

**Responses to CAC Questions
Carpenter & Company
Proposal for Parcels 14 and 15**

1. *What stage are you at in the development process?* Carpenter has completed its conceptual design for the project.
 - a. *Are there any remaining studies, scenario analyses, etc. that you need to undertake before moving forward?* No, other than studies that are typically undertaken in the normal course of the development process.
 - b. *Where does your proposal stand in terms of financing?* Carpenter anticipates that it will obtain funds for the project from one or more of our usual sources of financing.
 - c. *If you successfully pass through all development review requirements, are you confident that you will be able to break ground soon thereafter?* Yes.
 - d. *Does your project involve a phasing plan for development?* No.
2. *How has your proposal from 2008 been adapted to reflect updates in finances, proposed uses, design, or other specifications?* Carpenter believes that its 2008 plan is well suited to the current environment, and that plan is, therefore, largely unchanged. If economic forces dictate, Carpenter might consider substituting residential uses for some or all of the office uses included in its 2008 proposal.
3. *What, if any, engineering study or other analysis did you undertake to determine the costs associated with and feasibility of air rights development for this particular parcel?* Carpenter has worked with its structural engineer, Weidlinger Associates, to develop a plan for constructing over the air rights. Because Carpenter's proposal provides for relatively low-rise buildings over the air rights (reaching only approximately 75 feet in height), the engineering challenges presented by Carpenter's proposal are not nearly as daunting as those that would be encountered for high-rise development. Buildings of the height proposed by Carpenter for the air rights parcels have been previously and successfully developed in air rights over the Turnpike.
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?* The low-rise hotel and retail portions of the project are located over air rights, while the taller office and parking components are located over terra firma. Approximately 19% of the floor area of the project is located over air rights, and approximately 89% over terra firma.

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?* Carpenter believes that the project needs to be of the height and density that we have proposed in order to make air rights development financially feasible.
6. *Does your project cover the entire air rights parcel?* Carpenter's project places a building over all of Parcel 15.
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 any additional parcels and/or air rights incorporated into your development proposal and discuss what agreements are in place to secure those parcels/rights.* Carpenter's proposed development requires control of the Dalton Street Parking Garage across Cambria Street from Parcel 15, the Prudential parcel to the northwest of Parcel 15, and the air rights over a portion of Cambria Street. Carpenter has had discussions with the owners of the Dalton Street Parking Garage, who are interested in discussing further the possible development, and with the City of Boston, which owns Cambria Street. Carpenter has also been in contact with Prudential regarding its parcel. As the Prudential parcel is largely valueless unless developed in conjunction with Parcel 15, Carpenter presumes that Prudential will partner with whatever developer is selected for Parcel 15 (or that Prudential will sell its parcel to that developer).
8. *How does your proposal accommodate/react to other developments planned in the area?* Carpenter believes that the density and height of its proposed development is compatible with the other developments planned for the area.
9. *Have you undertaken any pedestrian, traffic, public transit, environmental or other impact studies for this project?* Although Carpenter has not undertaken formal impact studies as yet, we have discussed likely impacts with our consultants and considered those impacts in designing our proposal.
 - a. *Please outline the findings, any recommendations, and proposed mitigation of that work, specifically noting how your project will ensure accessibility for all users.* Carpenter's project has been designed to be of relatively modest height and density in order to minimize environmental impacts. Along Boylston Street, the project will only be approximately 75 feet in height, in keeping with the heights of other buildings along the street edge. The higher portion of the project will be located over the existing garage along Dalton Street, and will reach approximately 300 feet, well below the height of a number of other buildings in the area. The proposed project will be fully-accessible in keeping with applicable laws.

- b. *How does your proposal accommodate multi-modal transportation options?* Carpenter anticipates that users of the proposed development will arrive at the project through a variety of transportation alternatives. Steps will be taken in both the hotel and office components of the project to encourage the use of public transportation. These steps will likely include, for example, a transit coordinator for tenants of the office component, and notification to hotel patrons of public transportation options at the time that guests reserve rooms.
10. *How does your project enhance/reconfigure the public realm, in particular the pedestrian environment?* Carpenter's project would vastly enhance the public realm, and particularly the pedestrian environment. The proposed hotel and office uses would add vitality and activity to the area. By placing a new building of modest height at the corner of Boylston and Dalton Streets, Carpenter's project would bring the building edge to the sidewalk at that intersection, while not overpowering the pedestrian with a tall structure. Active retail uses would be located along the street edge, punctuated by the hotel and office building lobbies that would further contribute pedestrian activity. The entrance to the Dalton Street Garage would be re-located from Dalton Street to the lightly-used Scotia Street in order to improve the pedestrian environment along Dalton Street. All loading for the project would occur off of Cambria Street, again to maintain a pedestrian-friendly street edge along Boylston and Dalton Streets.
- a. *What new connections are established within and between the Back Bay and Fenway neighborhoods?* Carpenter's project would fill with active uses what is now a void between the Back Bay and Fenway neighborhoods.
11. *Does your proposal intend to seek any public subsidies?* Carpenter does not anticipate seeking any public subsidies at present.
12. *How important is the inclusion of Parcel 14 to your proposal?* Parcel 14 is not required for Carpenter's project, and Carpenter does not intend to construct any buildings on that parcel. Carpenter anticipates that Parcel 14 will be open space.
13. *Have you worked with the Berkeley College of Music to examine how your proposal would coexist with the goals and objectives stated in their Institutional Master Plan?* Carpenter anticipates that its proposed project will be fully-compatible with the goals and objectives of the Berkeley Institutional Master Plan.
14. *Have you worked with the MCCA to ensure your proposed development does not have an adverse impact on operations at the Hynes Convention Center?*

Carpenter anticipates that its project will have a positive impact on the Hynes Convention Center. Among the many benefits of the proposed project to the Hynes would be the addition of hotel rooms adjacent to the convention center, and vast improvement to the streetscape in the area. The proposed height of Carpenter's project along Boylston Street is designed to be compatible with the Hynes.

15. *What improvements to the pedestrian environment does your proposed development envision for the Dalton and Boylston Street intersection specifically?* Carpenter's proposed development would place a new building of modest height at the corner of Boylston and Dalton Streets, bringing the building edge to the sidewalk at that intersection, while not overpowering the pedestrian with a tall structure. Active retail uses would be located along the street edge, punctuated by the hotel and office building lobbies that would further contribute pedestrian activity. The entrance to the Dalton Street Garage would be re-located from Dalton Street to the lightly-used Scotia Street in order to improve the pedestrian environment along Dalton Street. All loading for the project would occur off of Cambria Street, again to maintain a pedestrian-friendly street edge along Boylston and Dalton Streets.