

MassDOT Turnpike Air Rights
Parcels 12-15
Citizens Advisory Committee (CAC)
Meeting #14

November 20, 2014

Developer Presentations for Parcel 13:

Trinity Financial

The Peebles Corporation

Boston Residential Group

The Boylston



The Boylston

TRINITY
FINANCIAL

AGENDA

1) Development Team Experience

2) Proposal Summary

3) Design Overview

4) Schedule and Closing Thoughts

The Carruth Dorchester, MA

TDC: \$52.6 million
Units:
 74 rental
 42 condominium
Retail: 10,500 SF
Completed: 2008



The Boylston

Avenir

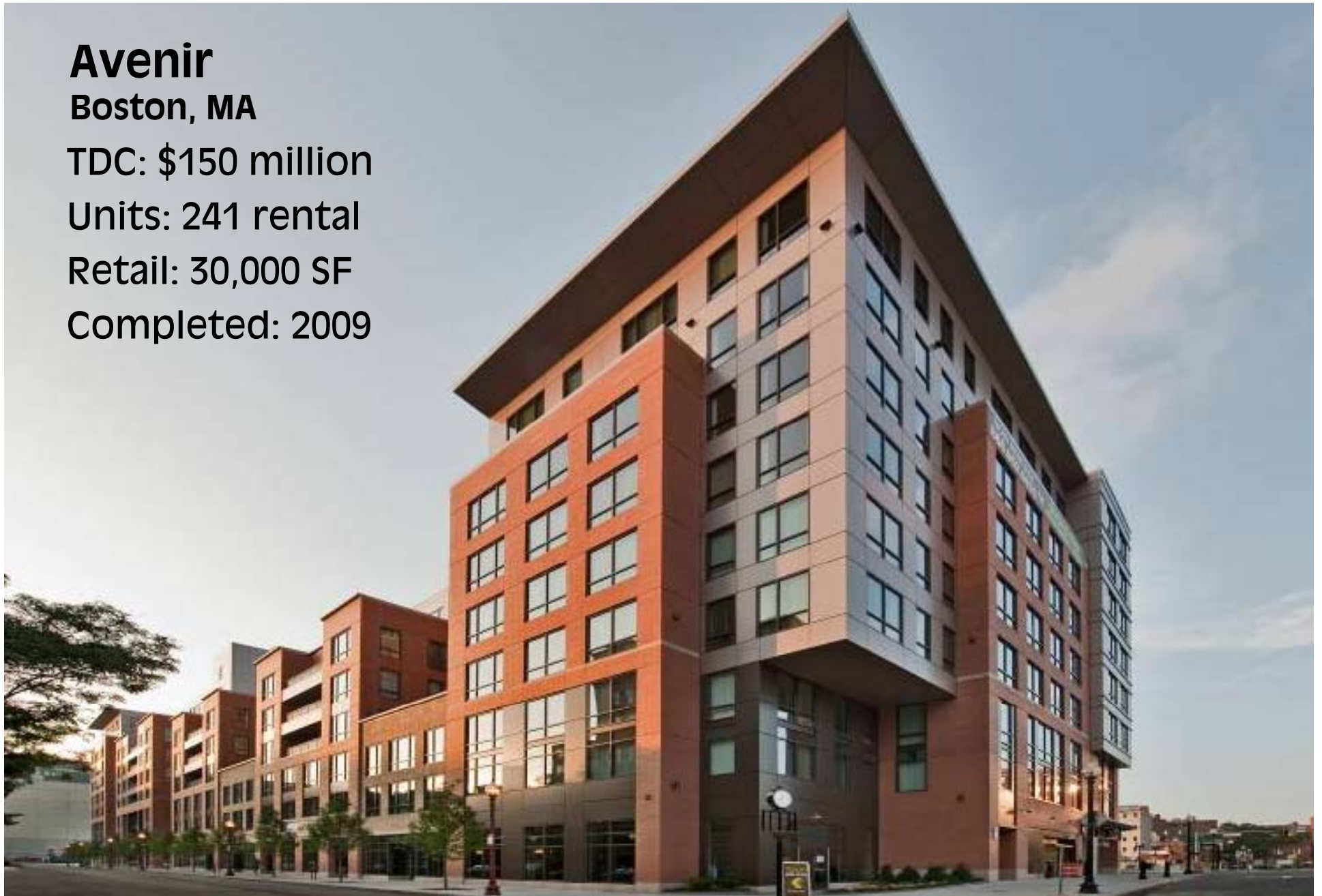
Boston, MA

TDC: \$150 million

Units: 241 rental

Retail: 30,000 SF

Completed: 2009



The Boylston

One Canal

Boston, MA



TDC: \$197 million
Units: 310 rental
Retail: 21,000 SF
Scheduled Completion:
2015

The Boylston

Developer



Investor

Air Rights Architect



Station Architect



DIMEO

General Contractor



Copley Wolff Design Group
Landscape Architects & Planners

Legal Counsel



Retail Broker

The Boylston



Green Line Accessibility Improvements

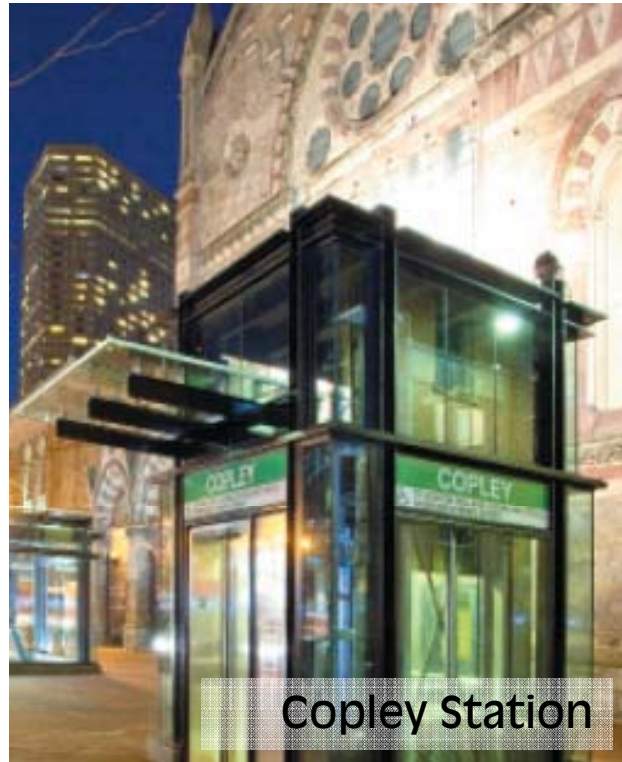


Rose Kennedy Greenway

Trinity Team's
Collective
Boston
Experience



Prudential Center



Copley Station



TD Garden

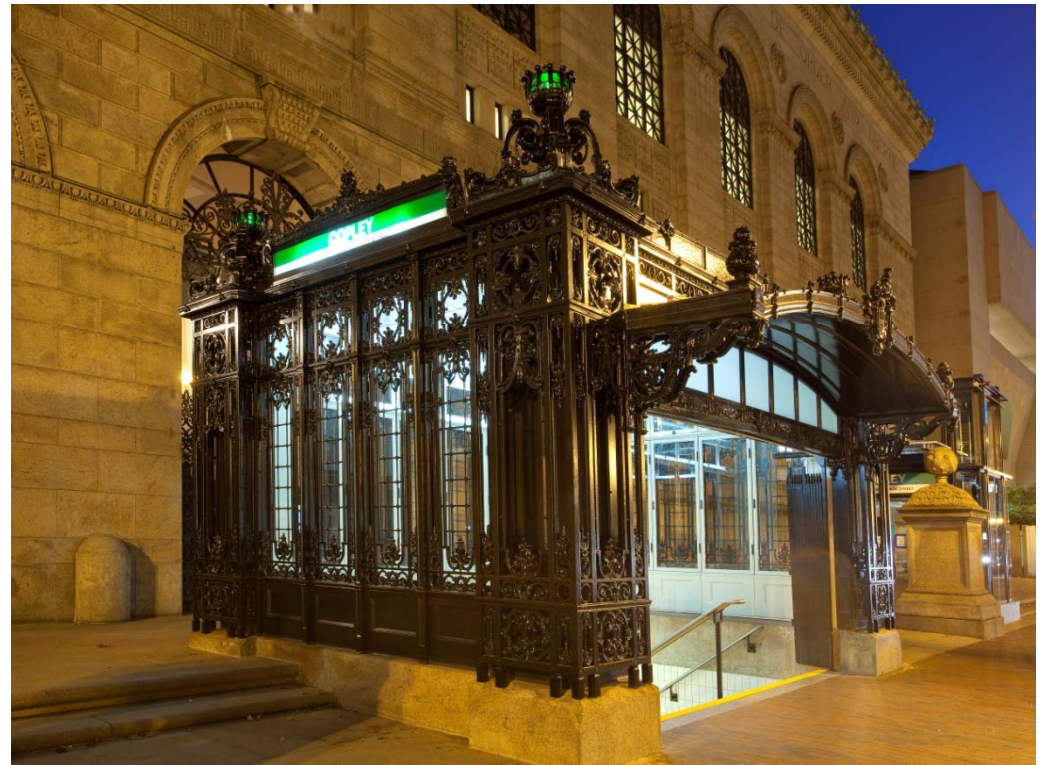


Allston/Brighton

The Boylston

STV Experience Copley Station Accessibility Improvements

Construction Cost: \$21 million
Completed: 2011



The Boylston

Air Rights Development Program

Residential Unit Mix

	Studio	1 Bedroom	2 Bedroom	Total
Number	108	172	71	351
Percentage	30.8%	49%	20.2%	100%

