayor's Executive Order on Inclusionary Development ("IDP").

Community Benefits Fund

- In recognition of the impacts of the Proposed Project, the Proponent will make available funds totaling \$250,000 for community benefits. Funds shall be expended or awarded by the BPDA, after consultation with the CAC and Proponent, in accordance with procedures to be established by the BPDA. The funds shall be made available by the Proponent in two installments, as follows: (i) \$125,000 shall be paid to the BPDA not later than at the issuance of the full building permit for the residential portion of the Project, and (ii) \$125,000 shall be paid to the BPDA upon the issuance of a certificate of occupancy for the residential portion of the Project.

Works of Art

- Pursuant to Section 603 of the Fenway Urban Renewal Plan, the Proponent will be required to provide works of art satisfactory to the BPDA.

Enhanced Retail Opportunities

- The Proposed Project will provide new and diverse retail opportunities for neighborhood residents, visitors, and the public at large.

New Job Creation

- The Proposed Project will enhance the economy by providing new job opportunities and a source of customers for local retail and restaurant establishments. The Project will create approximately 1,200 construction jobs in a variety of trades and will create approximately 75 permanent jobs relating to the retail, restaurant, parking and residential administration components.

Enhanced Revenues for City and State

- The Proposed Project will generate approximately \$10,000,000 annually in new real estate tax revenues for the City of Boston.
- The Proposed Project will contribute revenue to the Commonwealth through payments for Turnpike Air Rights Parcel 15 proposed to be leased to the Proponent, or its designee.

INCLUSIONARY DEVELOPMENT COMMITMENT

The proposed location of the Off-Site IDP Units may be located within the neighborhoods of the Back Bay, Fenway/Kenmore, or the South End Planning District, with a preference for locations within one-half mile of the Proposed Project. The final location(s) of any Off-Site IDP Units will be approved by the Board. The Off-Site IDP Units may be created, caused to be created or preserved in cooperation with a third-party developer of an affordable housing project through the construction of new units, or through the purchase and income restriction of existing units. For construction of new units, the initial full building permit for the Off-Site IDP Units must be issued prior to receipt of either a temporary or permanent Certificate of Occupancy for the residential portion of the Proposed Project. For the purchase and/or income restriction of existing units, the Off-Site IDP Units must be made subject to a purchase and/or a building permit to rehabilitate the existing units prior to receipt of either a temporary or permanent

Certificate of Occupancy for the residential portion of the Proposed Project. All Off-Site IDP Units shall be completed within one year after issuance of the temporary or permanent Certificate of Occupancy for the residential portion of the Proposed Project. Upon request, the BPDA may grant a written one-year extension to allow for the completion of Off-Site IDP Units.

The Off-Site IDP Units may be either rental or homeownership units.

Recognizing that the Off-Site IDP Units may be of a different size and/or mix than the residential units in the Proposed Project, the total square footage of the Off-Site IDP Units shall be eighteen (18) percent of the sellable or rentable residential square footage of the development. Given that the proposed residential square footage is 288,000 square feet, the expected off-site square footage would be 51,840 square feet. The number will be finalized in conjunction with the completion of the design of the Proposed Project. In determining the number of required Off-Site IDP Units and square footage, BPDA staff may factor in credit for units rented at lower incomes than what would have been required on-site at the Proposed Project. In no case will the Proponent be allowed to create fewer units than the 19 total number of required Off-Site IDP Units or the number of Affordable Units required by Section 41-14 of the Code.

All Off-Site IDP Units must meet or exceed the City's Department of Neighborhood Development ("DND") construction guidelines for affordable housing in effect when an application for building permit is submitted for the Off-Site IDP Units. The Proponent may create the Off-Site IDP Units themselves, or they may work with a third-party developer to create the Off-Site IDP Units. The BPDA and the Proponent will have an Off-Site IDP Unit Agreement (the "Off-Site Agreement"), which will spell out the responsibilities of the Proponent and any third-party developer. The Off-Site IDP Units themselves will be outlined in an Affordable Rental Housing Agreement and Restriction ("ARHAR"), or an Affordable Housing Agreement ("AHA"), and rents, sales prices, and income limits will be adjusted according to BPDA published maximum rents and income limits. Rental units will be made affordable to households earning not more than 70% of the Area Median Income ("AMI") as published by the BPDA and based upon data from the United States Department of Housing and Urban Development ("HUD"). For homeownership units, at least sixty percent (60%) of the units must be affordable to households making no more than 80% of AMI, and the remaining units may be affordable for households making no more than 100% of AMI.

The Off-Site Agreement must be executed along with, or prior to, the issuance of the partial or full Certification of Compliance for the residential portion of the Proposed Project. The ARHAR or AHA for newly created units or the purchase and sale contract and/or agreement to rehabilitate and restrict income of occupants of existing units must be executed prior to the issuance of the full Building Permit for the Off-Site development. The Proponent or the third-party developer must also submit an Affirmative Marketing Plan (the “Plan”) to the Boston Fair Housing Commission and the BPDA. Preference will be given to applicants who meet the following criteria, weighted in the order below:

- (1) Boston resident; and
- (2) Household size (a minimum of one (1) person per bedroom).
- (3) First Time Homebuyers (where applicable).

Where a unit is built out for a specific disability (e.g., mobility or sensory), a preference also will be available to households with a person whose need matches the build out of the unit. The City of Boston Disabilities Commission may assist the BPDA in determining eligibility for such a preference.

The Off-Site IDP Units will not be marketed prior to the submission and approval of the Plan. Homeownership units may not be rented prior to sale to an eligible buyer. A deed restriction or covenant will be placed on the IDP Units to maintain affordability for a total period of fifty (50) years (this includes thirty (30) years with a BPDA option to extend for an additional period of twenty (20) years). The household income of any subsequent renter or buyer of the IDP Units during this fifty (50) year period must fall within the applicable income for each IDP Unit. The BPDA or its assigns or successors will monitor the ongoing affordability of the IDP Units. If the Off-Site IDP Units are created through the purchase and restriction of existing units, the Developer of the Off-Site IDP Units shall be required to submit a Tenant Relocation Plan prior to the issuance of a full Building Permit for the Off-Site IDP Units.

