

Air Rights Parcel 15 Proposal Presentation

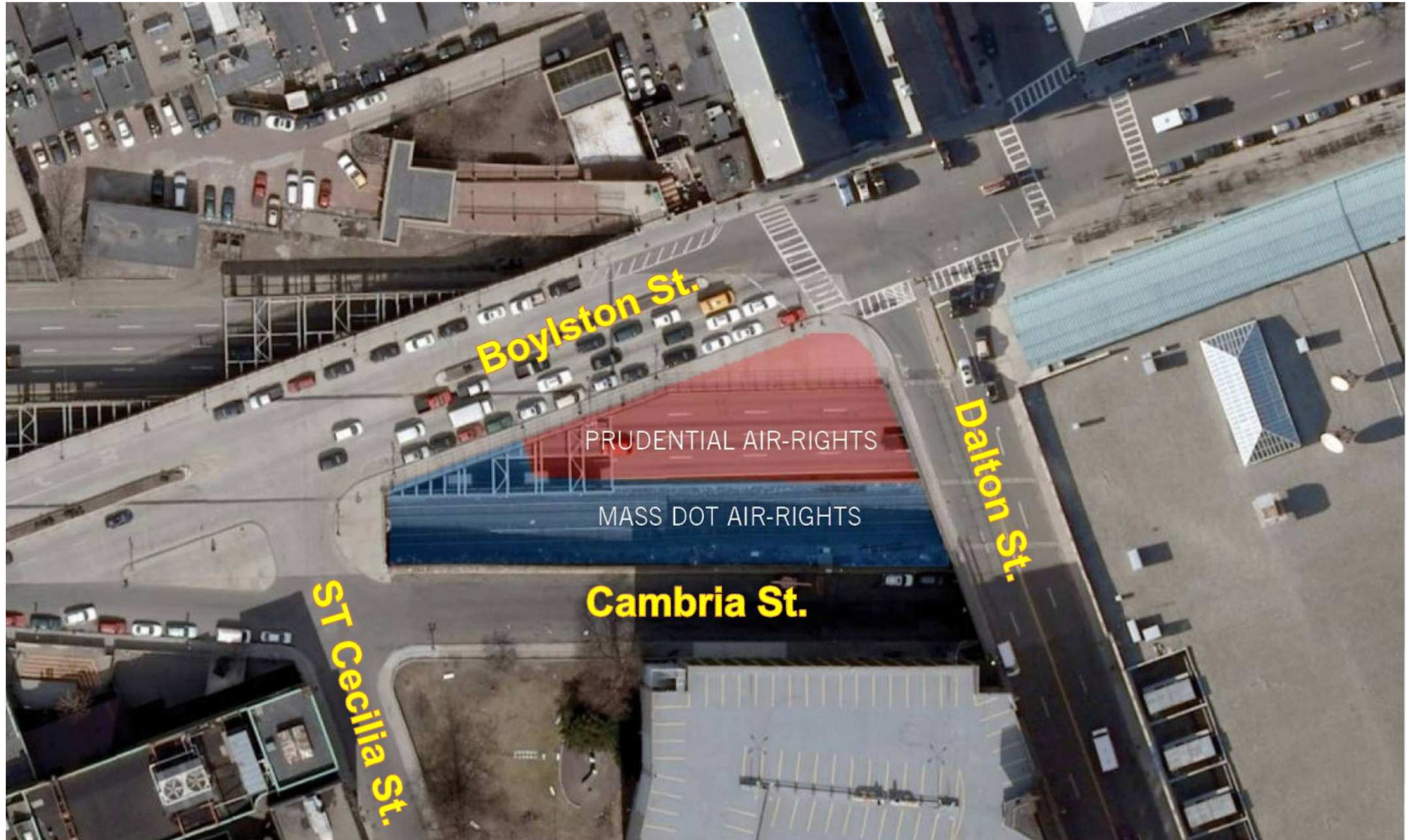


Project Objectives

- ✓ Contribute to the urban fabric and improve the neighborhood
 - fill in the entire hole
 - connect Boylston St. to Massachusetts Ave.
 - activate the streetscape of Boylston St. and Dalton St.
- ✓ Execute a feasible project that will provide an economic return to the State.
- ✓ A simple and straightforward project which requires only our land and air rights. Third-party land not required to proceed immediately.