Square Footage

Residential	Retail	MBTA	Parking	Internal Circulation	Public Plaza	Total
269,000	50,000	8,500	19,000	28,500	10,750	385,750

The Boylston

Summary Cost Information

Total Development Costs: \$223 million

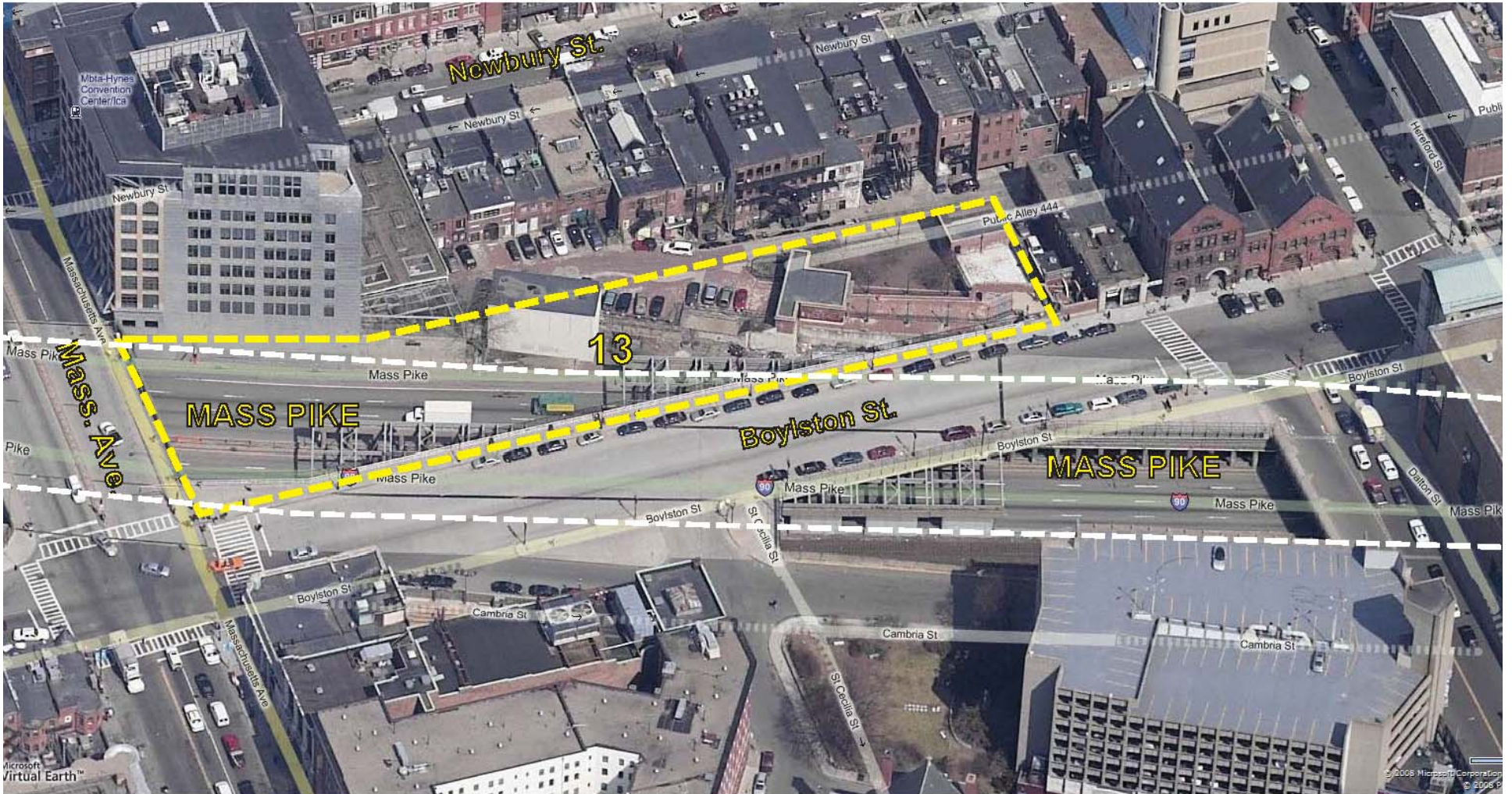
\$223 million
375,457 square feet
of building area = \$594 per square foot of
building area

Decking Costs: \$46.1 million

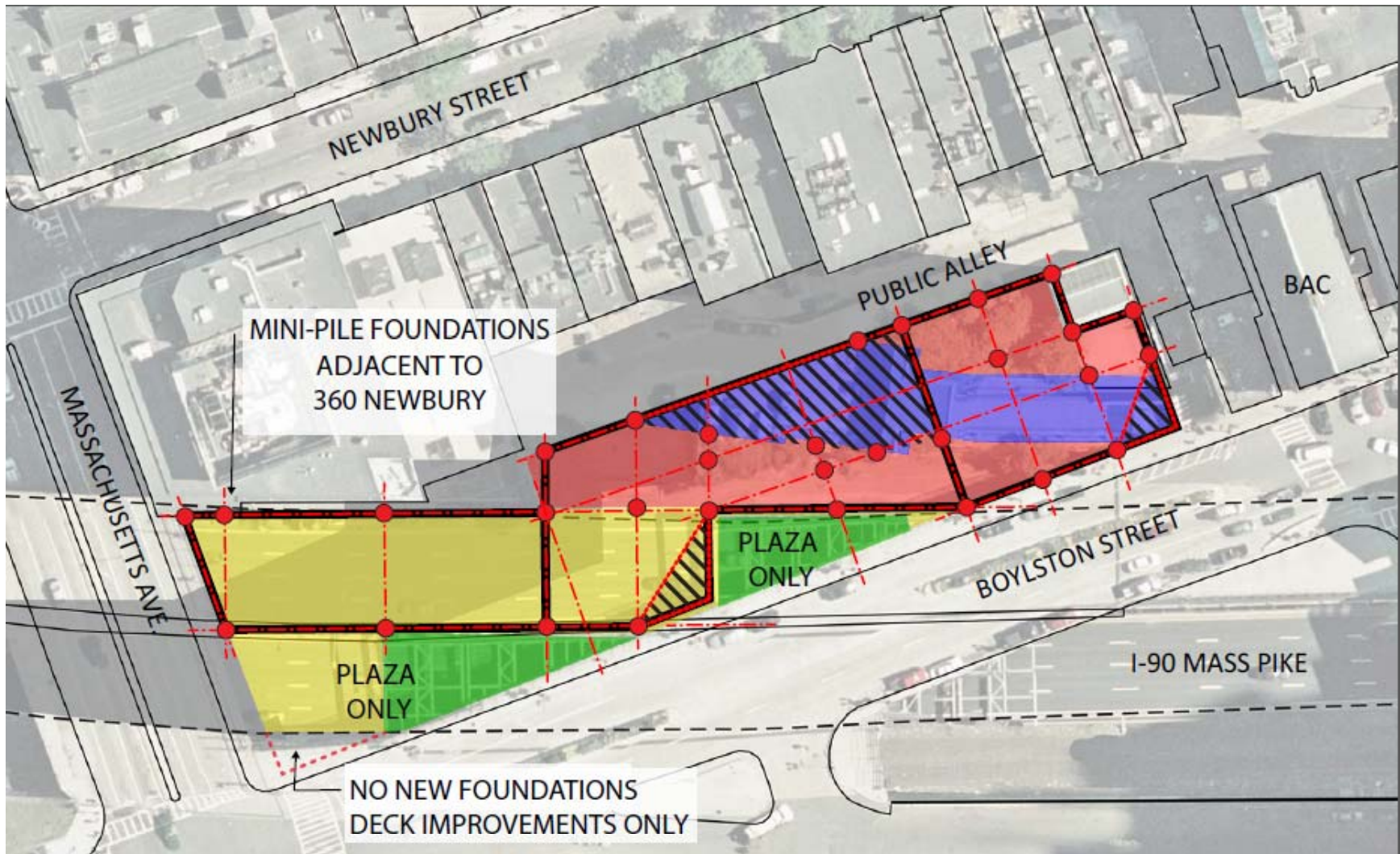
\$46.1 million
375,457 square feet
of building area = \$123 per square foot of
building area