RECOMMENDATION

Based on the foregoing, BPDA staff recommends that the Board: (1) approve the Development Plan and accompanying map amendment pursuant to Sections 3-1A.a and 80C of the Code; (2) authorize the Director to petition the Boston Zoning Commission for approval of the Development Plan and accompanying map amendment pursuant to Sections 3-1A.a and 80C-6 of the Code; (3) adopt a

resolution modifying the Fenway Urban Renewal Plan to allow for a proposed project on a new Parcel 27 together with land adjacent to Parcel 27 in the Fenway Urban Renewal Area; (4) authorize the Director to issue a Preliminary Adequacy Determination waiving the requirement of further review pursuant to Article 80, Section 80B-5.4(c)(iv) of the Code for the Proposed Project; (5) authorize the Director to issue one or more Certifications of Compliance or Partial Certifications of Compliance for the Proposed Project pursuant to Section 80B-6 of the Code, upon successful completion of the Article 80 Large Project Review process; (6) authorize the Director to issue one or more Certifications of Consistency or Partial Certifications of Consistency for the Proposed Project pursuant to Section 80C-8 of the Code, upon successful completion of the Article 80C Planned Development Area Review process; and (7) authorize the Director to take any and all actions and execute any and all documents deemed necessary and appropriate by the Director in connection with the foregoing, including, without limitation, executing and delivering a Cooperation Agreement, a Boston Residents Construction Employment Plan, and an Off-Site IDP Unit Agreement, and any and all other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project and the Development Plan.

Appropriate votes follow:

VOTED

That, in connection with the Development Plan for Planned Development Area No. 116, 1000 Boylston Street Project (the "Development Plan") and the 1000 Boylston Street Project (the "Proposed Project"), located in the Huntington Avenue/Prudential Center District (also known as the Back Bay area) of Boston, presented at a public hearing, duly held at the offices of the Boston Redevelopment Authority (the "BRA") on March 15, 2018, and after consideration of evidence presented at, and in connection with, the hearing on the Development Plan and the Proposed Project, the BRA finds, in accordance with Section 80C of the Boston Zoning Code (the "Code"), that: (a) such Development Plan is not for a location or Proposed Project for which Planned Development Areas are forbidden by the underlying zoning; (b) the Proposed Project in such Development Plan complies with the provisions of the underlying zoning that establish use, dimensional, design and other requirements for Proposed Projects in Planned Development Areas; (c) such Development Plan complies with any provisions of underlying zoning that

establish planning and development criteria, including public benefits, for Planned Development Areas; (d) such Development Plan conforms to the plan for the district, subdistrict or similar geographic area in which the Planned Development Area is located, and to the general plan for the City as a whole; and (e) on balance, nothing in such Development Plan will be injurious to the neighborhood or otherwise detrimental to the public welfare, weighing all the benefits and burdens; and

**FURTHER
VOTED:**

That the BRA hereby approves, pursuant to Section 3-1.A.a and Section 80C of the Code, the Development Plan in substantial accord with the Development Plan presented to the BRA at its public hearing Board on March 15, 2018; and

**FURTHER
VOTED:**

That the Director be, and hereby is, authorized to petition the Boston Zoning Commission for approval of the Development Plan and the accompanying map amendment, pursuant to Section 3-1A.a and Section 80C of the Code, in substantial accord with the same as presented to the BRA at its public hearing on March 15, 2018; and

**FURTHER
VOTED:**

That the Director be, and hereby is, authorized to issue a Preliminary Adequacy Determination under Section 80B-5.4(c)(iv) of the Code, which: (i) finds that the DPIR adequately describes the potential impacts arising from the Proposed Project, and provides sufficient mitigation measures to minimize these impacts; and (ii) waives further review of the Proposed Project under subsection 5 of Section 80B-5 of the Code, subject to continuing design review by the BRA; and

**FURTHER
VOTED:**

That the Director be, and hereby is, authorized to issue one or more Certifications of Compliance or Partial Certifications of Compliance for the Proposed Project pursuant to Section 80B-6 of the Code upon successful completion of the Article 80 Large Project Review process; and

**FURTHER
VOTED:**

That the Director be, and hereby is, authorized to issue one or more Certifications of Consistency or Partial Certifications of Consistency for the Proposed Project pursuant to Section 80C-8 of the Code, when appropriate; and

**FURTHER
VOTED:**

That the Director be, and hereby is, authorized to take any and all actions and execute any and all documents deemed necessary and appropriate by the Director in connection with the foregoing, including, without limitation, executing and delivering a Cooperation Agreement, Boston Residents Construction Employment Plan Agreement, Off-Site Inclusionary Development Policy ("IDP") Unit Agreement, and any and all other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project and the Development Plan, all upon terms and conditions determined to be in the best interests of the BRA; and

**FURTHER
VOTED:**

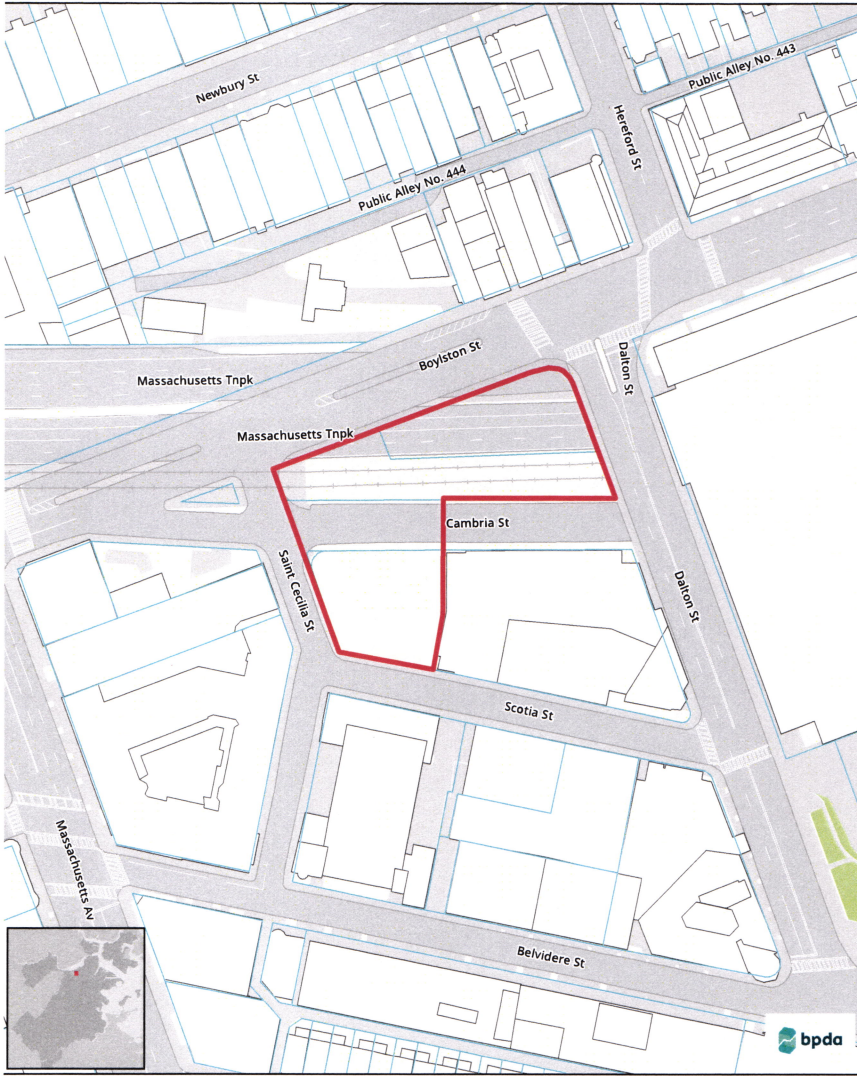
That the BRA hereby adopts the Resolution presented at this meeting entitled: "RESOLUTION OF BOSTON REDEVELOPMENT AUTHORITY RE: MINOR MODIFICATION TO THE FENWAY URBAN RENEWAL PLAN, PROJECT NO. R-115. WITH RESPECT TO PARCEL 27".