The Site: Parcel 15 and Prudential's Parcel



Existing Conditions



Existing Conditions: Highlighting MASSDOT Air Rights



Existing Conditions: Highlighting PRUDENTIAL Air Rights



Existing Conditions



Existing Conditions: Highlighting MASSDOT Air Rights



Existing Conditions: Highlighting PRUDENTIAL Air Rights



The Development Team

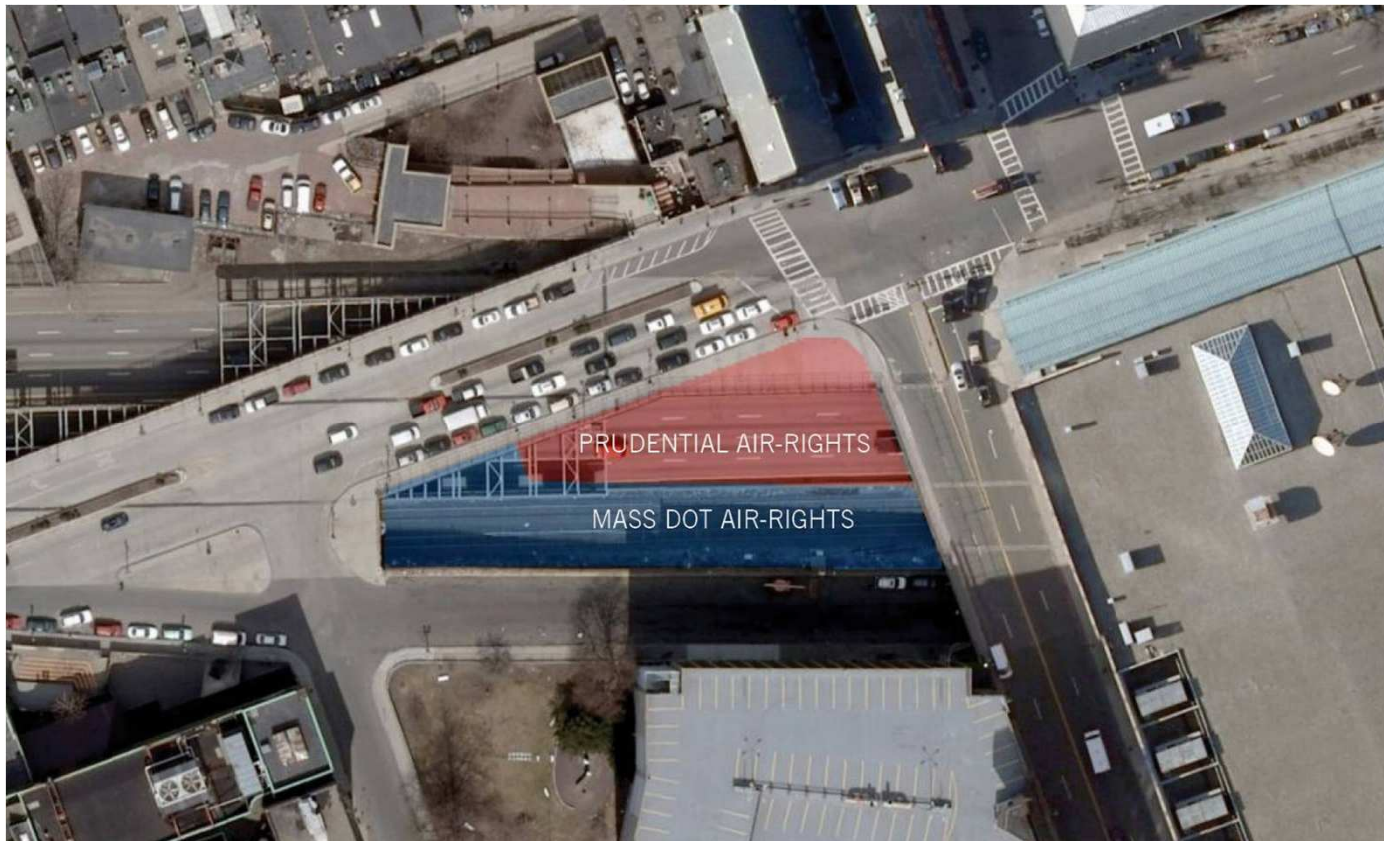
- Proponents - The Chiofaro Company and Prudential
- Architectural – The Architectural Team
- Structural Engineer – McNamara/Salvia
- Construction Management Consultant – John Moriarty & Associates
- Permitting Consultant – Epsilon Associates
- Legal – DLA Piper LLP & Thomas Kiley of Cosgrove, Eisenberg & Kiley

Changes Made to Proposal:

- Reduced parking by 1/3, reduced 125 spaces
- Tripled the amount of retail by adding a second floor retail space for a total of 31,000 sf
- Increased the setback of the main tower above the podium
- Removed the pedestrian arcade and increased the height of the cantilevered podium to 32-feet above the sidewalk
- Increased the average Boylston Street sidewalk width to over 20-feet
- Reduced the height of the podium to be consistent with the height of the Hynes Convention
- Reduced the overall height