The Boylston

Existing Conditions



The Boylston



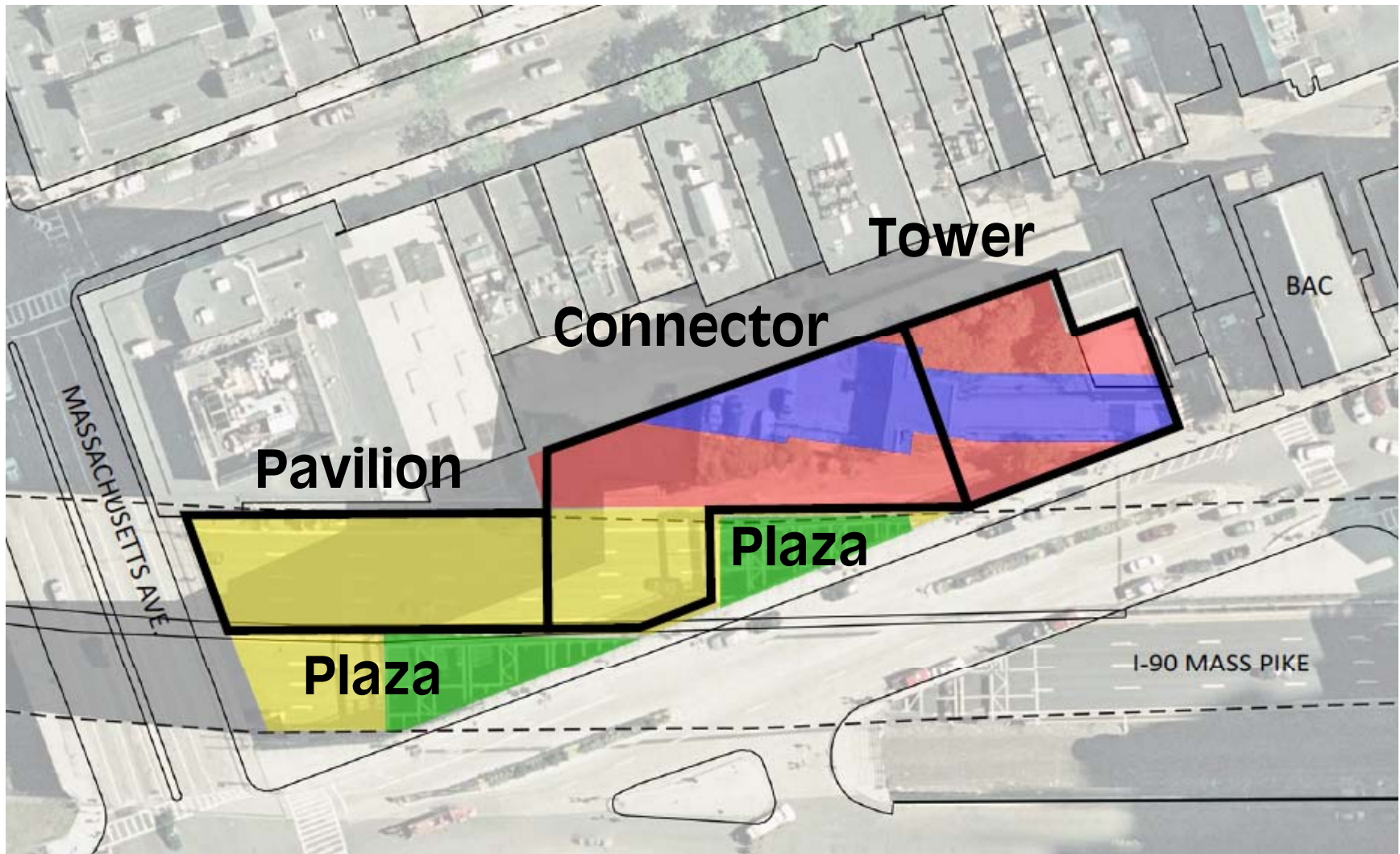
- DECKING OVER TERRA FIRMA
- DECKING OVER GREEN LINE
- DECKING OVER EXISTING BRIDGE STRUCTURE
- DECKING OVER I-90

