Minutes

Boylston Street Corridor Study Committee

July 27, 2021 12:00PM
Held remotely via Zoom

Committee members (in attendance noted by Y/N):

John VanScoyoc, Chair	Y	Wendy Friedman	Y	Tom Nally	Y
Rachna Balakrishna	Y	Joe Gaudino	Y	Carlos Ridruejo	N
Deborah Brown	Y	Wendy Machmuller	Y	Mark Zarrillo	Y

Staff & consultants present: Kara Brewton

Bulfinch Team included: Robert Schlager, Mark DiOrio, Brian McInerney, Matt DeNoble (Bulfinch); David Manfredi & Tim Talun (Elkus Manfredi), Bob Allen & Jennifer Dopazo Gilbert from Robert Allen Law;

Meeting materials included: agenda; powerpoint by Elkus Manfredi (7/27/21)

Guests included: Carol Levin, Frances Shedd-Fisher, Fred Perry, Jonathan Klein, Joshua Currier, Mary Sabolsi, Michael Alperin, Paul Saner, Susan Rothstein, Valon Hidra

John VanScoyoc opened the meeting, noting that it was being held remotely on the Zoom platform due to COVID, and after checking that all participants' audio/video were working well, and Kara announced that the meeting was being recorded.

Presentation of 10 Brookline Place

Existing Conditions –
David Manfredi showed an existing building section, which is a cast in place concrete building, with 11' floor-to-floor heights except for in the 2nd to 5th, 13'-1" at the top floor. Typical fl-fl is 14'6". Additionally the structural grid is very tight whereas the proposed use would have a 33'proposed grid spacing with a center core. Showing photos from the perimeter, the blank wall along Route 9 is actually the top of the parking garage, which makes it difficult to reuse for street level entries.

Trip Generation, including mode deductions similar to 1 & 2 Brookline Place

Vehicles – existing is 66 in the AM, 64 in the evening; whereas the proposal is 105 in the AM and 122 in the evening peak hours.

Transit – existing is 97 in AM, 96 in eventing whereas proposed is 157 in AM and 194 in evening.

Bikes – 47 in AM and 46 in evening; proposed is 76 in AM and 93 in evening.

Parking existing supply – 109 in upper level and 128 in lower level currently; 253 total today including valet.

Building Height & Shadows – existing 100', surrounding heights brookl house 135', hGI, 108' 2 BP at 125' . Massing Scheme 1 shows 125' to main roof plus 35' mechanical penthouse. East side is 140' to main roof plus 35' mechanical penthouse.

? Be clear about the height of BP including penthouse or not?
And concepts do not show penthouses currently.
?Why is the top floor so tall?

Looking at shadow studies, March 21st, at 9 am casting additional shadows on buildings west of Kent St. lot (but not up to roof). June 21st no impacts except to restaurant on Station Street and 2 BP. Sept. 21, very similar to March 2. Dec. 21st additional impacts at 9 am, further northwest and shadow impacts on the building north of Station Street.

Robert Schlager noted that the existing 175K sf originally designed for Combined Insurance of America. It's approaching it's 50-year lifecycle. Doesn't lend itself to class A office building. Dana Farber for another 9 yrs plus two, 10-year extension options. Permitting includes Town, MEPA (2-3 years), construction will take 24-30 months plus 12 months of tenant improvements.

In response to Q&A,

- The proposed building mechanical spaces have not yet been designed, as not certain about use, but could be as low as 17' or as height as 34'. Usually setback 20-30' from the cornice line.
- Existing building grid is 20' x 20'
- Partial demo and extensive renovation as a cost-benefit analysis been done?, and embodied energy included with construction waste. Have reviewed existing building, three factors to not save: 1) doesn't comply with current seismic standards for earthquake and the like; 2) fl-fl heights of 11' doesn't allow for a 9' to ceiling with higher standard of higher flow HVAC combined with other utilities like internet; 3) looking at hydro-demolition – using water jets to crush the concrete to 1" to 4", which would take about 6 weeks. Bulk of the building is almost hollow.
- Façade did have holes punched in last big renovation. Understand the environmental circumstances of demolition causes, at a certain point there is only so much you can do and now time to move on to new ideas. Current building creates a gap between Brookline Village at Station Street and the area around Route 9. Was originally enticed about air rights over the T to look bridging over the tracks, to have a more cohesive pedestrian experience. Also want to say this is a unique opportunity, surrounded by lots of roads and the T on one other side. Adjacent buildings are far enough that we can absorb a lot of height at this site. Bulfinch looked at crossing the tracks. It would be difficult to get the T to allow that. Have a site in Cambridge/Somerville/Medford at 640 Boston Avenue… directly adjacent to that residential property, we've been working for 12 years to connect the two sites. Would be happy to try.
- Positive feedback about the design and approach to demolition
- This would start construction somewhere in the 5-10 year range hopefully. Construction timeframe would be finished 9-13 years 100% occupied, from today….. Have not yet spoken with brokers about leasing the property; won't until the design is better tied down and need to work with DFarber with their needs first.
- 15% of what it needs to be for lab use nor for outside air exchange for a building design today.

- Yes, two chillers for each side of the building, enclosed in a mechanical penthouse. Penthouse would also keep any exhaust directly up. Exploring geothermal and electric hot water heat pumps. Would look at gas still for the laboratory part of the project. 95% FFF (?)
- Beyond the existing penthouse, tehre's a lot of scattered equipment outside the penthouse.
- Looking out 20 years…. To design flexibility in infrastructure as science evolves constantly. With regards to density, need to look at what's appropriate for the site. Looking out 50 years, actually.
- Could the atrium be designed to focus more on the T
- Could we at least widen the sidewalk over the T, and Mik Yong Kim is looking into that. (Did he hear that right, not just widening the sidewalk to the north and south and parallel to the tracks>)
- Access to building would be through the building, northeast corner of site with café space or bicycle store, western corner of site with kiosk with some interpreter exhibit,
- Will look at whether they could buy restaurant on the southeast corner of Station & Washington Street
- Why so much taller than 2 BP and the hotel? 100% fresh air for some o f the tenants drives the height of the fl-fl heights and mechanical equipment. Height and density can be sustained without impacting surrounding area.
- Relationship of building with rest of lower Boylston – yes, by having outdoor space on upper level decks, you'll see green space from further west in the corridor, say at the liner tire building
- If FFF, how oculd the town expedite the permitting. Will be 95% FFF, would not be surprised that by the time we get to tconstruction documents, opportunity to be 100% FFF for life science type of buildings. Adopted as company to build LEED as a policy. Will be gold, could be platinum.

[Rachna had to leave for another meeting].

- Helping out neighbors. Could the BHA benefit or could there be a synergy between the two developments. Some discussion to further that… Jennifer Gilbert.
- Streamlining the process… has efficient process for smaller scale projects. But for something like this, the process with the state will take a long time to do. Local 18-24 months, we would be doing very well. Bob Allen talked about effort to get pre-work done for zoning changes.
- At least 15% of spaces will have eV charging stations, LEED standsar. Could beup to 25% or so.
- Would be willing to meet with other community meetings.
- Tax revenue is 2-3x say $15. $15 x 450,000. Few million dollars on the real estate tax side.

** Meeting adjourned at approximately 1:35 pm.