The Proposal – Feasibility

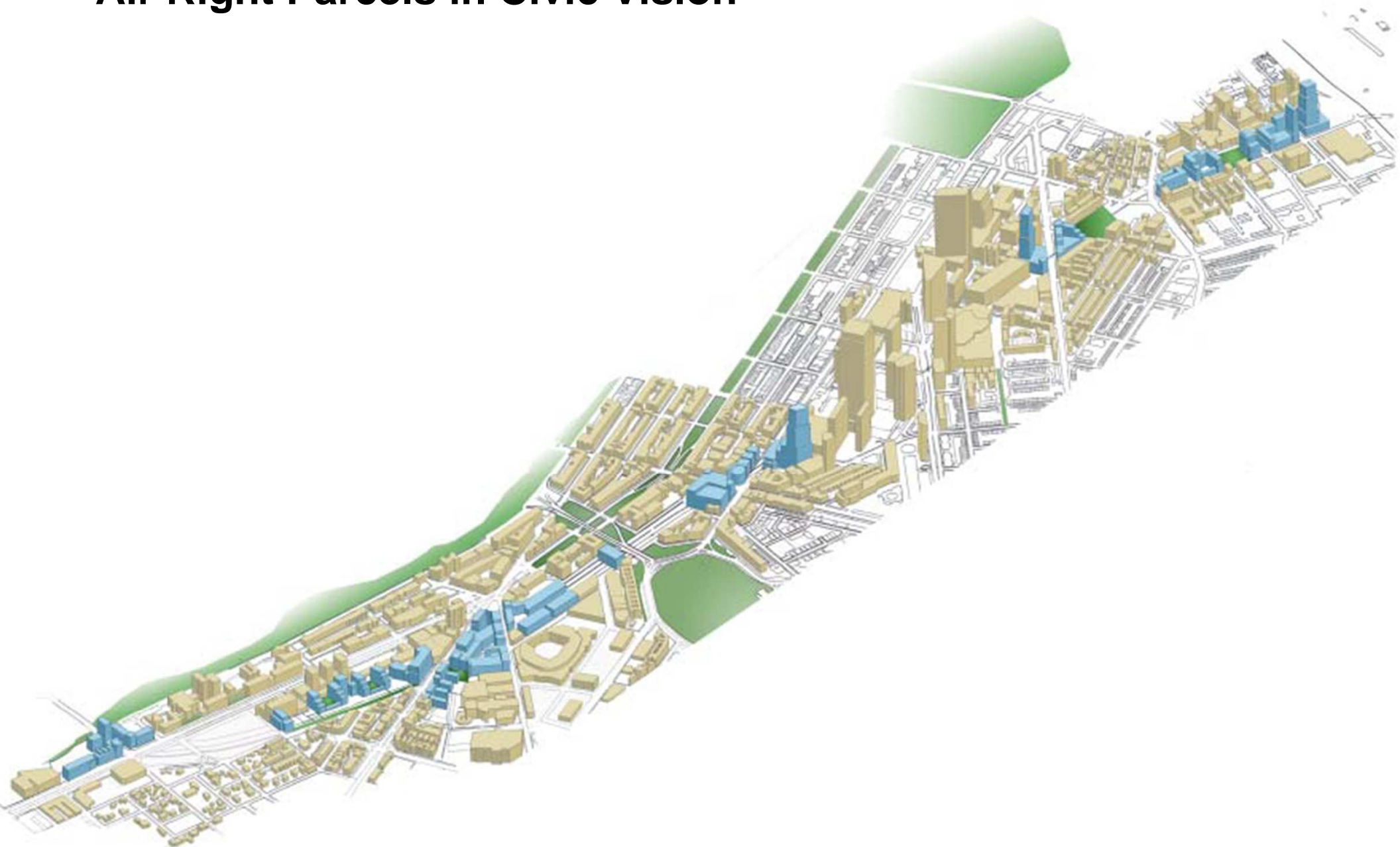
- Proposing only on private land controlled by the proponent and air rights parcel



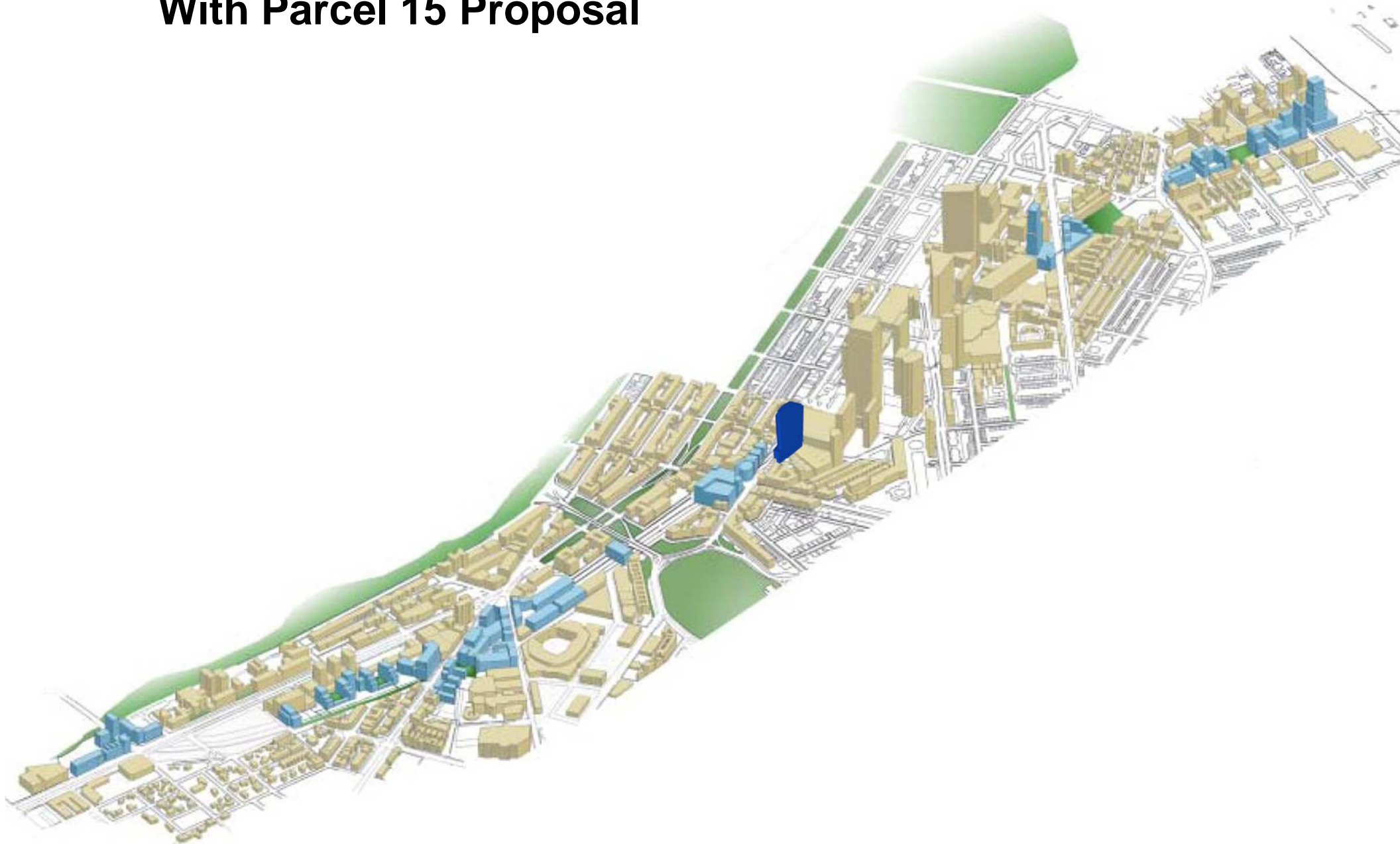
The Proposal – Feasibility

- Access to the Hynes loading area via Cambria street will not be affected
- No additional traffic or loading will be put on Cambria Street
- Proposal will not impact the proposed loading at the Berklee Crossroads project
- Massing located where the “Civic Vision” outline contemplated it – consistent with “high-spine”
- No phasing
- No government subsidies required
- Relative simplicity of constructing the building platform