Exhibit A - Resolution of Minor Modification of the Fenway Urban Renewal Plan

1000 Boylston Street

1:1,200







Improving Lives and Building Community
Fenway Community Development Corporation

March 15, 2018

Boston Planning and Development Agency
Michael Rooney, Project Manager
One City Hall Square, 9th floor
Boston, MA 02201

Re: Fenway CDC comments re: 1000 Boylston Street project

Fenway Community Development Corporation (Fenway CDC) is a 45 year old community based non-profit organization that builds and preserves affordable housing and promotes projects that engage our full community in enhancing the neighborhood's diversity and vitality. We are pleased to submit this letter of support for the Weiner Ventures LLC, ADG Scotia II LLC for the 1000 Boylston Street Project. However, we do request that the developer and the Boston Planning and Development Agency (BPDA) make every effort to keep the Inclusionary Development Plan (IDP) off site units as close as possible to the proposed project.

Since the filing of the PNF, the Proponent has evaluated the public comments received and the concerns and views expressed by the community and agencies. As a result, the Project has been reconfigured to respond to community concerns regarding density, height, parking and various other matters.

The reconfigured Project will consist of a single condominium tower containing up to approximately 108 condominium units, rising from a Podium base containing approximately 45,500 square feet of first and second-story retail and restaurant space fronting on Dalton, Boylston and St. Cecilia Streets, a two-story above-grade parking garage containing approximately 175 spaces, and an amenities floor. A greenspace and outdoor amenity area for the condominium unit owners will be located on the roof level of the Podium. The second residential building proposed in the PNF has been eliminated resulting in reduced potential environmental impacts.

The revised Project accomplishes the reductions in density (by eliminating the apartment tower previously planned for the corner of Boylston and Dalton Streets thereby removing 212,000 SF or 182 apartment units) and height (by reducing the height of the condominium tower) while continuing to incorporate the Prudential Parcel as part of the Project Site. There has been a reduction in overall square footage of the Residences Building (condo) by 11% from 442,000 SF to 394,000 SF, and elimination of 52 units—from up to 160 to up to approximately 108 units. There will also be a reduction in parking capacity from 303 spaces to 175 as well as the insertion of design flexibility so that parking levels are capable of conversion to alternative uses post construction.

Fenway CDC believes that the reconfigured Project meets the objectives of the Boston Planning and Development Agency and community to fully deck over the opening to the Turnpike below while also eliminating the second residential building, reducing the height of the condominium tower, reducing the number of cars and shrinking the size of the podium originally proposed in the PNF.

We would also like to submit these further comments on certain aspects of the proposal:

Podium

We urge the BPDA to continue to consider the various CAC comments on the Podium during the ongoing design review process with Urban Design staff at the BPDA. That should include working with the proponent to set guidelines for the retail component's design. We support the creation of an awning on the podium as it will help mitigate wind conditions at the pedestrian level. We ask the BPDA to continue to review the findings from the wind studies and work with the proponent to identify other mitigation measures to help alleviate wind impacts.

Sidewalks

While the BPDA staff feels the width of the sidewalks along Boylston Street and around the site are adequate and can handle pedestrian demand and other usage, we ask that the BPDA staff continue to consider the CAC's comments when reviewing the landscaping plans for the sidewalks and the widths of the planting and street furniture zone.

Transportation

We ask that the BPDA staff continue to work with the Boston Transportation Department (BTD) to evaluate the impacts of the project on the surrounding area and determine the appropriate mitigation measures for those impacts, using the recently completed Go Boston 2030 Vision and Action Plan as a guide. In addition, a Transportation Access Plan Agreement ("TAPA") should also be executed between BTD and the Proponent, to include mitigation measures as well.

Shadows

We are pleased that the Proponent has filed updated shadow studies for every month throughout the year, which show the project is in compliance with the shadow limitations on the Public Garden and Boston Common.

Shifting from Gas to Electric Power

We realize that there has been recent controversy regarding bringing extra natural gas pipeline capacity into the area for another neighboring project. We ask the proponent to keep in mind the fact that the City of Boston has pledged to be carbon neutral by 2050. We ask that the developer make every effort to reduce energy consumption in line with the city's goals.

Solar Glare

We appreciate the fact that the proponent has identified the key locations where solar glare will have its largest impact. We urge the BPDA to continue to evaluate these impacts and work with the proponent to identify screening techniques and glass specifications to help mitigate any impacts of significant duration.

In conclusion we reiterate that we are pleased to submit this letter of support for the Weiner Ventures LLC, ADG Scotia II LLC for the 1000 Boylston Street Project.

Sincerely yours,

A handwritten signature in cursive script that reads "Richard Giordano".

Richard Giordano
Director of Policy and Community Planning
Fenway Community Development Corporation
70 Burbank St., Lower Level
Boston MA 02115
P. 617 267 4637 x19
F. 617 267 8591
E. rgiordano@fenwaycdc.org
W. <http://www.fenwaycdc.org>



BOSTON
TRANSPORTATION
DEPARTMENT

ONE CITY HALL SQUARE • ROOM 721
BOSTON, MASSACHUSETTS 02201
617-635-4680 • FAX 617-635-4295

March 15, 2018

Brian Golden, Director
Boston Planning & Development Agency
One City Hall Square, 9th Floor
Boston, MA 02201

RE: Supplemental Information Document: 1000 Boylston Street

Dear Mr. Golden,

Thank you for the opportunity to comment on the 1000 Boylston Street Project ("the Project") Supplemental Information Document (SID), which follows on Boston Transportation Department (BTD) comment letters dated Feb. 1, 2017, on the Project Notification Form (PNF) and Nov. 6, 2017, on the Draft Project Impact Report (DPIR).

Parking

As has been emphasized in BTD's PNF and DPIR comment letters, BTD policy parking maximum for Back Bay is 0.5 to 1; because this development is close to transit, BTD would like to see a parking ratio at the lower end of this scale. Nevertheless, the proponent is proposing a parking ratio of 1.62.