— BUILDING FOOTPRINT



Structural Diagram

The Boylston



- DECKING OVER TERRA FIRMA
- DECKING OVER GREEN LINE
- DECKING OVER EXISTING BRIDGE STRUCTURE
- DECKING OVER I-90

— BUILDING FOOTPRINT



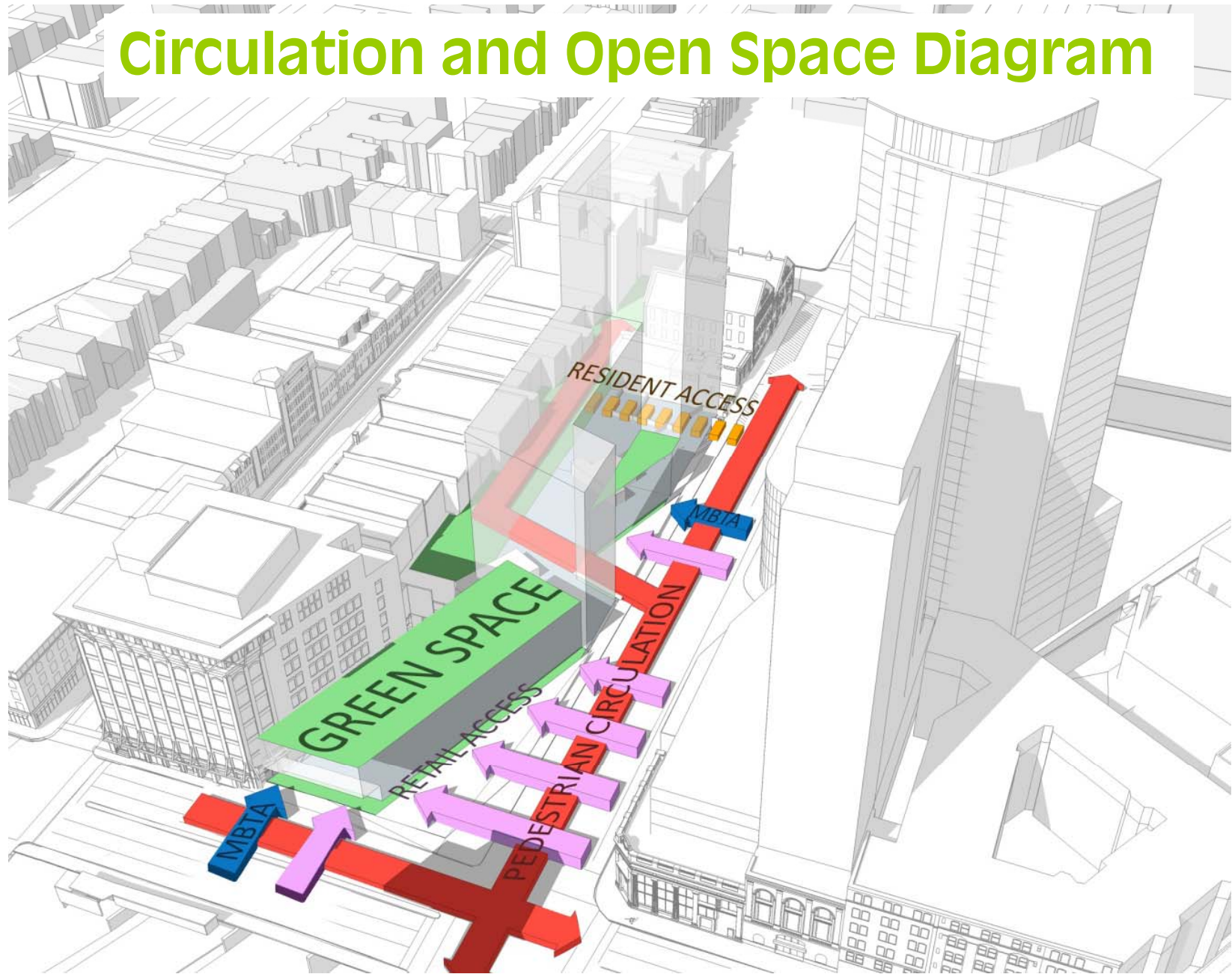
Structural Diagram

The Boylston



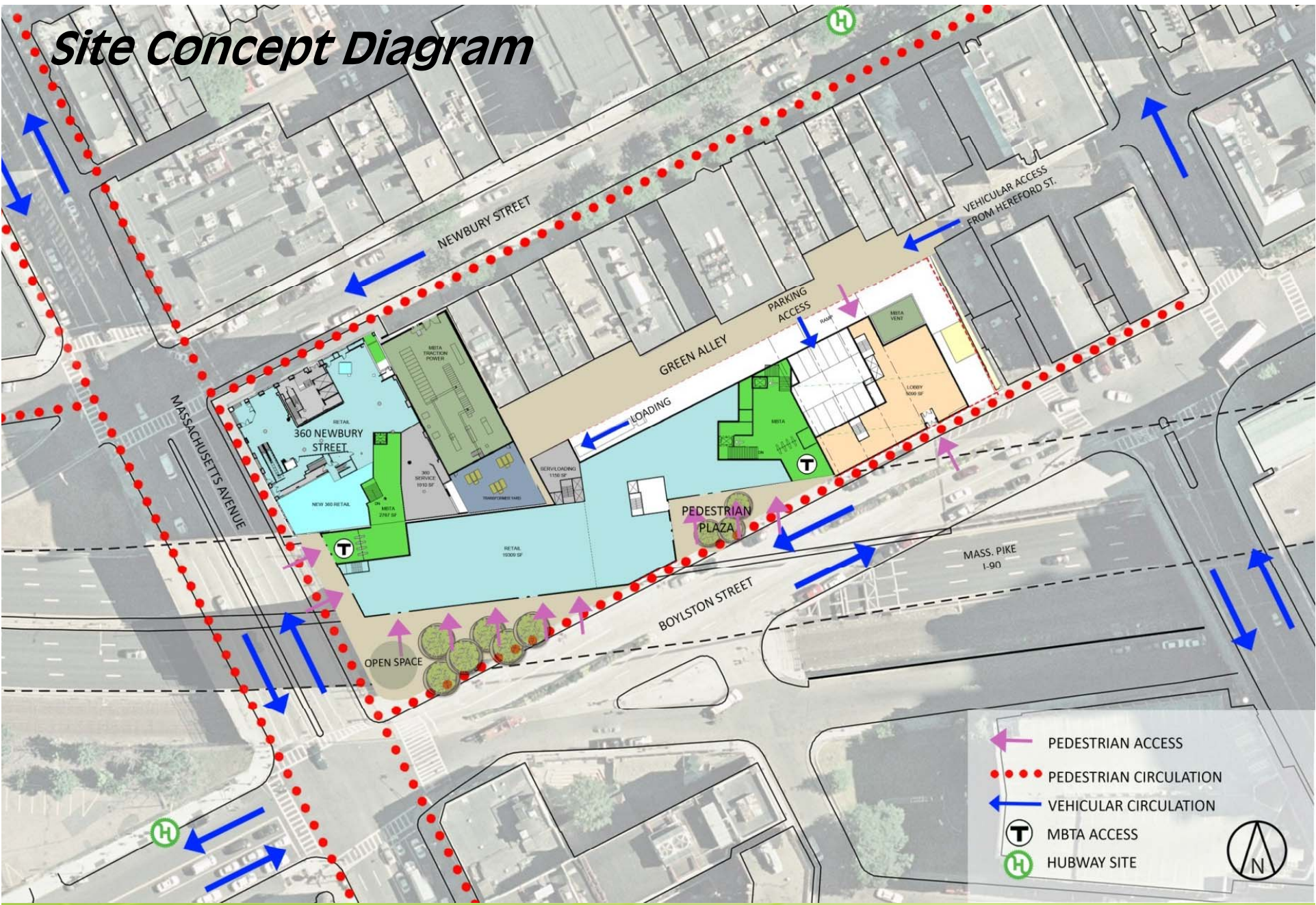
The Boylston

Circulation and Open Space Diagram



The Boylston

Site Concept Diagram



-  PEDESTRIAN ACCESS
-  PEDESTRIAN CIRCULATION
-  VEHICULAR CIRCULATION
-  MBTA ACCESS
-  HUBWAY SITE



The Boylston



The Boylston



The Boylston



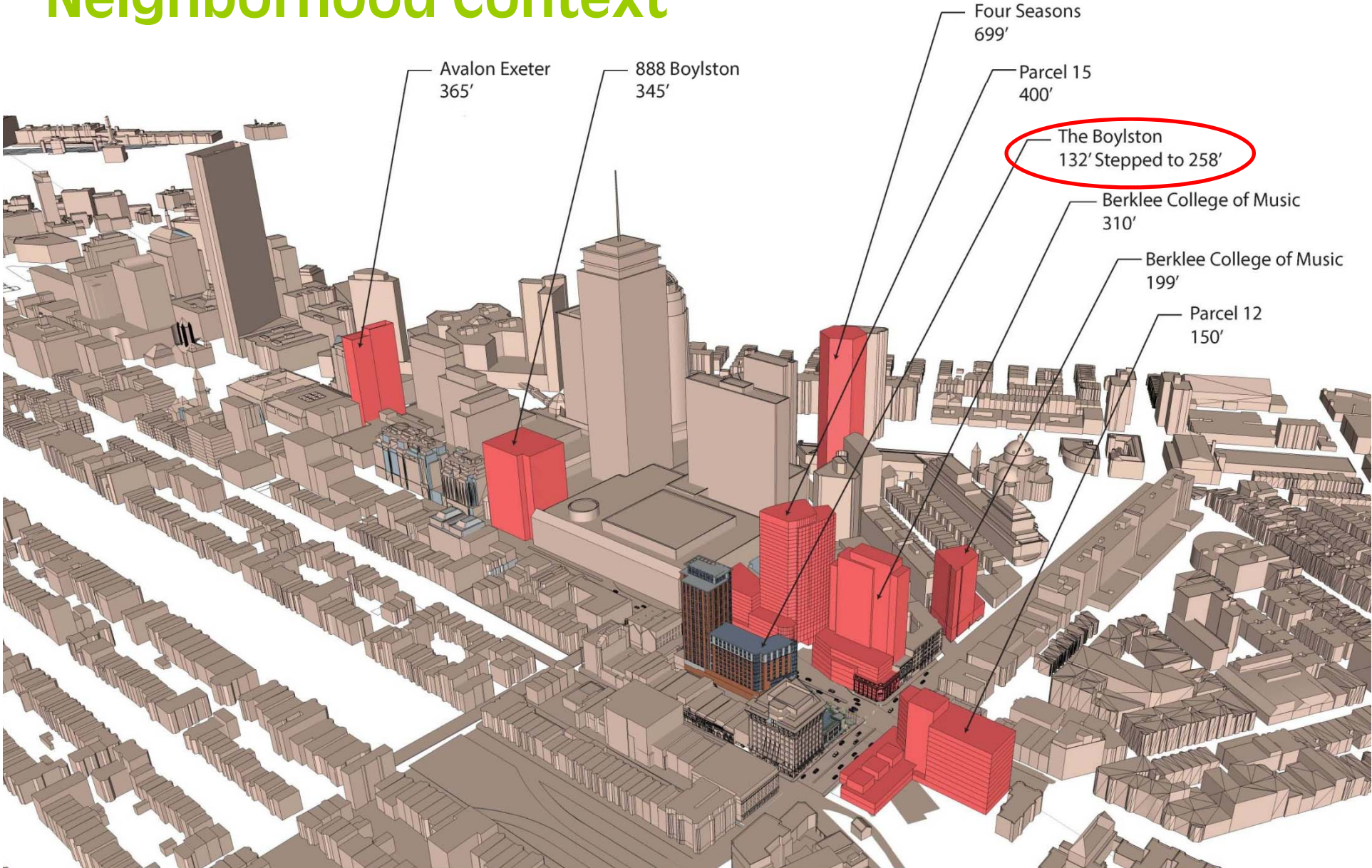
The Boylston

Boylston St looking West



The Boylston

Neighborhood Context



The Boylston

View from Newbury Street

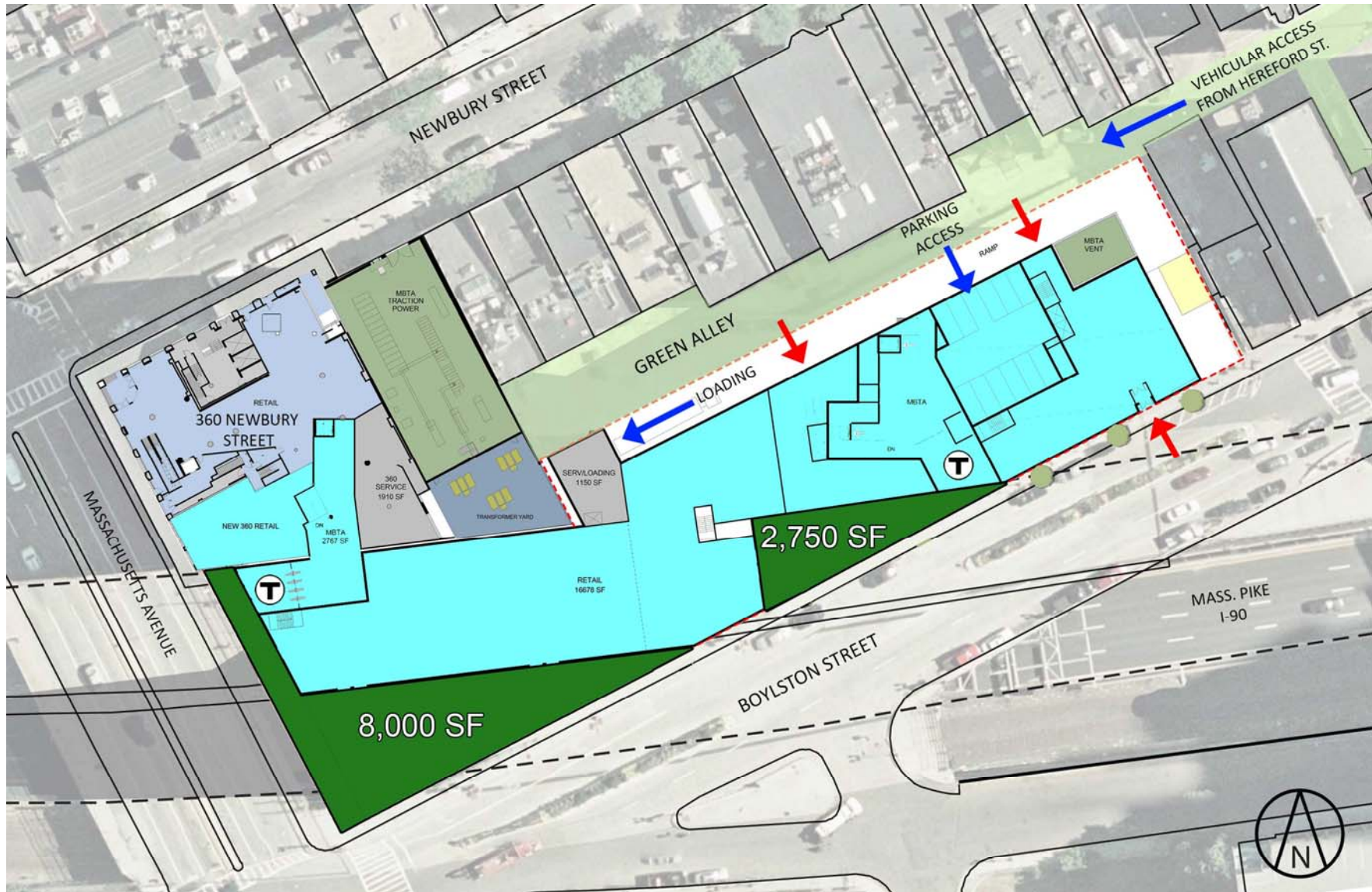


The Boylston