Air Right Parcels in Civic Vision



Air Right Parcels in Context With Parcel 15 Proposal












PROGRAM SUMMARY:

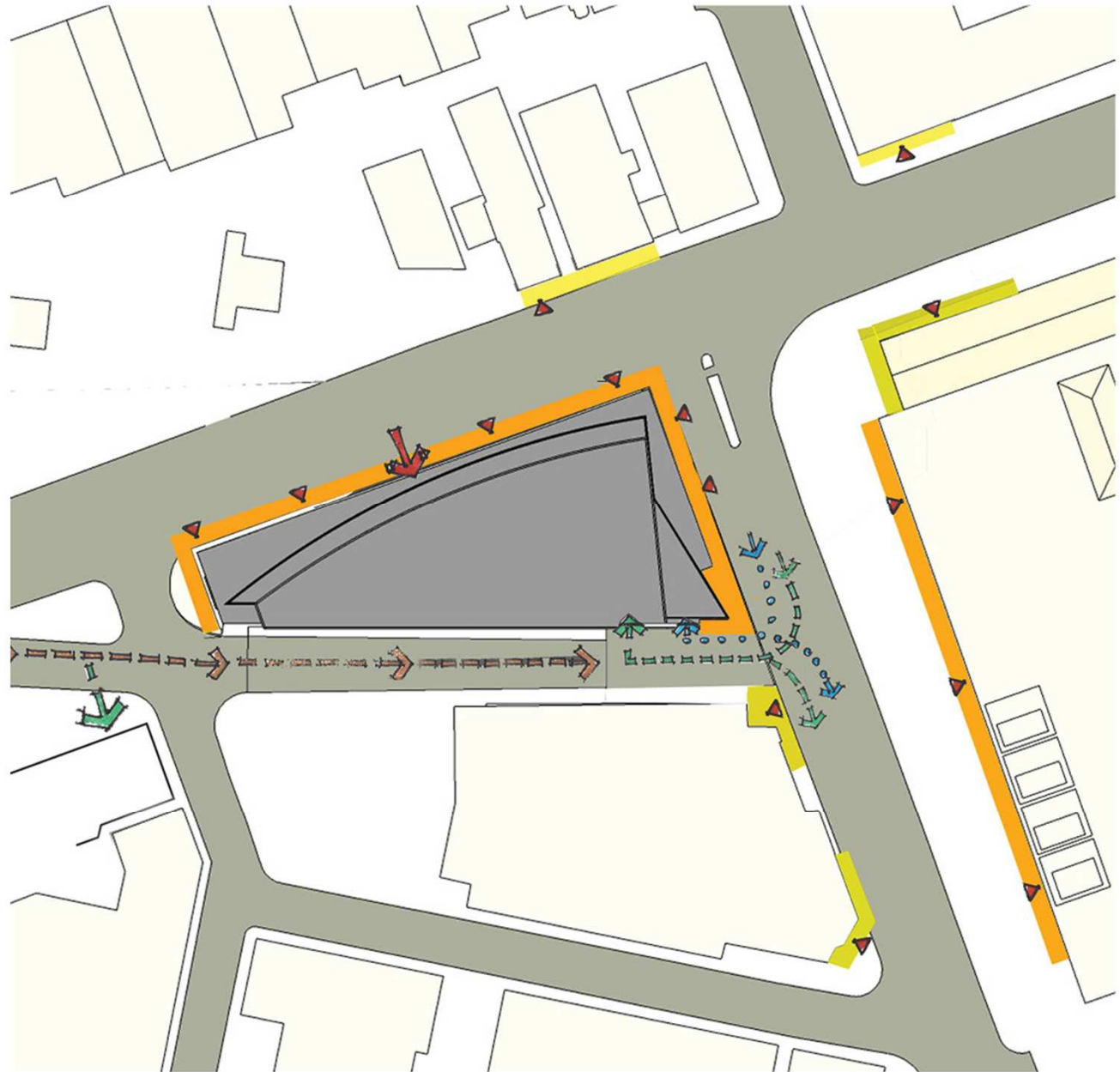
Retail: 30,100 SF

Office: 493,500 SF

Parking: 69,200 SF

RELATIONSHIP WITH ADJACENT AREAS & PEDESTRIAN & VEHICULAR CIRCULATION

-  OFFICE
ENTRANCE
-  RETAIL
ENTRANCE
-  TRUCK
DELIVERIES
-  VEHICULAR ACCESS
TO PARKING GARAGE
-  TRUCK ACCESS TO
HYNES CONVENTION
-  GROUND FLOOR RE-
TAIL
-  POTENTIAL RETAIL