In Go Boston 2030, the City has established a goal of reducing single-occupancy vehicle trips by half. Higher parking ratios are not in line with this goal. When people have easily accessed parking, a driving trip becomes more attractive. Additionally, when a person has a parking space, they are more likely to have a car at the location. This, in turn, makes it more likely that any particular trip will be by automobile. Finally, parking spaces take up space that could be used by other uses.

If this proposed ratio is maintained, BTD will require a robust Transportation Demand Management (TDM) program to encourage people not to drive. This will be covered below in the relevant section. BTD will also require parking to be sold separately from the units at a market price, so that those who decide not to have a vehicle will not be required to pay for a space. If spaces cannot be leased, the proponent will not be allowed to lease to outside users, as per the Boston Parking Freeze.

Regarding bicycle parking, BTD is pleased to see the proponent propose secure/covered and outdoor bicycle parking spaces, as well as showering/locker facilities for employees as per the City's Bicycle Parking Guidelines. BTD is also pleased to see the proponent mention working with the City to place a bikeshare station. BTD will still be looking for a contribution towards a bikeshare station, the location of which will be determined by the City.

BTD is likewise pleased to see the proponent commit to 5% of parking to have electric vehicle (EV) charging stations, and another 10% be EV-ready.

MARTIN J. WALSH, Mayor

Transportation Demand Management

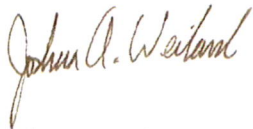
As the City's goal is to reduce the number of vehicular trips, BTD would like to see a robust Transportation Demand Management (TDM) policy if the proponent would like to pursue a parking ratio higher than our standards, in order to create the conditions in which cars will be little used:

- One of the best times to influence how people get around is when they first move to a new residence. Therefore, as mentioned in previous letters, BTD would like to see the proponent bundle the full cost of one month's MBTA Monthly LinkPass, as well as a year's bikeshare and carshare membership, for each unit upon sale.
- As mentioned in previous letters, BTD would like to see the development join a Transportation Management Association as a building, as these organizations can help promote non-driving trips.
- We would also like to see a real-time information screen in all lobbies, as these help people understand all transportation options available to them.
- In order to support those who do not own a car, BTD would like to see at least two publically accessible car share spaces provided in the development.
- In order to reduce the number of driving trips made to retail, BTD would like to see the developer facilitate delivery services by providing an area for receipt of deliveries, which would include such amenities as clothes lockers, temporary storage for packages/laundry and/or temporary refrigeration.
- Additionally, many commuters feel the need to drive in order to facilitate childcare – they have to drop their children off at a third location, so walking, transit or biking are not as attractive options. Therefore, BTD encourages the proponent to investigate on-site childcare for both residents and employees.
- In the SID, the proponent said that it will encourage retail/restaurant tenants to subsidize transit. As mentioned previously, BTD would like to see the proponent require this measure in all leasing documents.

Transportation Mitigation

The proponent should be looking to mitigate the added burden to the transportation system created by trips generated by the project by working on bicycle and pedestrian safety projects, as well as improving transit. Massachusetts Avenue through Back Bay carries a large volume of pedestrians, buses, bicyclists and motorists, creating congestion for all modes, as well as safety issues for many users. Further, this corridor is one in which bus riders experience high levels of delay due to the other traffic on the corridor. BTD will therefore be looking for the project to contribute or implement, at BTD's discretion, to the following initiatives: Vision Zero safety projects; and planning, designing and implementing bus circulation improvements in the area.

Sincerely,



Joshua A. Weiland

Transportation Planner

Boston Transportation Department

Cc: Vineet Gupta, Director of Policy and Planning

John DeBenedictis, Director of Engineering

Saint Cecilia

P A R I S H

March 15, 2018

Michael Rooney
Senior Project Manager
Boston Planning and Development Agency
One City Hall Square
Boston, MA 02201

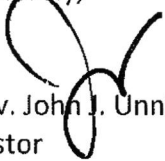
Dear Mr. Rooney,

Saint Cecilia Parish would like to go on record in support of the 1000 Boylston Street project. As the prior owners of the land involved and the abutters to the project, we've been having an ongoing and positive dialogue with Weiner Ventures. Adam Weiner and his team have been good partners in this process.

At this time, the only remaining concern that Saint Cecilia Parish has is with respect to parking. During the construction phase and after construction completion it is expected that we will lose between 13 and 25 parking spots in an already challenging area of Boston to park. We would like to continue to dialogue with the proponent to mitigate the cost to our parishioners and the logistical, financial, and practical impact on our parish both during construction and afterwards.

Thank you for your efforts on behalf of all involved in this project.

Sincerely,



Rev. John J. Unni
Pastor

GREGG LISCIOTTI
One Charles Street South - PH105
Boston, MA 02116-5448

March 8, 2018

Mr. Michael Rooney
Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Via Email: michael.rooney@boston.gov

Re: 1000 Boylston Street Project Letter of Support

Dear Mr. Rooney,

I continue to support 1000 Boylston, which is a thoughtfully-designed project that will bring considerable benefits to the surrounding neighborhood, not least of which is filling the "hole" above the Turnpike. The changes made to the project between the PNF and the DPIR to reduce height, density, and shadow impacts -- as well as the open dialogue the Weiner Ventures development team has continued with the community since then -- show a commitment to creating a project that truly adds to the character of the neighborhood.

This project will convert a disjointed city block into a walkable space that is inviting to residents as well as the public. I look forward to walking to new restaurants and retail outlets in the future. I support this project because I believe it is a good fit for Back Bay and for Boston and I sincerely hope the BPDA Board approves the project.

Sincerely,

A handwritten signature in blue ink, consisting of stylized, overlapping loops that form the letters 'G' and 'L'.

Gregg Lisciotti



Michael Rooney <michael.rooney@boston.gov>

1000 Boylston Street Support

Christopher Nolan <nolan812@gmail.com>
To: michael.rooney@boston.gov

Thu, Mar 8, 2018 at 4:09 PM

Hello Mike,

As a long-time Back Bay resident and business owner, I support the 1000 Boylston project.

This development is promising for many reasons. First, it will connect the Back Bay and Fenway, bringing these neighborhoods together to the benefit of residents and visitors. Second, it will finally eliminate the hole over the Massachusetts Turnpike, which has been a longstanding goal of the neighborhood, and a particular pet peeve of mine as a resident and pedestrian in the Back Bay. Last, I believe it's important that we support well thought-out air rights projects; they require unique leadership and problem-solving, which I think the Weiner Ventures development team has shown here. I respectfully urge the BPDA Board to approve this project.