The Boylston

An Opportunity for a New Memorable Place



The Boylston

Other Memorable Places



Harvard Square



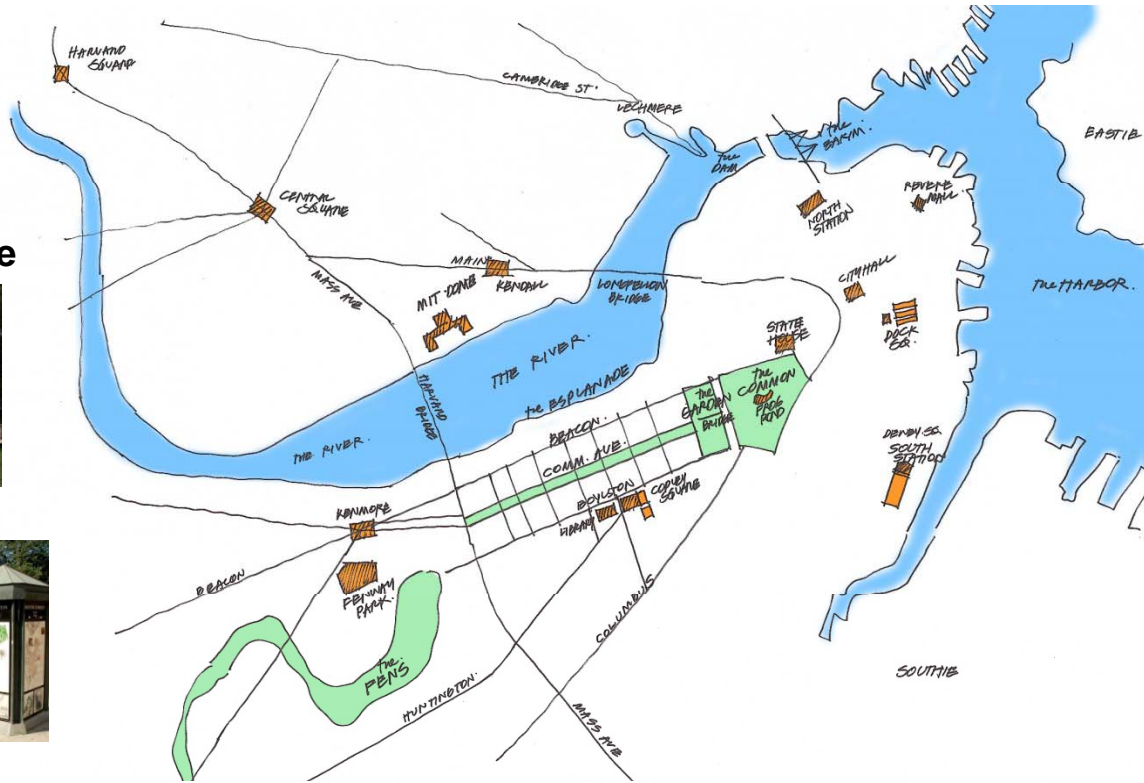
MIT



Park St.



The Greenway



Frog Pond
Common



The



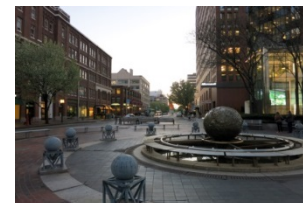
North Station



South Station



Dock Square



Kendall Square

The Boylston

Local Activity



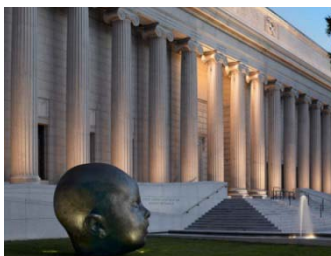
Fenway Park



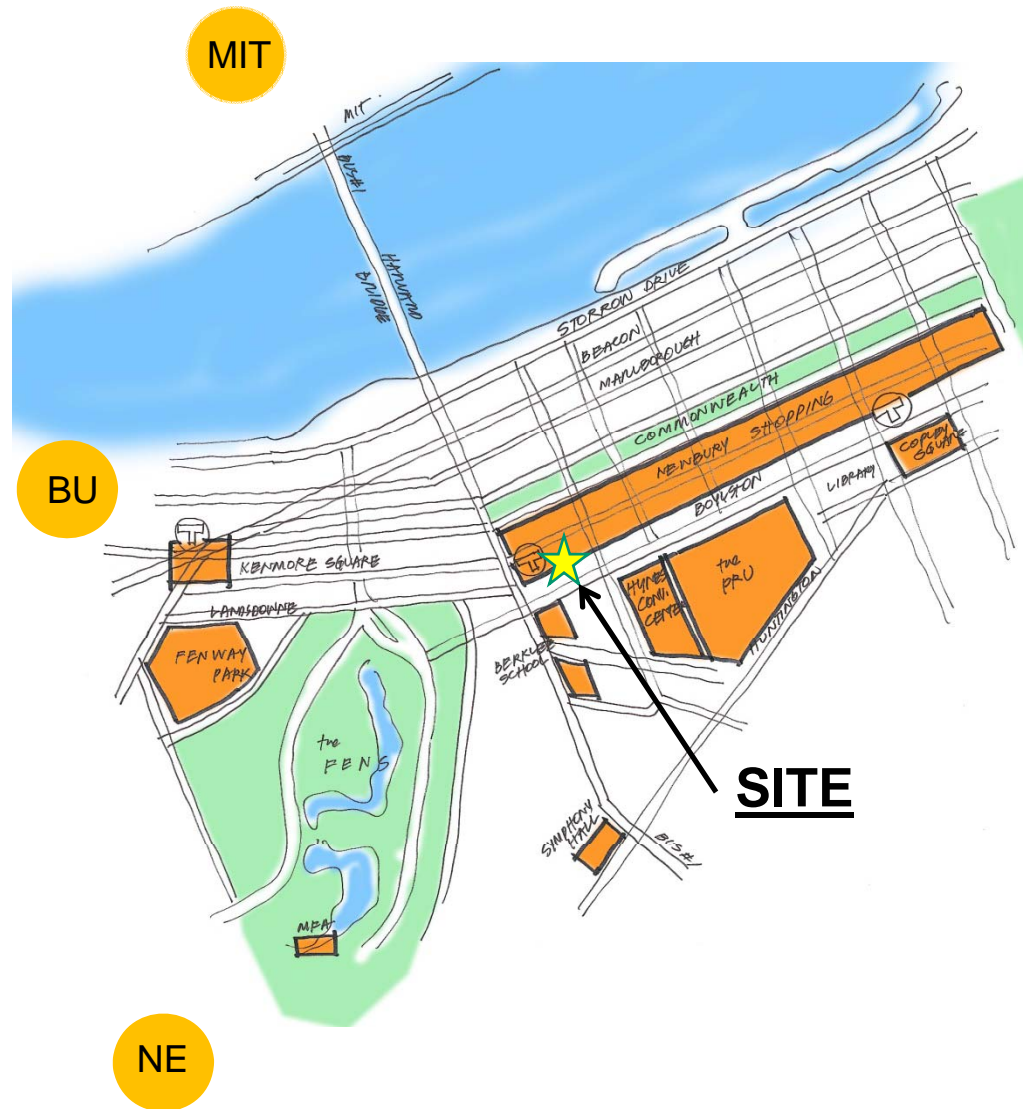
Kenmore Square



Berklee College



The MFA



Copley



Newbury



Symphony Hall



The Prudential

The Boylston

Site Concept



Goals

1. Create a new, memorable place with a dramatic marker
2. More plaza-like, less garden-like
3. Water to mask noise
4. Comfortable, movable seating
5. Dramatic lighting
6. Overhead canopy