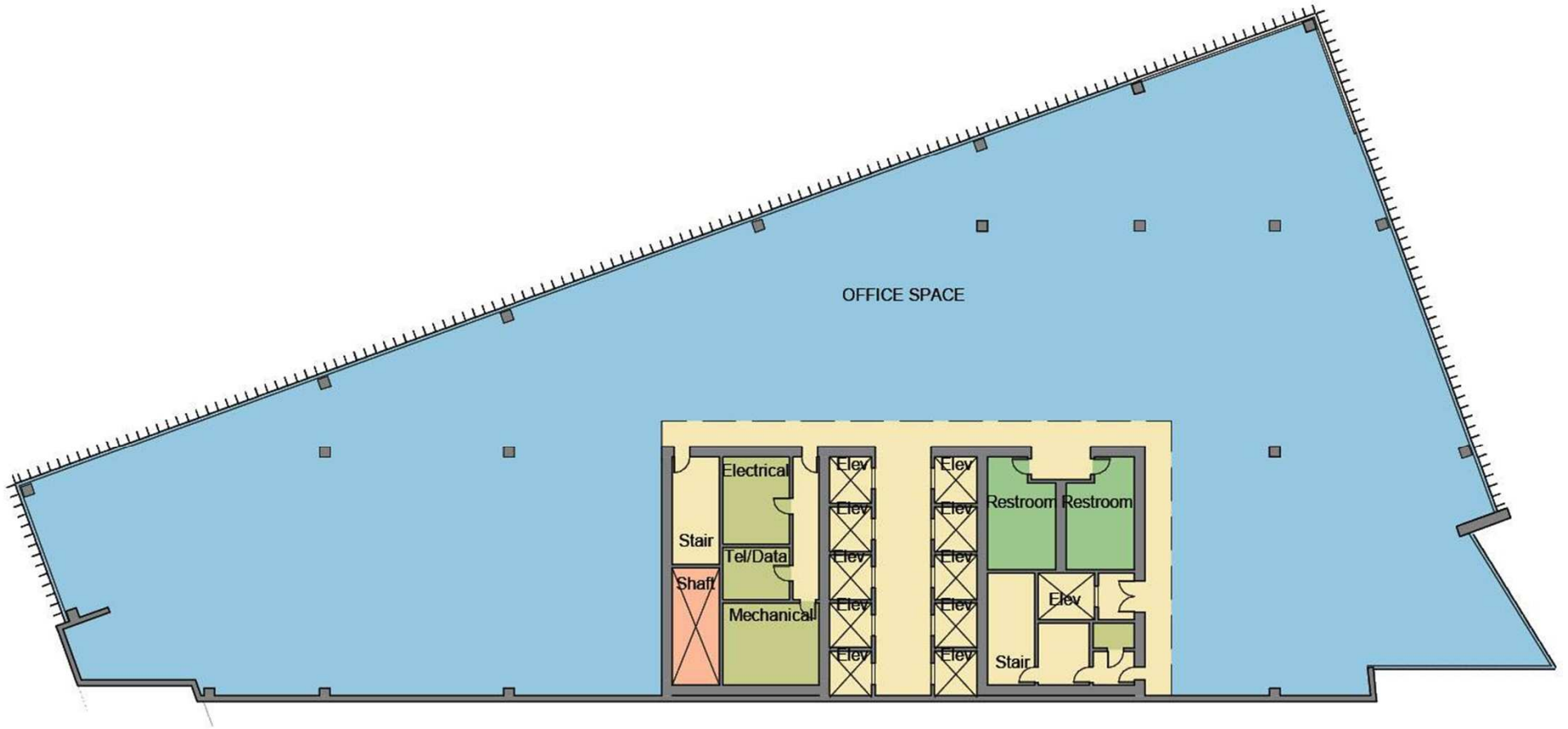




Floors 4-6

+/- 23,800 sf Total Parking

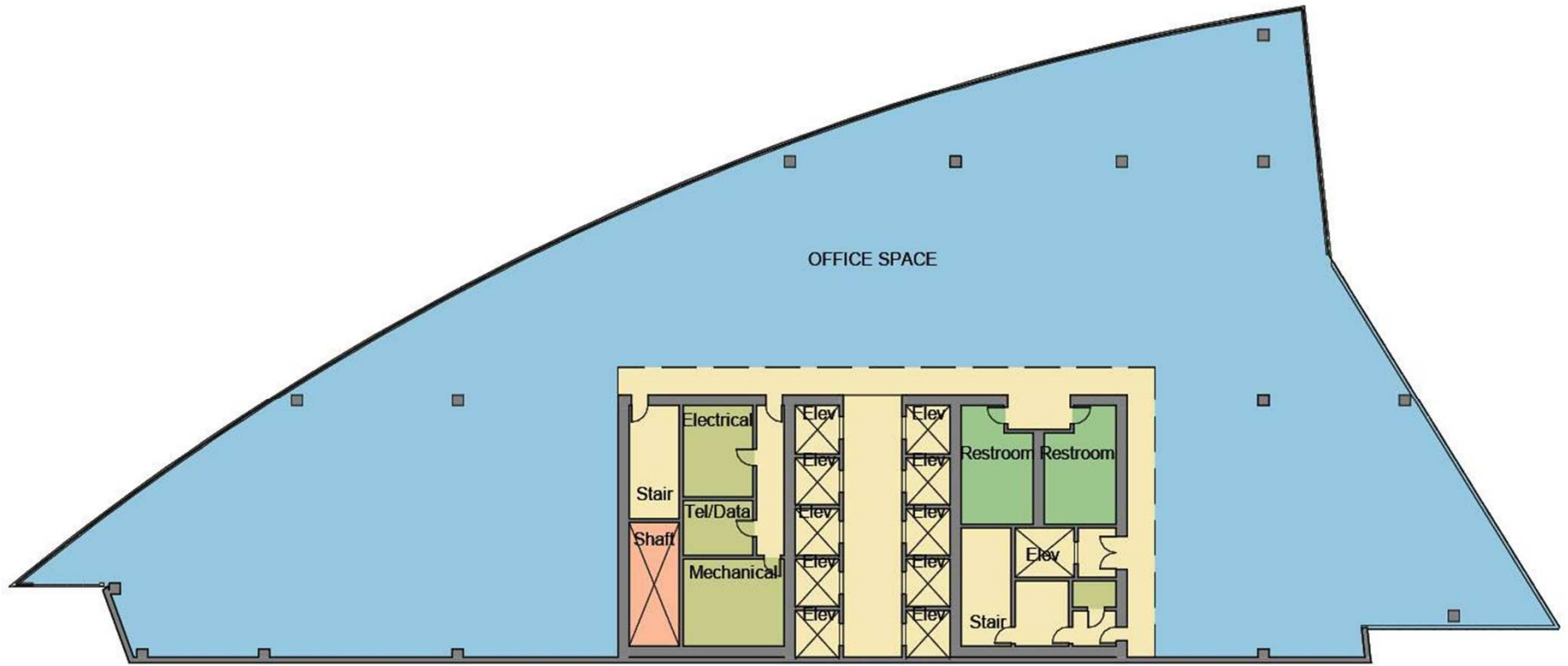




Floors 3 & 7

+/- 23,800 sf Typical Lower Office Space



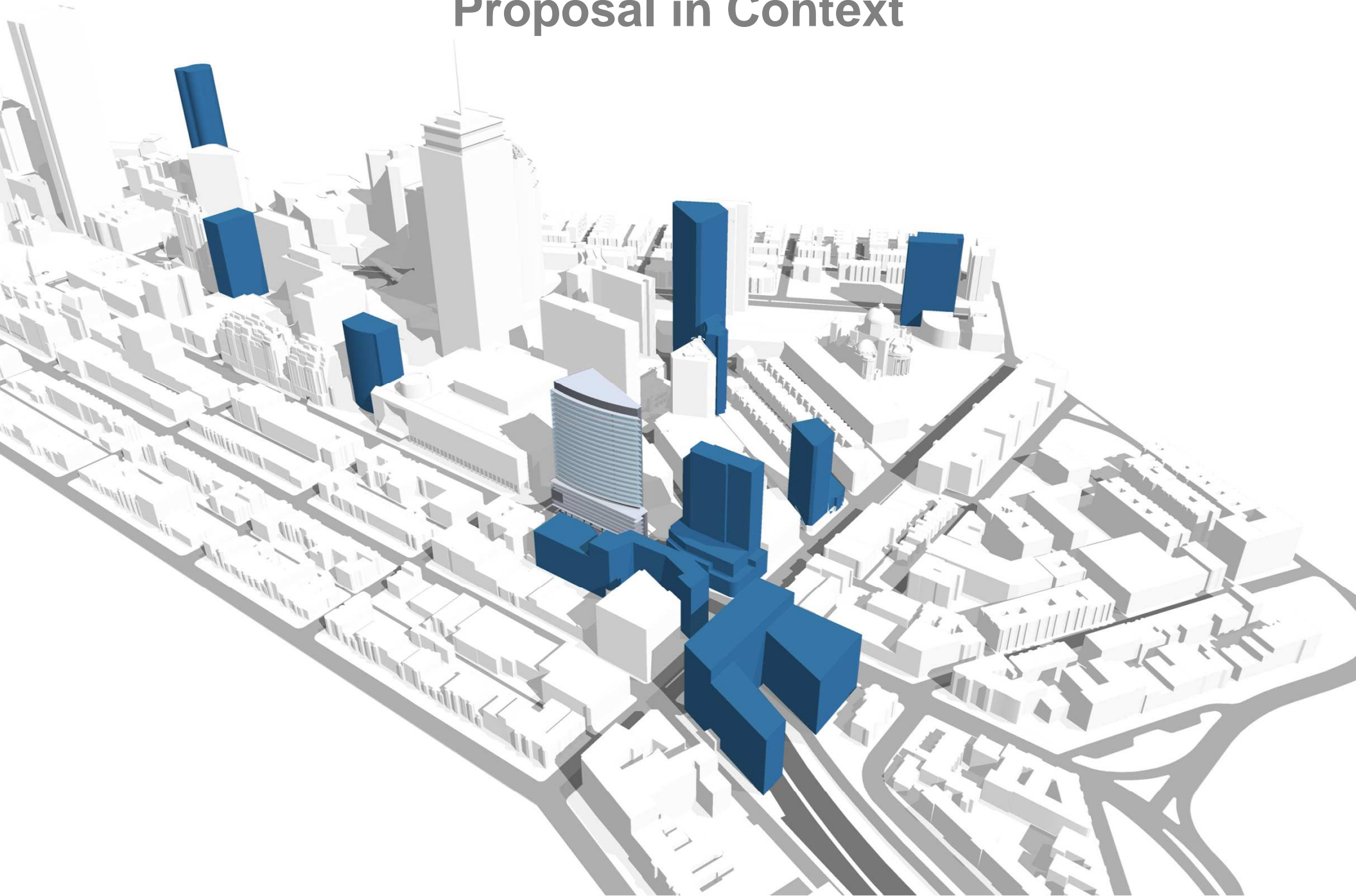


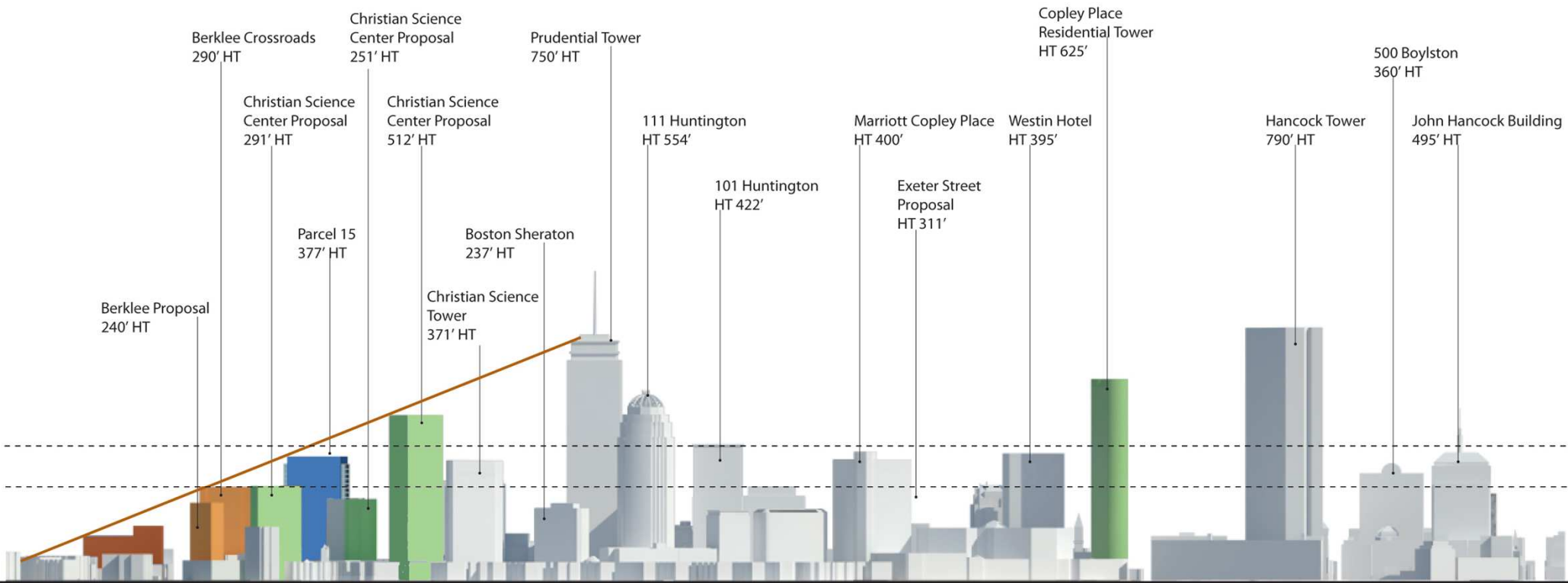
Floors 10-29