Thank you,

Chris Nolan

[360 Newbury Street](#) Resident

February 13, 2018

Luis Mejias
50 Malden Street
Unit 725
Boston MA 02118

To:
Mr. Michael Rooney
BPDA Board
ADG Scotia II LLC and Weiner Ventures LLC

I would like to take this opportunity to comment on the proposed project at 1000 Boylston Street, in particular the parking exception requested as part of the project's approvals. As an urban and transportation planner and a real estate developer, I deeply understand and appreciate the intricacies and subtleties of the project proponent's request for residential parking above the city's requirement, namely the market dynamics pressuring the developer to build more parking and the desire for residents to 'store' their cars under their homes, even if they infrequently use them. I like that the parking levels will be designed with a flat slab to allow for conversion in the future, a must for above grade parking considering the uncertainty of the future of mobility. I also understand that the finance community, in hedging their risk, require more parking particularly for larger units.

I also appreciate that the developer will unbundle parking; however, I do not believe the proposed plan to sell parking spaces to condo owners fulfills the intent of developing the parking as a flat slab so that it could be converted to another use at a later date. Under the current proposal, if it is economically sensible to convert the parking levels to another use, all parking space owners would be required to agree and sell their privately held spaces for such conversion, making it unlikely this conversion would ever occur.

In a rental building this would be a non-issue, as a single owner is the decision-maker when considering conversion of the floor to another use. But with dozens of owners, the possibility exists that any one owner will refuse to sell, throwing the entire feasibility of conversion into doubt. Ownership is a powerful tool that is used all too often to stymie change, and I encourage the proponent to maintain ownership of the parking levels and simply renting them out to residents. By maintaining ownership under a single entity, the intent of unbundling and future conversion remains intact. If it becomes feasible to convert a single floor in the future, a single entity would be better equipped to reallocate parking assignment to condo owners onto a single level, instead of some non-entity trying to manage the conversion and required re-sale of deeded parking spaces by dozens of individual owners.

Another option may be to build in an eminent domain type of deed restriction such that the condo owners association can effectively 'take' parking spaces from owners unwilling to sell

(paying a market price for those spaces), but this has the potential to create ugly political maneuverings between neighbors.

I encourage the BPDA and the project proponents to devise a sensible solution that lives up to the intent of parking unbundling and the creation of convertible parking floors.

Sincerely,
Luis Mejias



Michael Rooney <michael.rooney@boston.gov>

1000 Boylston Street:

nina@ninagarfinkle.com <nina@ninagarfinkle.com>
To: Michael.Rooney@boston.gov

Fri, Feb 2, 2018 at 7:38 PM

Mr. Rooney,

I am extremely disappointed with the latest proposal for [1000 Boylston St. Boston](#) needs more housing, especially mid-priced housing, and this is the perfect location for it. It is the directly adjacent to transit and is within walking distance of everything someone would need (employment, retail, public services, etc), to live comfortably without owning a car. This is TOD where Transit already exists.

I learned the proposal now only contains larger, more expensive luxury units, mainly due to concerns about height and parking. The height is a non-issue. Anything shorter than the Prudential is certainly appropriate for this location, as other towers are also being constructed nearby as well. As TOD, parking can be restricted, and car share spaces and secured bike parking provided for owners [cars are parked 98% of the time, moving only 2%. and parking spaces increase the price by \$60,000 per spot as I understand it] Encourage the developer to build as little parking on-site as necessary to make the project economically viable. The City should encourage the developer to arrange with nearby off-street parking owners (ie the garage on Dalton St) to provide parking for the use of the occupants in lieu of building more parking on-site.

The developer should be encouraged to provide as many subsidized affordable units on-site as possible. An equitable mix of price points, and less parking results in lower costs for the Developer which would allow this. If not hear, where will the necessary affordable housing in the city center go?

This is a once in a lifetime opportunity to create smart density in the perfect location. Simultaneously covering up a highway trench and providing much needed housing at various price levels. I urge you to reject the current proposal and work with the developer to move back in the direction of their prior proposal.

Thank you.

-Nina Garfinkle

PS who builds street level parking in city centers anymore? It kills the vibrancy and thus the success of the whole area.

Nina Garfinkle | [Garfinkle Design](#) | www.ninagarfinkle.com
7 Holyoke Street, Boston MA 02116
T: 617.424.9115 | M: 617.733.4321 | nina@ninagarfinkle.com



Michael Rooney <michael.rooney@boston.gov>

1000 Boylston Street**Alex Frieden** <alex@frieden.org>
To: Michael.Rooney@boston.gov

Fri, Feb 2, 2018 at 4:46 PM

I am extremely disappointed with the latest proposal for [1000 Boylston St. Boston](#) needs more housing, especially mid-priced housing, and this is the perfect location for it. It is directly adjacent to transit and is within walking distance of everything someone would need (employment, retail, public services, etc), where most people can live comfortably without owning a car.

The prior version of this project had two towers of residential, which I thought was very appropriate for this location as part of the high spine along the Mass Pike. Recently, I have learned that the proposal only contains one tower, and it contains larger, more expensive luxury units, mainly due to concerns about height and parking. The height is a non-issue as far as I'm concerned. Anything shorter than the Prudential is certainly appropriate for this location, as other towers are also being constructed nearby as well. As to parking, the City should encourage the developer to build as little parking on-site as they feel necessary to make the project economically viable.

The City should also consider encouraging the developer to make arrangements with nearby off-street parking owners (for example the garage on Dalton St) to reserve parking for the use of the occupants of the development in lieu of building more parking on-site. The developer should also be encouraged to provide as many subsidized affordable units on-site as possible as well, even if that requires more height to be added to the building. This is a once in a lifetime opportunity to create smart density in the perfect location, covering up a highway trench and providing much needed housing at various price levels. I urge you to reject the current proposal and work with the developer to move back in the direction of their prior proposal.

As you know, we are in the middle of a housing crisis. We should do everything we can to promote housing people, not housing cars.

Thank you.

--

Alexander Frieden



Michael Rooney <michael.rooney@boston.gov>

1000 Boylston St., Boston SUPPORT LETTER

1 message

Chris Egan <cegan@carruthcapital.com>

Thu, Mar 8, 2018 at 2:00 PM

To: "michael.rooney@boston.gov" <michael.rooney@boston.gov>

Dear Mr. Rooney,

The proposed 1000 Boylston project is encouraging for many reasons. First, it will seamlessly connect the Back Bay and Fenway, bringing these neighborhoods together to the benefit of residents, visitors, and anyone who takes the Green Line. Second, it will finally fix the eyesore created by the hole over the Massachusetts Turnpike, which has been a longstanding goal of the neighborhood. A 21st-century Boston needs to repair these highway scars. Finally, I believe it's important that we support well thought-out air rights projects; they require unique leadership and problem-solving, which I think the Weiner Ventures development team has shown here. I respectfully urge the BPDA Board to approve this project. Please call me at [508-898-3800](tel:508-898-3800) if you wish to discuss this project with me further.