The Boylston

Dramatic Markers



"LOVE" - Philadelphia



"The Bean," Chicago



Ghiradelli Square, San Francisco



"RUN," 2012 London Olympics

The Boylston

Plaza



The Boylston

Water Element to Mask Noise



The Boylston

Comfortable Seating



The Boylston

Dramatic Lighting



The Boylston

Overhead Canopy



The Boylston

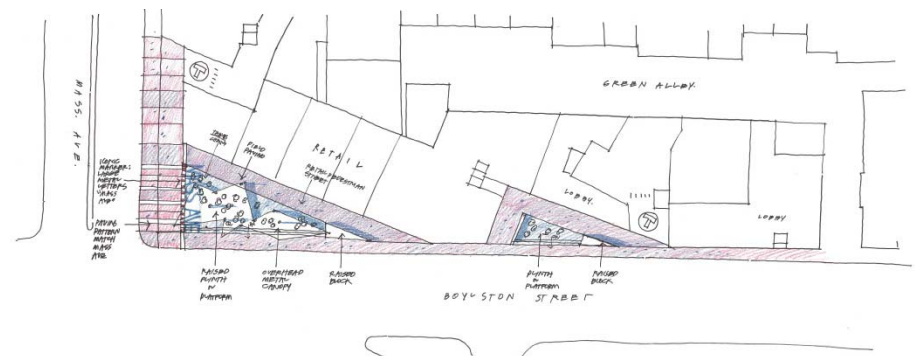
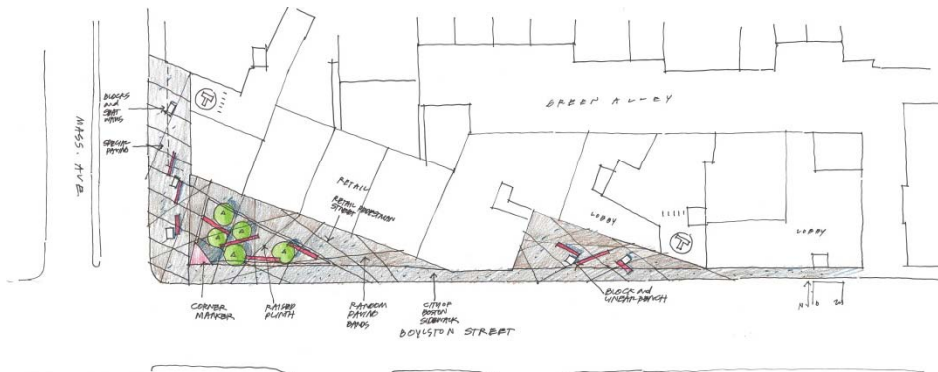
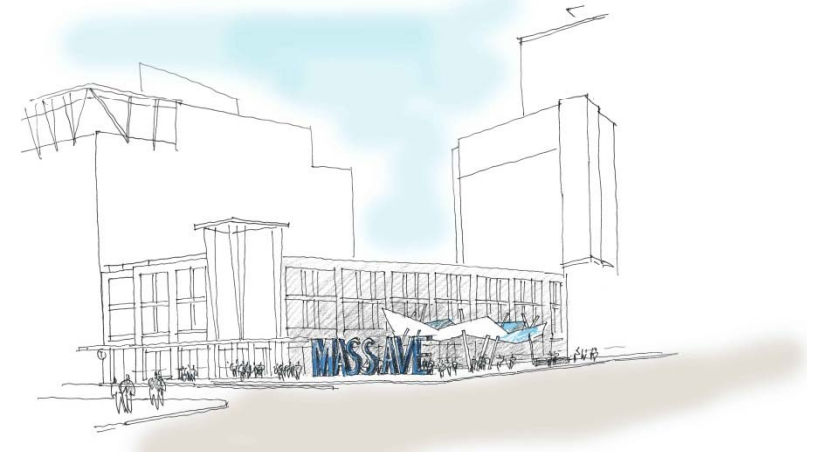
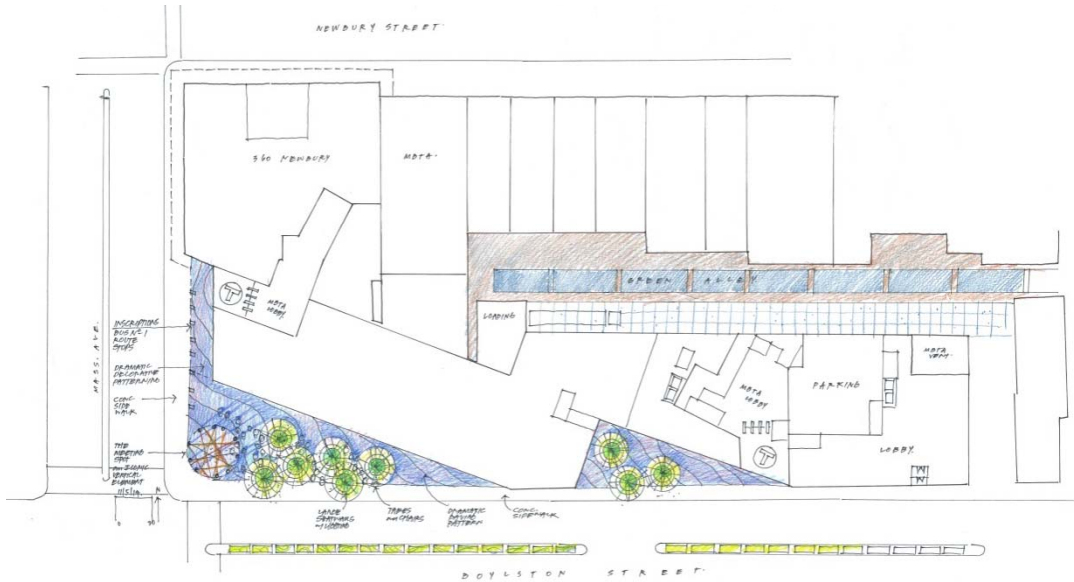
Meaning



Existing “love locks” over Mass. Ave at Boylston

The Boylston

Concept Sketches



The Boylston

Schedule

Task	Start	End
Developer Selection	November 2014	December 2014
Negotiate and Execute MassDOT Development Agreement	December 2014	April 2015
Negotiate and Execute MBTA Station Improvements Agreement	December 2014	April 2015
Due Diligence	January 2015	October 2015
Obtain Permitting and Approvals	February 2015	April 2016
Schematic Design through Design Development	February 2015	December 2015
Obtain Financing	December 2015	June 2016
Construction Documents/Bidding	April 2016	October 2016
Closing	October 2016	
Construction	October 2016	April 2019
Marketing/Occupancy	October 2018	October 2019

Proposal Summary

- Responds to community desire for a new public space and creates an engaging pedestrian experience.
- Economically viable proposal with an investment partner ready to execute.
- Experienced development team with a proven track record of delivering large, complex projects with MassDOT and the MBTA.

The Boylston

The Boylston



The Viola

Presentation to the CAC
November 20, 2014

 THE PEEBLES CORPORATION
HANDEL ARCHITECTS LLP **utile** 



The Peebles Corporation

Driven by meaning Public-Private Partnership

- 30-year track record
- 70% of total development in PPP
- \$5 billion in total project costs
- 6 million square feet

“Fresh Eyes” to a challenging site

The Peebles team is committing to working *transparently*, *collaboratively* and *creatively*

with MassDOT, the MBTA, the City and neighborhood stakeholders to create a final design that brings new activity, amenities and visual delight to the Back Bay.