+/- 20,000 sf Typical Tower Office Space

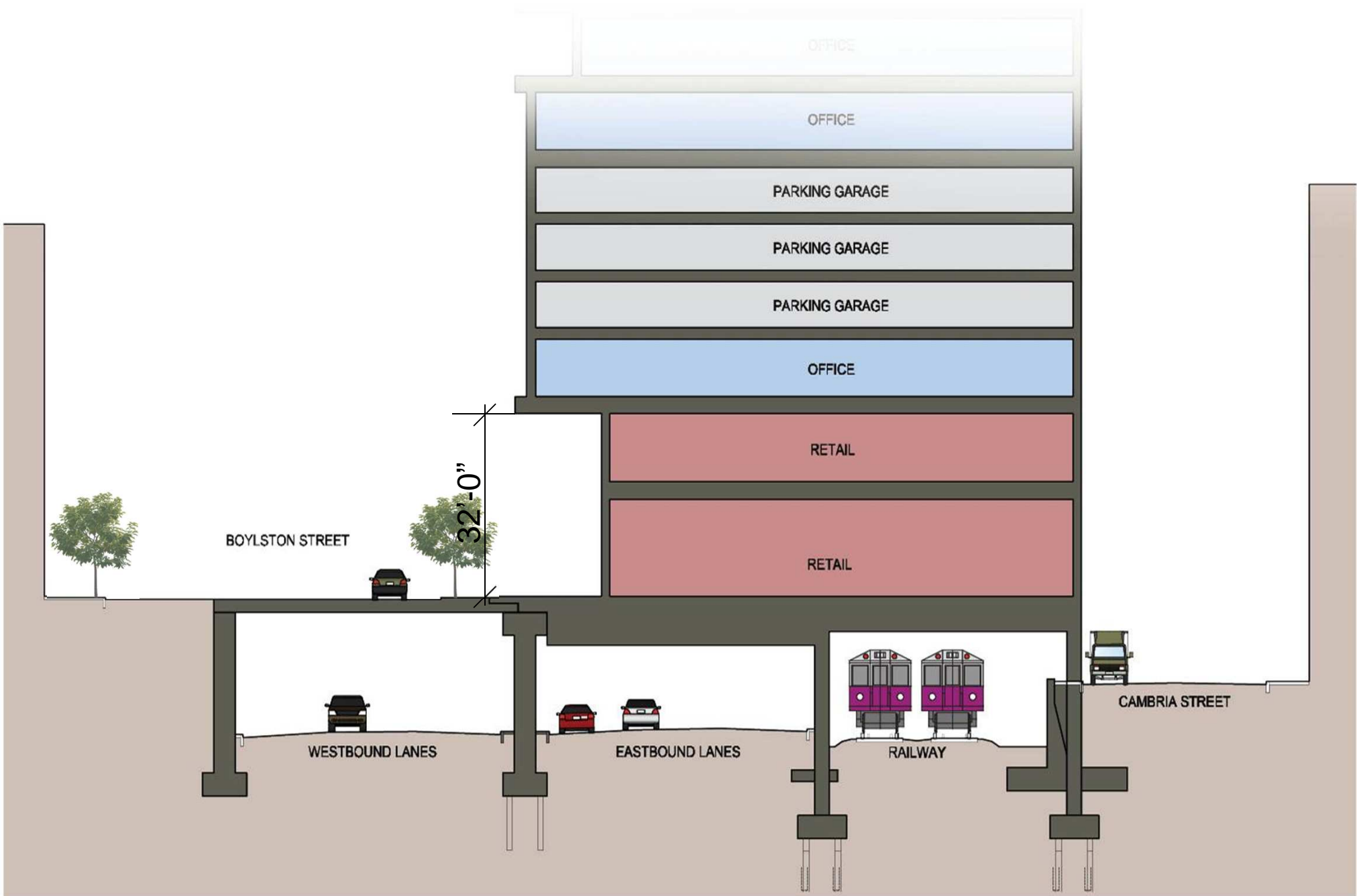


Proposal in Context





*All Heights are Approximate



Before



tat | the architectural team



After



tat | the architectural team



Before



tat | the architectural team



After



tat | the architectural team



Before