Respectfully yours,

Chris Egan

[5 Commonwealth Avenue](#)

[Boston, MA 02116](#)



Michael Rooney <michael.rooney@boston.gov>

1000 Boylston

Steven Leed <steven@royaljewelers.com>

Thu, Mar 8, 2018 at 1:27 PM

To: "michael.rooney@boston.gov" <michael.rooney@boston.gov>

To whom it may concern,

It impressive and refreshing the developers of 1000 Boylston acted upon community feedback to create a revised project that includes improved scale, design, and proportion.

As an 02116 resident I was pleased to see the much-widened sidewalks and generous street trees as part of the latest plans. Once this project is completed, the 1000 Boylston block will be unrecognizable from its current state – very positive and much needed .

Since the release of the much-improved DPIR version of the project, the Weiner Ventures team has continued to work closely with the community around creating an attractive public realm, even in the face of the challenges inherent to building over the Turnpike.

It's rare that a project comes along with this kind of opportunity for street-level transformation, and for that reason 1000 Boylston has my full support.

Steven Leed
#1501
Charles Street South
Boston, MA

Sent from my iPad



March 8, 2018

Michael Rooney
Boston Planning and Development Agency
One City Hall, Ninth Floor
Boston, MA 02201

RE: WalkBoston comments on 1000 Boylston Street

Dear Michael:

WalkBoston appreciates the opportunity to comment on the Draft Project Impact Report (DPIR) for the proposed development at 1000 Boylston Street in the Back Bay. This project will significantly improve the pedestrian realm by activating a currently desolate stretch of sidewalk with new ground-floor retail uses and streetscape improvements.

We encourage the proponent to clarify their plans for crosswalk improvements. The orientation of pedestrian ramps to crosswalks is not clearly discernable from Figure 3.35 in the DPIR ("Streetscape Improvement Plan"), but several crosswalks as depicted appear to utilize apex ramps, meaning that a single ramp at a street corner serves two crosswalks at a 45-degree angle to both. Such ramps can have the unintended consequence of directing people with visual impairments or mobility aids into the middle of the intersection, posing hazards to their safety. To avoid this WalkBoston recommends the utilization of two perpendicular ramps at street corners, such that each ramp serves one crosswalk at a direct approach. We urge the proponent to explicitly incorporate such perpendicular ramps into their streetscape designs at the intersections of Boylston/Dalton/Hereford Streets and St. Cecilia/Cambria Streets, and to adjust the placement of crosswalks accordingly as needed.

In addition, the southeast corner of the intersection of Boylston/Dalton Streets, as depicted in Figure 3.35, appears to have a wider turning radius for motor vehicles than the southwest corner of the intersection. Wide turning radii induce motor vehicles to travel at high speeds, posing safety risks to pedestrians. We urge the proponent to extend the curb at the southeast corner of the intersection to narrow the turning radius, thus calming traffic and also reducing crossing distances for pedestrians.

Thank you for considering these issues and please feel free to contact us with any questions.

Sincerely,

Wendy Landman
Executive Director

Cc: Vineet Gupta, Boston Transportation Department
Charlie Denison, LivableStreets Alliance

MAKING MASSACHUSETTS MORE WALKABLE

Old City Hall | 45 School Street | Boston MA 02108 | T: 617.367.9255 | F: 617.367.9285 | info@walkboston.org | www.walkboston.org

MARVIN S. WOOL, M.D.

***780 Boylston St. – Suite 20-I
Boston, Massachusetts 02199***

***Phone/FAX: 617-266-2275
e-mail: mwool@massmed.org***

Mar. 10, 2018

I urge the BPDA Board to defer it's consideration of Weiner Ventures 1000 Boylston St. proposal for one month. The purpose is to continue to negotiate an affordable housing agreement with Mr. Weiner who has steadfastly refused to consider placing even a single one of the 14 IDP mandated units on-site. This is a clear violation of the spirit, if not the letter of IDP regulations

There is a shameful shortage of affordable housing in the Back Bay. Meanwhile, NABB has consistently advocated for mandated affordable housing in our neighborhood –preferably on-site in new buildings. The IDP, since 2000, has sought to provide housing for low income residents in which to raise their families. Its mandate includes incentives to do so even in more affluent neighborhoods. Situating them on site in market priced buildings in such neighborhoods provides them an even more advantageous environment to raise their children.

Weiner Ventures has not shared our concerns. Over two years in multiple meetings we have consistently asked for at least a handful of the 14 mandated units to be placed on site. They have consistently refused to respond. Then earlier this year there was news. There were to be 160 units, and then, just weeks later, it decreased to 108 units in the same 27 story floor area. Still Mr. Weiner refuses to even tell us what mix of unit sizes is proposed (i.e. 1, 2 and 3 BR). He might have us believe that each of those 27 floors will have exactly 4 units, each of 2,267 s.f.

Furthermore, using some ingenious circular reasoning, he argues that although they're not yet built, the very size of these units precludes their use for affordable housing. Here's what he says in his Jan.2018 Supplementary Information Document (section 1.5- IDP Component):

***“In particular, in view of the large size of the units within the Project, the option of creating affordable units within the Project which are equivalent in size to the market-rate units does not seem to be an efficient use of IDP.”
Weiner Ventures SID Jan. 2018”***

NABB is prepared to complete negotiations within a month. We appreciate that the full 14 units may not be feasible, but certainly a handful or so can be made to work.

Yours truly,

Marvin S. Wool



Citizens' Advisory Committee
for
MassDOT Turnpike Parcels 12 - 15
in its capacity as
1000 Boylston Street Impact Advisory Group

Appointed

Brandon Beatty
Kathleen Brill
Fritz Casselman
Co-Chair
Brian Doherty
David Gamble
David Lapin
Meg Mainzer-Cohen
Co-Chair
Teri Malo
Barbara Simons
Gil Stricker
Steve Wolf

Ex Officio

William Brownsberger
Senator
Byron Rushing
Representative
Jay Livingstone
Representative
Edward Flynn
City Councilor
Josh Zakim
City Councilor

March 14, 2018

By Email c/o
Michael Rooney

Mr. Timothy J. Burke, Board Chair
Boston Planning & Development Agency
One City Hall Square Boston, MA 02201

Re: Recommendation for Approval of 1000 Boylston Street Development

Dear Mr. Burke:

The Citizens Advisory Committee ("CAC") for Turnpike Air Rights Parcel 15 is writing to convey its support for ADG Scotia II LLC's (c/o Weiner Ventures LLC) proposed development on Air Rights Parcel 15 known as 1000 Boylston Street. This project makes transformative improvements to the public realm and has the potential to generate multiple community benefits from a blighted parcel in one of our city's most active neighborhoods.