The Development Team

Appropriate Experience and a History of Successful Collaborations

The Peebles Corporation / Developer

Don Peebles, Tawan Davis, Greg Cola and Amelia Patt

Handel Architects / Lead Architects

Blake Middleton and Jessica Wetters

Utile / Collaborating Architect & Urban Design

Tim Love and Elizabeth Christoforetti

HDR / MBTA Station Engineer

Don Swarce and Neil Kollios

McNamara Salvia / Structural Engineer

Adam McCarthy

JMA / Construction Manager

John Moriarty



Burnham Building – Handel Architects



The Boston Conservatory – Utile and Handel



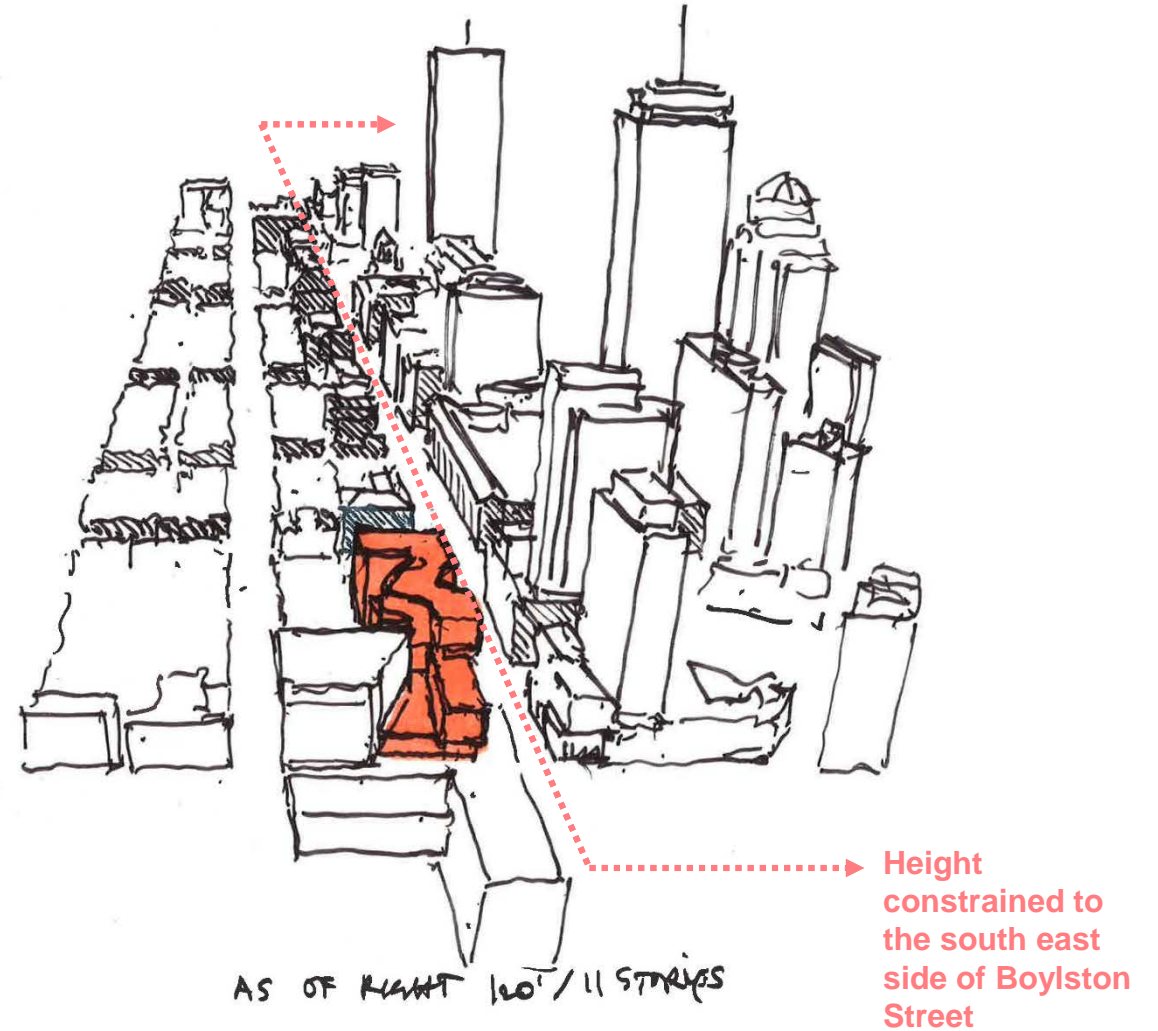
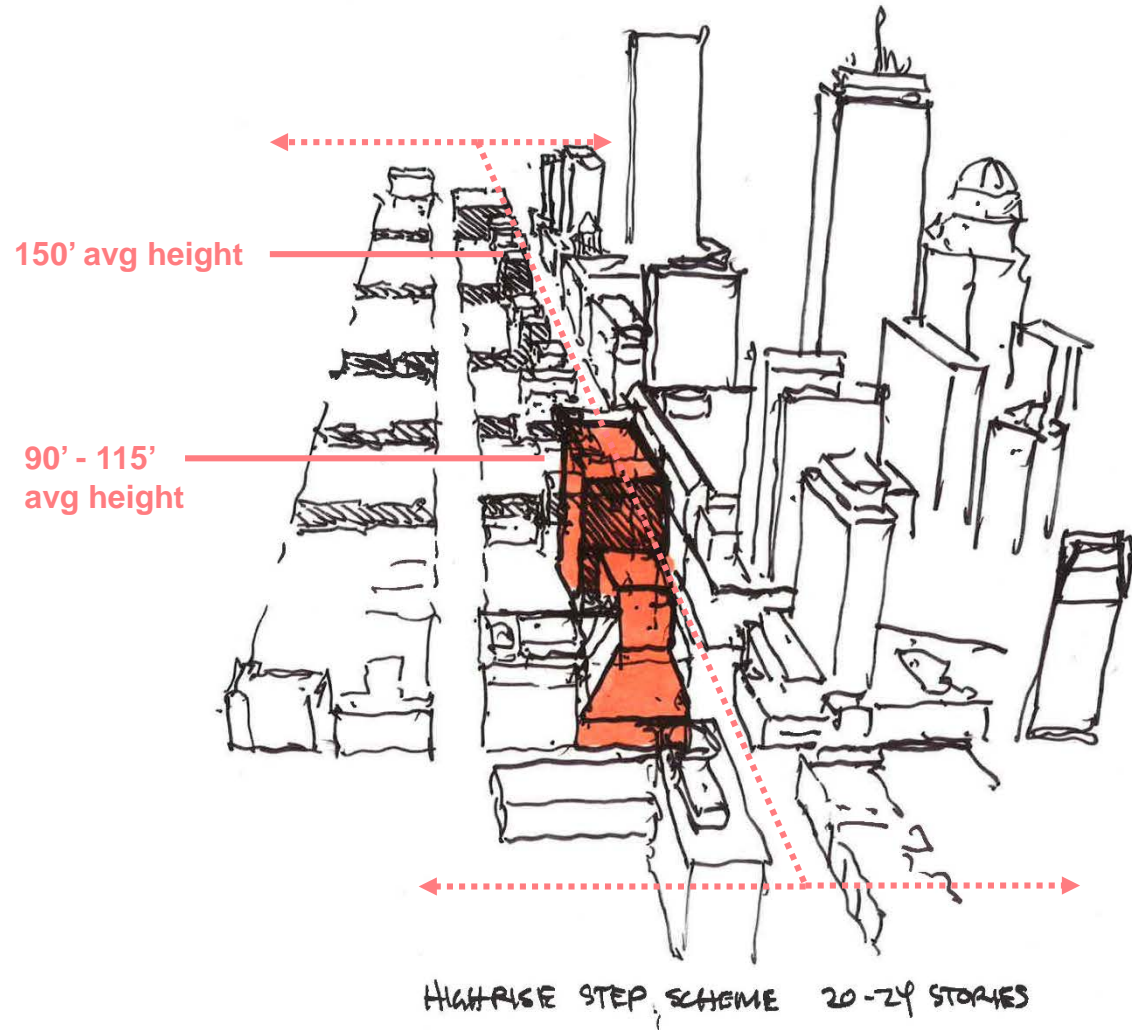
Millennium Tower – Handel Architects



Government Center Station - HDR

Character of Existing Context

Initial Urban Design Observations and Intuition



Key Urban Planning Decisions

To guide our design process

- **Appropriate massing and scale:**
Show deference to neighboring landmarks and residents



Landmark + Profile @ ± 200'

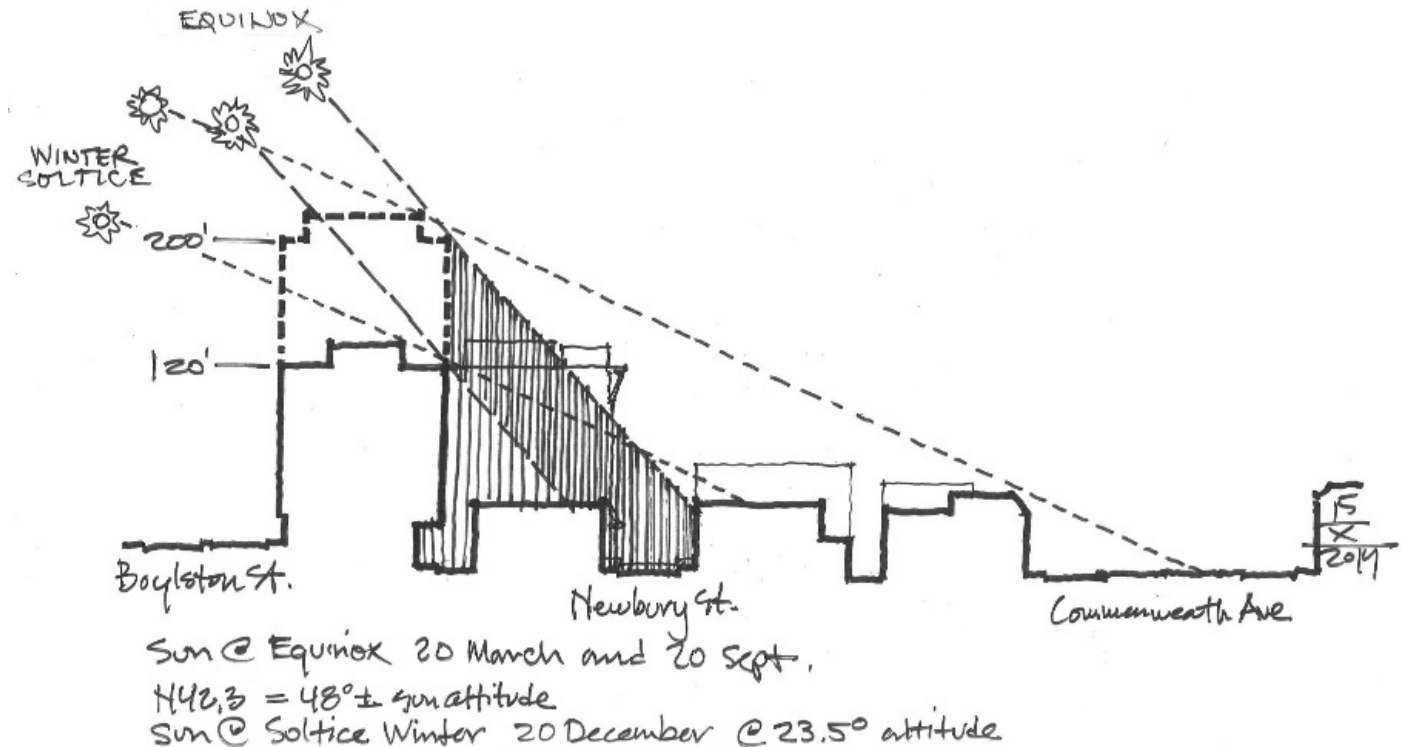
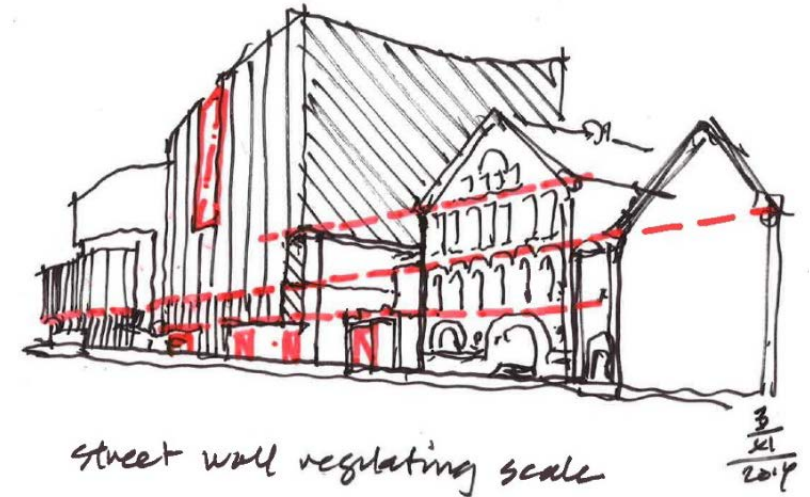


Landmark + Profile @ 120'

Key Urban Planning Decisions

To guide our design process

- **Appropriate massing and scale:**
Minimize shadows on the Back Bay
- **Re-establish the street walls along Boylston and Mass Ave:**
Provide a better pedestrian experience and improved public realm, including two new public plazas that enhance the visibility and access to the T Station
- **Conform to current zoning with 120' height cap**



