



**MassDOT Turnpike Air Rights Parcels #12-15
CAC Working Meeting #9
Tuesday, April 24, 2012, 6:00 p.m.
Location: Boston Public Library, Boston Room**

CAC Attendees:

Brandon Beatty, Back Bay Resident
Kathleen Brill, Fenway Civic Association (FCA)
Fritz Casselman, Neighborhood Association of the Back Bay (NABB)
David Gamble, Boston Society of Architects (BSA)
Valerie Hunt, Fenway Neighborhood Resident
David Lapin, Community Music Center
Meg Mainzer-Cohen, Back Bay Association
Barbara Simons, Berklee Task Force
Jan Sprawka, Fenway Studios
Gil Strickler, St. Cecilia's Parish
Steve Wolf, Fenway Community Development Corporation (FCDC)

Ex-Officio Attendees:

Dave VanderWoude, Office of Massachusetts State Representative Marty Walz

City of Boston Attendees:

Shaina Aubourg, Mayor's Office of Neighborhood Services
Jonathan Greeley, BRA
Emily Mytkowicz, BRA
Lauren Shurtleff, BRA

State of Massachusetts Attendees:

Robin Blatt, MassDOT
Michael Glover, MassDOT
Walter Heller, MassDOT
Stephanie LeBlanc, MassDOT
Dana Levenson, MassDOT
Martin Polera, MassDOT
Bill Tuttle, MassDOT

Members of the Public:

Alexandra Brax, The Chiofaro Company
Donald Chiofaro, Jr., The Chiofaro Company
Donald Chiofaro, Sr., The Chiofaro Company
Peter Diana, Carpenter & Company
Richard Friedman, Carpenter & Company
Walt Hunt, FCA
Christopher Janes, Resident of 360 Newbury
Gary Johnson, Cambridge Seven Associates
Michael Liu, The Architectural Team

David Manfredi, Elkus-Manfredi Architects
John Martin, Elkus-Manfredi Architects
Adam McCarthy, McNamara/Salvia Consulting Engineers
Steve Mitchell, The Chiofaro Company
Ted Oatis, The Chiofaro Company
Deirdre Rosenberg, NABB
Joe Salvia, McNamara/Salvia Consulting Engineers
Steve Samuels, Samuels & Associates
Tina Schaefer, Resident of 360 Newbury
Peter Sougarides, Samuels & Associates
Adam Weiner, Weiner Ventures

Members of the Press:

Ashley Fairey, The Boston Courant
Jim Cronin, Banker & Tradesman

Meeting Summary

On Tuesday, April 24, 2012, the ninth working session of the Massachusetts Department of Transportation (MassDOT) Turnpike Air Rights Parcels 12 – 15 Citizens Advisory Committee (CAC) was called to order at approximately 6:00 p.m. in the Boston Room of the Boston Public Library's Copley Square Branch by Jonathan Greeley, BRA Planner. Jonathan reviewed the agenda and stated that the CAC would be listening presentations from Carpenter & Company, Weiner/Samuels, and the Chiofaro Company. He also reiterated that there would be at least two more working sessions where the CAC would work towards a recommendation on designation.

Lauren Shurtleff, BRA Planner, then provided an overview on the Institutional Master Plan (IMP) requirements for the Boston Architectural College (BAC) if Trinity Financial were to be designated as the developer for Parcel 13. The BAC and the BRA have discussed the school's potential filling of an IMP in the past. The threshold for filing an IMP is 150,000 square feet; the addition of residential dormitories within the Parcel 13 development would likely put the school over this threshold. As for the IMP's filling, it all depends on the timing. Trinity could build out the space and have the BAC occupy it as part of their IMP. This would be the most straightforward route if no zoning relief is needed, and is likely the best path. The IMP process is relatively short (about 6 months), and could run concurrent to whatever step in the process the project was in, even the construction process. It also could happen sooner, particularly if the developer feels that they need the IMP in place in order to secure funding. The main point is that there are two separate mechanisms that the IMP could perform: one for building the building, and another for occupying the building. All of this can be addressed once the developer has been designated. The BRA, BAC and developer can then determine the most appropriate path together.