The CAC comprises citizens and local business and community leaders, and was convened in 2011 to study, assess, and recommend strategies to mitigate the impact of air rights development in the Back Bay. Over the past seven years the CAC has:

- Evaluated the qualifications and vision of potential developers who are experienced in complex urban development.
- Convened more than 25 public hearings to assess the scope of the development and community members' concerns about it.
- Heard hours of testimony from government agencies and experts in architecture, engineering, sustainable development, urban planning, zoning, and transportation.
- Reviewed dozens of studies that consider the full scope of development impacts as determined by the Article 80 Large Project Review Process.
- Engaged civic, business, community groups, and other stakeholders to solicit feedback on a variety of issues related to the proposed development.

Throughout this process, the developer has demonstrated a commitment to addressing community concerns. Based on this extensive review, the committee recommends that the BPDA Board:

1. Approve the Development Plan and Map Amendment creating PDA 116
2. Authorize the BPDA director to issue the adequacy determination completing the Article 80 Large Project Review Process
3. Approve the Minor Modification to Urban Renewal Plan creating Parcel 27

Given the public visibility, the unique nature and potential impacts of 1000 Boylston Street, the CAC also strongly recommends that the BPDA consult this committee on:

- Approval of the construction management plan as it relates to Saint Cecilia's Church and other abutters and neighbors
- Completion of the Transportation Action Plan and resulting TAPA
- The plan to satisfy the requirements of the City's Inclusionary Development Policy. Members have a preference for locating housing as close to the project site as practical taking into account existing and projected market conditions
- The determination and allocation of mitigation funds that the BPDA requires from the developer
- Whether or not to construct protected bike lanes on the streets surrounding the site

Furthermore, we urge the BPDA Board to support the Mayor's effort to reduce pollution levels and achieve carbon neutrality by using this project as a catalyst for making BPDA staff expert on the potential benefits of powering new development by electricity and the economic and engineering feasibility of getting there. The BPDA could then be a helpful and effective guide to other project applicants.

Sincerely,

MEMBERS OF THE PARCEL 15 IMPACT ADVISORY GROUP

By Meg Mainzer-Cohen and Fritz Casselman, Co-Chairs

cc: Brian Golden, Executive Director
Jonathan Greeley
Lauren Shurtleff
Michael Rooney
Senator William Brownsberger
Representative Byron Rushing
Representative Jay Livingstone
City Councilor Josh Zakim
City Councilor Edward Flynn
Adam Weiner



March 14, 2018

Timothy J. Burke
Chair
Boston Planning & Development Agency
One City Hall Plaza
Boston, MA 02201

Dear Chairman Burke:

I am writing on behalf of the Back Bay Association to support 1000 Boylston Street submitted by Weiner Ventures. I have had the opportunity to participate on the Citizens Advisory Committee, and it is my pleasure to present the following comments.

This submission clearly demonstrates that the project developer, Weiner Ventures, paid close attention to the comments of the community throughout the public process. The overall program for 1000 Boylston Street has been reduced from 689,000 square feet to 439,500 square feet, by eliminating the "second tower" of apartments, and reducing the residential building (containing condominiums) by 48,000 square feet and reducing the number of units to 108. Many members of the community were ecstatic about the reduction of parking from 303 spaces to 175. Lastly, the increase in retail space to 45,500 will enhance the vitality of Boylston Street, especially as it heads toward Fenway. We have reviewed the recent "supplemental information document," and are fully satisfied that 1000 Boylston Street will be an iconic addition to Back Bay's skyline.

The Back Bay Association Board of Directors has held a priority for more than 20 years that the "Air Rights" parcels in the neighborhood should be developed to cover over the gaps left by the Massachusetts Turnpike. While numerous public processes have been held to date, none of the projects reviewed have been viable or developed. The Back Bay Association strongly supports the 1000 Boston Street Project and most sincerely looks forward to the groundbreaking, topping off, and building opening!

We laud the development team for this insightful plan which will do so much for the Back Bay.

Sincerely,

Meg Mainzer-Cohen
President, Back Bay Association



Michael Rooney <michael.rooney@boston.gov>

1000 Boylston Street building proposal

Rickie Harvey <rickieh@verizon.net>

Mon, Mar 12, 2018 at 5:05 PM

To: Michael.Rooney@boston.gov

Cc: "Matt O'Malley (at home)" <heymattomalley@aol.com>, mayor@boston.gov, "Andrea Campbell (at work)" <Andrea.Campbell@boston.gov>, "Michelle Wu (work)" <michelle.wu@boston.gov>, Lydia Edwards <lydia.edwards@boston.gov>

Dear Michael Rooney, BPDA Planning Manager,

Mayor Walsh has frequently stated that the City of Boston will be carbon neutral by 2050. Yet here again, with the 1000 Boylston Street proposal, we see yet another huge building that will go up in Boston and be fueled by gas. I have read the developer's proposals, comments by residents, and the responses to those comments in regard to the lack of energy efficiency; they are far from reassuring: "Passive house standards are not as applicable to this building type." What does that even mean? Why can this building not meet Passive House standards? If Millennium Tower is capable of having 400,000 sq ft of its space be Passive House, surely this building can do even better than that?

In addition, the responses indicate that "electric conversion can happen later." How ridiculous is this comment? Everyone knows full well that once National Grid installs its gas line that it will send gas into the building for many decades. There is no "later" in terms of climate change effects; if we do not take a stand to use renewables now then why is the mayor stating his carbon neutral objective? These huge buildings all being fueled by gas that keep being approved by the BPDA will absolutely prevent any reduction in GHG consistent with the mayor's pledge about carbon neutrality. If the time isn't now to stop gas-fueled development, then when?

Finally, at what point does the developer get told to stop using the bottom line as an excuse to do nothing more than carry on with the status quo in terms of gas, glass, and guzzling energy? When does the City of Boston and its BPDA step up to make this City's development enter the century of addressing climate change instead of just caring about the developers' bottom line? These developers will never take that step on their own; the City must lead. It is horrifying the development and new gas lines that the City is permitting, and it is apparent there is little or no political will to stand up to the utility companies and the developers and find a way to construct buildings of the future and not yesterday. If Vancouver and Seattle and New York and other major great cities are doing this, why is Boston not? Shame on us. Development at any cost to our City and planet is not good development. As John Fish said recently on WBUR in regard to constructing buildings that look to the future, "We can pay now, or we can pay much, much more later."

