

The Chiofaro Company's Response to Questions for MassDOT Air Rights Parcels 12-15 CAC

***TCC Responses in Bold**

Questions for All Proponents

1. What stage are you at in the development process?
 - a. Are there any remaining studies, scenario analyses, etc. that you need to undertake before moving forward?

No, not for this initial selection phase however if our proposal is selected numerous studies such as shadow, traffic, and wind studies will be performed as part of the Article 80 Process.

- b. Where does your proposal stand in terms of financing?

Without having control of the entire site and an approved plan it is premature to coordinate financing. However if we are selected, we are confident that we can put together financing for the project.

- c. If you successfully pass through all development review requirements, are you confident that you will be able to break ground soon after?

Yes we are.

- d. Does your project involve a phasing plan for development? If so, please describe.

No

2. How has your proposal from 2008 been adapted to reflect updates in finances, proposed uses, design, or other specifications?

No changes have been made. We were advised to keep the proposal the same however; we are studying a number of alternatives to our design to update it.

3. What, if any, engineering's study or other analysis did you undertake to determine the costs associated with and feasibility of air rights development for this particular parcel?

In preparing our proposal we worked closely with our structural engineer, architect, and construction manager to understand conceptually what is required. Our structural engineer reviewed our structural design concept at our presentation on December 1, 2011.

Date: 12-06-2011

4. Could you outline where your proposal encompasses air rights and where it utilizes terra firma? What percentage of the total project is over terra firma versus air rights? If applicable, please indicate how the breakdown varies by phase of development.

Our proposal encompasses 100% of the air rights, 53% of which is Parcel 15 and 47% which is owned by our joint venture partner, Prudential Real Estate Investors. In addition, we are proposing the option of adding a deck over a small portion of Cambria Street for a parking and loading entrance to move the loading functions off of Dalton Street, ease cueing and maneuvering impacts and increase retail frontage.

5. Is there a specific height or density you have determined that your project must reach in order to make air rights development financially feasible?

Not precisely at this time. There are many variables to be considered in determining what mass and height will best work. We do know that air rights development does carry a premium cost. We have some new thoughts on design and program which could reduce the height of our proposed project.

6. Does your project cover the entire air rights parcel? If no, what portion of the turnpike remains exposed and where?

Yes, we are covering the entire Parcel 15 air rights together with the adjacent parcel controlled by our joint venture partner, Prudential Real Estate Investors. In this way we are able to create continuous active street frontage along the entire Boylston Street block from Cambria Street to the highly visible Boylston and Dalton Street intersection. No part of the highway or rail bed above Parcel 15 or the Prudential Parcel would be visible upon completion.

7. In what ways, if at all does your development proposal require control of parcels other than the designated air rights parcels? Please identify with specificity and any additional parcels and/or rights incorporated into your development proposal and discuss what agreements are in place to secure those parcels/rights.

Our proposal includes a parcel that is owned by our joint venture partner, Prudential Real Estate Investors. A letter from Prudential confirming our partnership was included in our proposal. Also, our development has an option for us to build a deck over a small portion over Cambria Street at Dalton Street for our parking and loading dock entrance. This deck will allow us to add more retail along Dalton Street as well as locate the parking entrance away from the important Boylston/Dalton Street intersection.

8. How does your proposal accommodate/react to other developments planned in the area?

Our proposal has been scaled to fit within, and reinforce, the "high spine" urban plan of progressively taller buildings rising from Mass Ave. towards the Prudential Tower within the Boylston Street/Huntington Avenue corridor. The proposal is also consistent with the Civic Vision document which identified Parcel 15 as a site in which height was considered appropriate. As illustrated in our high spine profile graphic (presented at our December 1st presentation), our response was intended to respond to and reinforce the development of a collectively coherent massing strategy for the high spine corridor, taking into account both existing buildings, and those which have been approved but not yet built. At the pedestrian level, the proposal allows for the development of both Parcel 15 and the Prudential Parcel to create an unbroken retail edge connecting the existing Hynes retail frontage with the proposed Berkeley development to the West, as well as reinforcing what will presumably be a new retail edge on Parcel 13 site on the opposite side of Boylston Street.

9. Have you undertaken any pedestrian, traffic, public transit, environmental, or other impact studies for this project?

No, but if we are the selected developer all of these items will be studied in detail through the Article 80 process.

- a. Please outline the findings, any recommendations, and proposed mitigation of that work, specifically noting how your project will ensure accessibility for all users.

Our proposal will be 100% accessible.

- b. How does your proposal accommodate multi-modal transportation options?

We will address this as part of our sustainable building analysis. We intend to build a building that will be LEED certified to the highest level.

10. How does your project enhance/reconfigure the public realm, in particular the pedestrian environment?

Our proposal will widen the pedestrian sidewalk and additionally enlarge the public realm with 11,000 sf of ground floor retail and 20,000 sf of second floor retail. It will create a retail-lined pedestrian connection where one does not presently exist, including not only Parcel 15, but the Prudential Parcel which occupies the crucial Boylston Street/Dalton Street corner.

Date: 12-06-2011

- a. What new connections are established within and between the Back Bay and Fenway neighborhoods?

Our project would not only improve the public realm by eliminating the existing gaping hole at an important site in the city, but also activate, enhance, and extend the sidewalk experience from the Hynes Convention Center to the new development recently approved for the Berklee College of Music with a Boylston Street sidewalk retail program and arcade.

11. Does your proposal intend to seek out any public subsidies? More so, what size and type of subsidy do you intend to pursue? Please discuss the rationale.

No

Questions for Parcels 12 and 13 Proponents

1. In what way does your proposal incorporate the Hynes Convention Center Green Line station and address the issue of accessibility for all users? Have you met with the MBTA to discuss this?

N/A

Questions for Parcel 15 Proponents

1. How important is the inclusion of Parcel 14 to your proposal?

We have not included Parcel 14 in our proposal and we do not need it.

2. Have you worked with the Berklee College of Music to examine how your proposal would coexist with the goals and objectives stated in their institutional Master Plan?

Yes we have been in contact with Berklee College of Music and feel that our goals and objectives are in line with theirs.

3. Have you worked with the MCCA to ensure your proposed development does not have an adverse impact on operations at the Hynes Convention Center?

We have been in contact with the Hynes personnel and they are aware of our intent. Our development will not change or impact the operations at the Hynes Convention Center. At all times access to their loading dock on Cambria Street will be maintained.

4. What improvements to the pedestrian environment does your proposed development envision for the Dalton and Boylston Street intersections specifically?

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Our development will activate and increase livability along Boylston Street. It is designed to continue the wide sidewalk and retail experience for the entire length of the site from the Hynes Convention Center to the new Berklee College of Music development in addition to activating a portion of Dalton Street where it intersects with Boylston. We have also proposed an option to construct a platform over a portion of Cambria Street, which would allow for more retail on Dalton Street at the intersection of Boylston Street as well as locate the parking entrance further away from this important intersection.