Moving on, Richard Friedman, President of Carpenter & Company, introduced their revised proposal for Parcel 15 and turned the presentation over to team architect Gary Johnson, Cambridge Seven Associates, to present a PowerPoint presentation (available on the BRA's project website: <http://www.tinyurl.com/Parcels12-15CAC>). The presentation reviewed Carpenter & Company's revised development proposal submitted to MassDOT in March, which includes hotel, office, retail, and parking uses. Gary noted that the proposal includes the same

program as the previous submittal, with the goal of creating a more pedestrian-friendly environment and a lively experience for all users.

Questions and comments made by the CAC in response to the presentation include the following:

- In response to a question from Valerie Hunt, Fenway Neighborhood Resident, Peter Diana, Carpenter & Company, confirmed that they have had many discussions with the owners of the Auditorium Garage, which is part of the proposed development site, and is confident that they will come to an agreement.
- Barbara Simons, Berklee Task Force, asked whether the Carpenter & Company team would consider residential uses for the development. Peter Diana responded that the market will determine the final uses at the time of development. Currently, Carpenter & Company is envisioning a mid-priced hotel, which is currently unavailable in the Back Bay.
- In response to a question from Meg Mainzer-Cohen, CAC Co-Chair and Back Bay Association, Gary Johnson confirmed that the Carpenter & Company team will not be making use of Parcel 14 and intends to leave the street pattern, circulation, and Hynes Convention Center access as it currently exists.
- In response to a question from Meg Mainzer-Cohen, Gary Johnson confirmed that Carpenter & Company cannot confirm the exact state of disrepair of the nearby bridge on Dalton Street. However, the team has had discussions with structural engineering firm Weidlinger Associates, as well as its fire code consultant, about the bridge and intends to address specific issues later in the development process. Carpenter & Company has not anticipated a need to rebuild the bridge at this point.
- In response to a question from Fritz Casselman, CAC Co-Chair and NABB, Gary Johnson indicated that loading bays will be designed so as to take trucks off the street. Additionally, the hotel management company intended for the site makes use of 45' rather than 65' trucks, resulting in less street impact.
- Fritz Casselman asked whether the Auditorium Parking Garage would remain in operation throughout development. Peter Diana responded that it could remain in operation if Carpenter & Company builds around it. However, Carpenter & Company would prefer to tear down the existing garage and rebuild on the site. This scenario would take the garage out of service for about one and a half years.
- Steve Wolf, FCDC, inquired whether the Auditorium Garage currently operates at capacity. Peter Diana responded that the garage does well, but he cannot confirm the actual occupancy rate.
- Steve Wolf followed up by asking whether it might make sense both from a financial and from a sustainability standpoint to rebuild the garage with fewer spots than currently exist. Richard Friedman responded that Carpenter & Company has already reduced the number of spaces, noting that a hotel use is not as auto-dependent as residential. Carpenter & Company will, however, include other components that intend to promote sustainability. For example, they have provided free parking for electric cars in other developments.
- David Lapin, Community Music Center, asked about the current ownership structure of the Auditorium Garage. Richard Friedman responded that the 6 families that co-own the garage form a general partnership.
- In response to a question from Steve Wolf, Gary Johnson noted that although some details remain to be worked out, the Carpenter & Company team has studied the proposed cantilever structure in depth and is confident of its feasibility. The largest challenge is not

the structure itself, but the timing of construction, and how to negotiate this with the Turnpike and CSX.

- Fritz Casselman expressed concern about universal access to the second floor lobby and whether everyone would be afforded a similar experience upon entrance. Gary Johnson confirmed that this is something that will be discussed during the design phase and could be solved, for example, with the use of a glass elevator.
- Richard Friedman asked the CAC for feedback on how much activity should be placed on the second floor. For example, would the CAC be supportive of a second-floor restaurant? Valerie Hunt noted that she prefers restaurant and retail activity on the first floor.