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Michael Rooney <michael.rooney@boston.gov>

1000 Boylston support

Ken Frieze <kfrieze@gordonbrothers.com>

Sat, Mar 10, 2018 at 8:56 AM

To: "michael.rooney@boston.gov" <michael.rooney@boston.gov>

Mr. Rooney,

As follow up to my support letter below from back in October, I continue to support 1000 Boylston, which is a thoughtfully-designed project that will bring considerable benefits to the surrounding neighborhood, not least of which is filling the "hole" above the Turnpike. The changes made to the project between the PNF and the DPIR to reduce height, density, and shadow impacts -- as well as the open dialogue the Weiner Ventures development team has continued with the community since then -- show a commitment to creating a project that truly adds to the character of the neighborhood.

This project will convert a disjointed city block into a walkable space that is inviting to residents as well as the public. I look forward to walking to new restaurants and retail outlets in the future. I support this project because I believe it is a good fit for Back Bay and for Boston and I sincerely hope the BPDA Board approves the project.

Once again, thank you for your consideration of my thoughts,

Kenneth Frieze

445 Marlborough Street

Boston, MA 02115

617.422.6272

From: Ken Frieze**Sent:** Monday, October 30, 2017 6:51 PM**To:** michael.rooney@boston.gov**Subject:** 1000 Boylston support

[Quoted text hidden]

RESOLUTION OF BOSTON REDEVELOPMENT AUTHORITY

**RE: MINOR MODIFICATION TO THE FENWAY URBAN RENEWAL PLAN,
PROJECT NO. MASS. R-115, WITH RESPECT TO PARCEL 27**

WHEREAS, the Urban Renewal Plan for the Fenway Urban Renewal Area, Project No. Mass. R-115, was adopted by the Boston Redevelopment Authority (the “**Authority**”) on November 24, 1965 and approved by the City Council of the City of Boston on December 20, 1965 and is recorded with Suffolk County Registry of Deeds in Book 8327, Page 660 (said plan, as amended or modified as of the date hereof, the “**Plan**”); and

WHEREAS, Section 1201 of the Plan entitled: “Modification” provides that the Plan may be amended at any time by the Authority provided that any amendment does not substantially or materially alter or change the Plan; and

WHEREAS, it is the opinion of the Authority that the modifications, as hereinafter defined, and the creation of a new Parcel 27 in the Fenway Urban Renewal Area are consistent with the objectives of the Plan and are minor modifications which may be adopted within the discretion of the Authority pursuant to said Section 1201; and

WHEREAS, the proposed modifications to the Plan are necessary to effectuate the redevelopment of the new Parcel 27 together with land adjacent to Parcel 27 (the “**Project Site**”); and

WHEREAS, the Authority is cognizant of the requirements of Massachusetts General Laws Chapter 30, Sections 61 through 62H, as amended, and its implementing regulations (collectively, “MEPA”) with respect to minimizing and preventing damage to the environment.

NOW, THEREFORE, BE IT RESOLVED BY THE BOSTON REDEVELOPMENT AUTHORITY:

1. That, pursuant to Section 1201 of the Plan, the Plan be and hereby is amended as follows:

(a) That Map 3 of the Plan entitled “Disposition Parcels” is hereby modified by adding as a reuse parcel a new Parcel 27 identified on the map attached hereto.

(b) That Map 1 of the Plan entitled “Property Map” is hereby amended to add Parcel 27 as a “Property to be Acquired.”

(c) That Map 2 of the Plan entitled “Proposed Land Use” is hereby amended by designating the proposed use of Parcel 27 as Residential, Commercial, Parking and Accessory Uses.

(d) That Section 602 of the Plan is amended by adding the following language to TABLE B after Disposition Parcel Number 26:

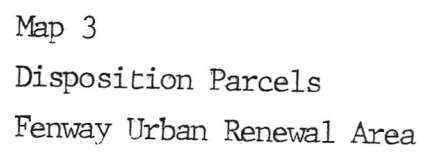
| Disposition Parcel Number | Permitted Land Use | Maximum Floor Area Ratio | Planning and Design Requirements |
|------------------------------|---|--|-------------------------------------|
| 27 | Residential, Commercial, and Parking | 11.0 for Parcel 27 and adjacent land in Project Site | B, C |

2. That the proposed modifications are found to be minor modifications which do not substantially or materially alter or change the Plan.

3. That it is hereby found and determined pursuant to MEPA that the foregoing modifications of the Plan, and any proposed development undertaken pursuant thereto, will not result in significant damage to or impairment of the environment, and further, that all practicable and feasible means and measures have been taken and are being utilized to avoid and minimize damage to the environment.

4. That all other provisions of the Plan not inconsistent herewith be and hereby are continuing in full force and effect.

5. That the Director be and hereby is authorized to proclaim by certificate these minor modifications of the Plan, all in accordance with the provisions of the Urban Renewal Handbook, RHM 7207.1, Circular dated August 8, 1974, if applicable.



Testimony BPDA Board– Mar. 15, 2018

My name is Marvin Wool. I live in the Back Bay and am a longstanding member of NABB's Development Committee

Much of NABB's four page comment letter deals with affordable housing – its longstanding advocacy, its major disappointments with IDP in the Back Bay, and ideas for some future complex solutions. We're embarrassed, frustrated and angry. But I'm here to focus on a single idea - one which might be of more immediate benefit.

I urge the Board to defer consideration of this proposal just until its next meeting. That time would be constructively used to negotiate an affordable housing agreement with the developer. His current proposal envisions not a single affordable unit on site but he has yet to have an actual dialogue with us.

He now plans 108 market units on 27 floors. Still we' not even told what mix of unit sizes is proposed (i.e.1, 2 and 3 BR). We are left to believe that each of those 27 floors will have exactly 4 units, each a generous 2,667 s.f.

He further argues in his Jan.26 S.I.D.* that although they're not yet built, the very size of these units precludes their use for affordable housing. (section 1.5-IDP Component) And I Quote:

***: "In particular, in view of the large size of the units within the Project, the option of creating affordable units within the Project which are equivalent in size to the market-rate units does not seem to be an efficient use of IDP."
Weiner Ventures SID Jan. 2018"**

That interpretation is actually backwards around. The IDP was originally conceived precisely to encourage affordable units to be built on-site. Creating nearby separate affordable (quotation) "poor people's buildings" has the unintended consequence of stigmatizing their residents .Never mind that not a single such building has been built in the Back Bay during the past decade. Finally, defaulting to the buyout option guts the core principal of the IDP - diverse groups living together in the same neighborhood.

We're confident that good faith negotiations can be completed without delay and ahead of the Apr. 11 ZBA hearing. We understand that all 14 units may not prove feasible, but certainly a handful or so can be made to work.

Marvin Wool
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