tat | the architectural team



Prudential

After



tat | the architectural team



Prudential

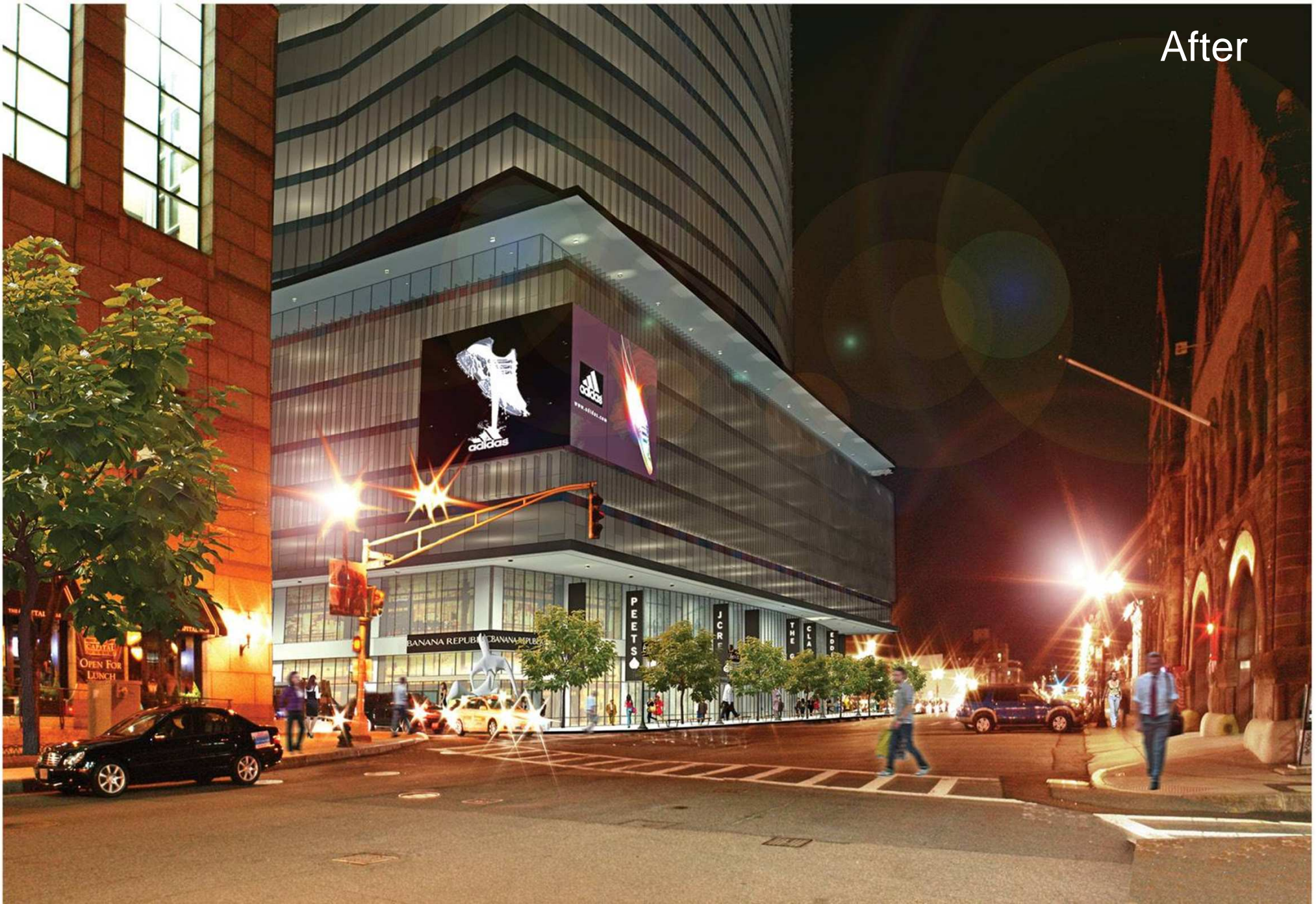
Before



tat | the architectural team



After



tat | the architectural team



Prudential

Our proposal is the only proposal which can achieve ALL of the following...

- ✓ Contribute to the urban fabric
 - fill in the entire hole
 - Connect and activate Boylston St. Corridor (Pru land equals 70% of Boylston Street Frontage)
- ✓ Execute a feasible project that will provide an economic return to the State.
- ✓ Third-party land not required to proceed immediately.