No questions and comments were made by the public in response to the Carpenter & Company presentation.

Before moving on, Jonathan Greeley noted that a representative from the Auditorium Garage, Mike Gery, was present at the previous CAC meeting. Mike indicated that the six co-owning families do act in concert and recognize that the current garage structure is nearing the end of its useful life. In response, Fritz Casselman expressed concern over recommending a developer before it has complete site control. Jonathan noted that the CAC will make its recommendation to MassDOT before final site control and negotiations take place. Bill Tuttle, MassDOT Deputy Director of Real Estate and Asset Management, noted that the agency only has control over the air rights parcels and would expect further conversations with the owners of the Auditorium Garage and Prudential parcels after a team has been designated. Jonathan reminded the CAC that ultimately it must recommend the team in which it has the most confidence in terms of overall concept and ability.

Next, Meg Mainzer-Cohen introduced the Weiner Ventures/Samuels & Associates team to present its proposal for Parcels 12 and 15. Adam Weiner, Weiner Ventures, gave a PowerPoint presentation that described that team's revised development proposals (also available on the BRA's project website). The development of both parcels comes as a package and the team would not develop Parcel 12 without also developing Parcel 15. Adam emphasized that their proposal only makes use of air rights parcels and parcels that the team currently owns. The team does not intend to leave the Prudential-owned parcel adjacent to Parcel 15 undeveloped, however, they do not want to be presumptuous about site control at this time. Adam turned the presentation over to Adam McCarthy, McNamara/Salvia Consulting Engineers, to discuss the structural engineering of the development. Adam noted that the building is completely feasible as designed, and added that 75% of the development is on terra firma as opposed to air rights.

Questions and comments made by the CAC in response to the presentation include the following:

- Kathleen Brill, FCA, asked that the Weiner Ventures/Samuels & Associates team to provide a rendering that shows the scenario in which the Prudential-owned parcel is not developed.
- In response to a question from Fritz Casselman, Steve Samuels, Samuels & Associates, confirmed that the development could be built without the Prudential-owned parcel, however, the Weiner Ventures/Samuels & Associates team intends to develop the entire site if they receive site control of the Prudential-owned parcel.
- In response to a question from Barbara Simons, Adam Weiner noted that the team is not building any structure on Parcel 14, but would like to have control of the parcel in order to

ensure that adequate access to the Hynes Convention Center remains. If Berklee College of Music makes its proposed changes to Parcel 14, however, the Weiner Ventures/Samuels & Associates proposal remains viable.

- In response to a question from Gil Strickler, St. Cecilia's Parish, Steve Samuels confirmed that the retail uses could be either retail or restaurant and that the two are interchangeable. David Manfredi, Elkus-Manfredi Architects, also noted that the multi-story retail that lines Massachusetts Avenue at Parcel 12 turns the corner on Boylston Street for about 80 feet before stepping down to one story.
- In response to a question from David Lapin, Adam Weiner indicated that the team has considered individual staging of the developments but would like to do as much as possible in one phase, as long as that is appropriate for the neighborhood.
- David Gamble, BSA, stated that it is helpful that they have tried to solve the Prudential challenge, and appreciates the notion that Prudential could work with other teams, but in reality the truth is they are not representing that they are as malleable.
- Kathleen Brill asked whether MassDOT would re-designate the parcel if it was awarded to Weiner Ventures/Samuels & Associates and they chose not to develop the entirety of the parcel. Bill Tuttle responded that MassDOT would have to consider this further if that scenario presented itself.
- In response to a question from Meg Mainzer-Cohen, Adam Weiner noted that their team has been talking to a few hotel companies that are interested in the site, and it will not likely be a luxury hotel, but rather something in the mid-range level.
- Fritz Casselman again expressed concern over the accessibility implications given the location of the hotel lobby on the second floor. David Manfredi agreed that entrance should be a universally "single experience" and that this is something the team has worked through in earlier projects.
- Fritz Casselman wondered whether the use of glass is a good idea for this development. David Manfredi responded that the team thinks the development should have a modern feeling, and that the ground-floor retail tenants will have a large influence on the design of those spaces.
- In response to a question regarding sustainability from Steve Wolf, David Manfredi noted that Boston's code requirements make LEED-Silver status almost automatic for new building development.

A member of the audience asked the Weiner Ventures/Samuels & Associates team to confirm the maximum height of the building. David Manfredi noted that it is 398 feet tall, including the mechanical structure at the top.

Next, Don Chiofaro, Jr. gave a PowerPoint presentation of The Chiofaro Company's proposal for Parcel 15 (also available on the BRA's project website). Don noted that the company already has control over the Prudential-owned parcel. He also pointed out that 70% of the site's frontage along Boylston Street is contained by the Prudential-owned parcel. Don then handed the presentation to team architect Michael Liu of The Architectural Team, who reviewed the design elements of the proposal.

Questions and comments made by the CAC in response to the presentation include the following:

- Brandon Beatty, Back Bay Resident, inquired whether any progress had been made by the team to secure control over the Prudential parcel. Don Chiofaro, Sr., The Chiofaro

Company, responded that his company is the largest partner in the Prudential Financial funds investments at International Place and the Harbor Garage. The Chiofaro Company has additionally submitted a letter to the State that clarifies the relationship between the two companies. Don added that Prudential has no interest in partnering with another team or in selling the parcel.

- In response to a question from Steve Wolf regarding the feasibility of office development in the neighborhood, Don Chiofaro, Sr. noted that the team proposed office because they know that market the best. Currently, 4,000 residential units are under development or in the pipeline in Boston and they believe that this will lead to a glut in the residential market.
- In response to a question from Fritz Casselman, Michael Liu noted that the team intends the development to be LEED-certifiable and therefore would consider making the podium level roof a green roof that could additionally be used by the building's tenants.
- In response to a question from Barbara Simons, Don Chiofaro, Jr. responded that retail and restaurant uses are interchangeable and the team would like to see restaurants on the development's corner sites, ideally with outdoor seating.
- Steve Wolf stated that it is unclear how a project built entirely on air rights is more feasible than a project that is partially on terra firma and asked whether the team is ready to begin development immediately upon designation. Don Chiofaro, Sr. stated that they are ready to move forward and added that because they are building a deck, this does not mean that they are not building on terra firma, since the deck itself is anchored in terra firma. Joe Salvia, McNamara/Salvia Consulting Engineers, responded that they will be able to first drill down and drop piers off of Cambria Street, followed by additional piers on Boylston Street between the Turnpike's Eastbound and Westbound lanes. From there they will build a platform and drill piers from between the Eastbound lane and the railway. The building's construction would then begin. Since the spans are only 55', it will be relatively easy.
- In response to a question from Gil Stricker, Steve Mitchell, The Chiofaro Company, confirmed that the financial analysis included cost estimates for the fireproofing and ventilation requirements for tunnel construction.
- Brandon Beatty asked how the cost of decking compares to development over terra firma. Joe Salvia responded that the cost of decks in general can range from \$700-\$1,000 per square foot. For this project, they are estimating that it will cost approximately \$800 per square foot to build the deck. Because a deck creates a platform for development, the cost should be amortized over the total development cost, much like land costs. The team has not estimated what this development would cost if it did not require the construction of a deck. Joe also emphasized that all development projects have their specific complications that are unique to the site, whether it is decking requirements or other challenges in constructing a foundation. As an example, he asked the CAC to consider Fan Pier on the South Boston Waterfront, where the piles must be driven down over 100' in order to proceed with construction.

No questions and comments were made by the public in response to The Chiofaro Company presentation.

In closing, Jonathan noted that he will be in touch with the CAC members over email soon to schedule the next working session. He also indicated that in the meantime, MassDOT will be completing its own due diligence regarding the financial proposals put forth by each team.

The meeting was adjourned at approximately 8:30 p.m.