Structural Approach

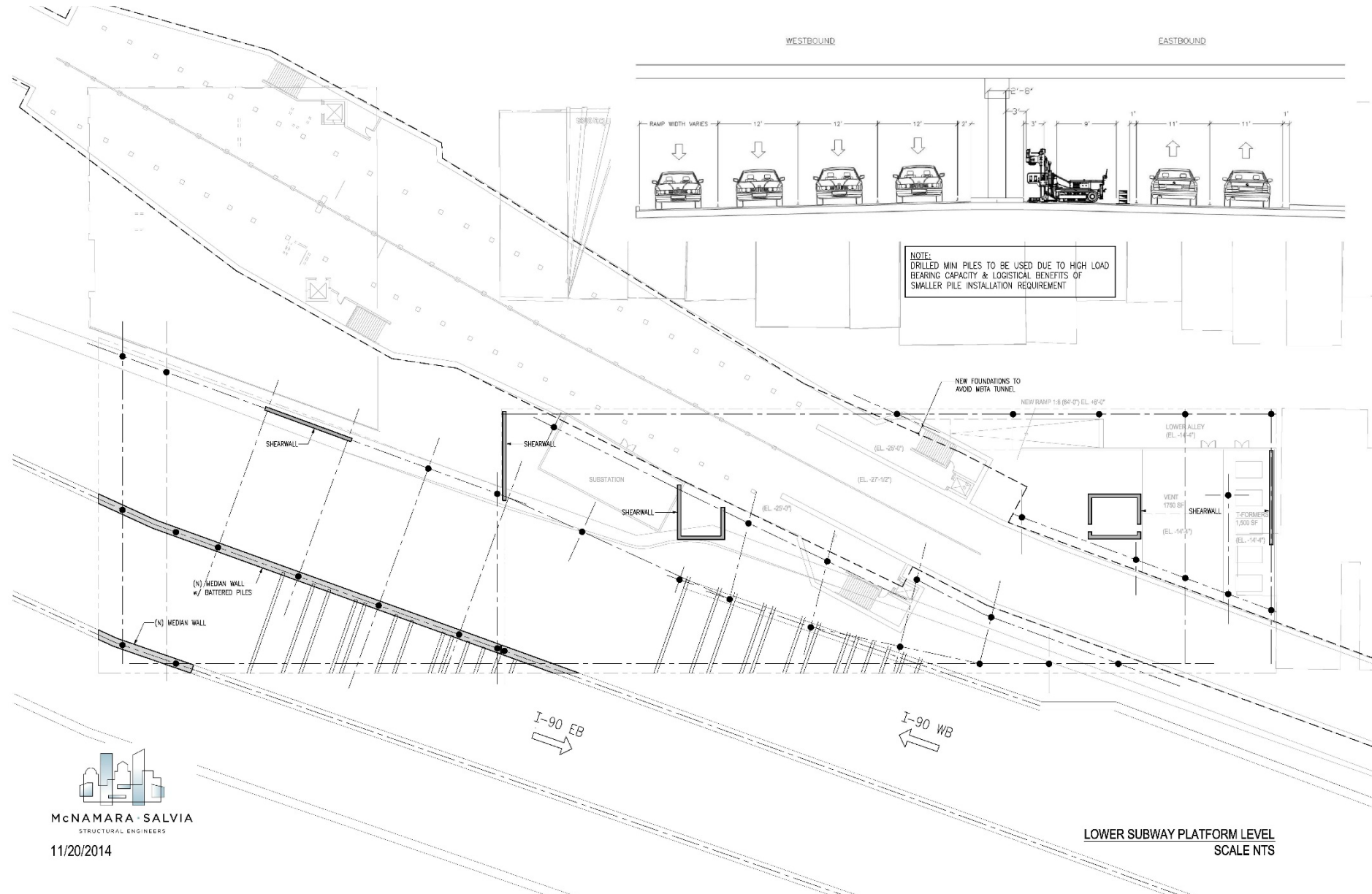
Reviewed the feasibility study



Feasibility Study prepared by Parson Brinckerhoff & Kleinfelder in June 2014

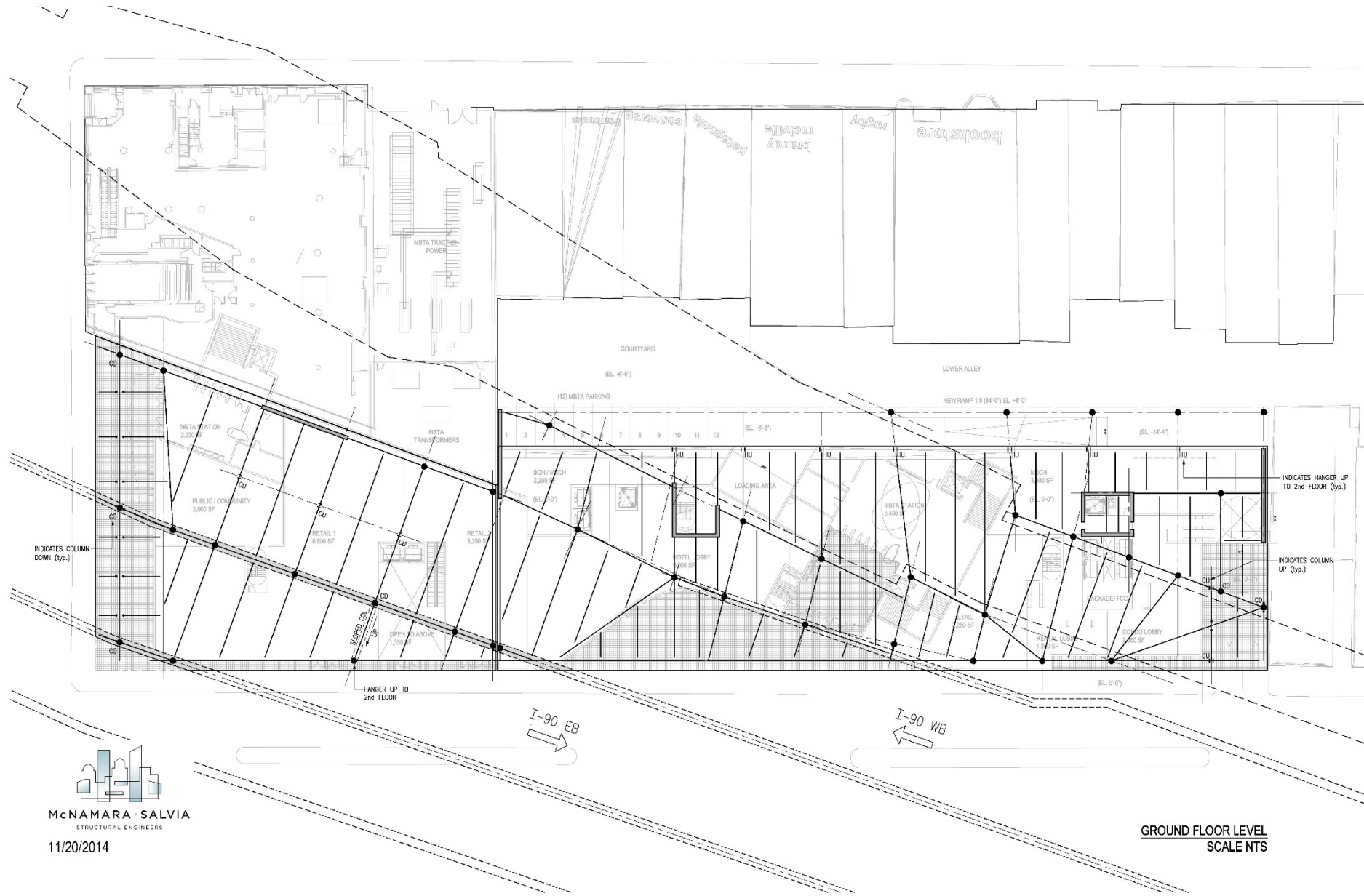
Alternative structural solution

that *Maximizes Site Coverage* and *Minimizes Interference* during construction



Alternative structural solution

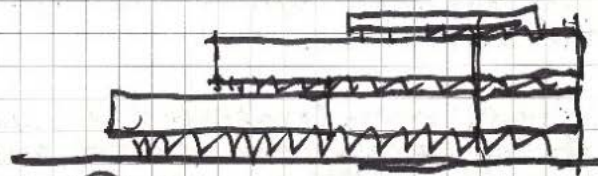
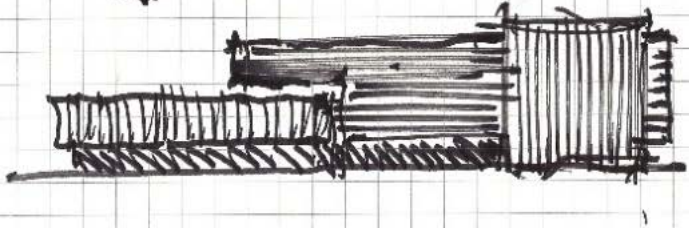
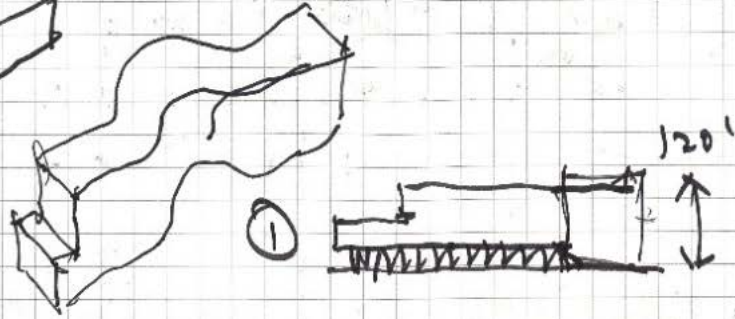
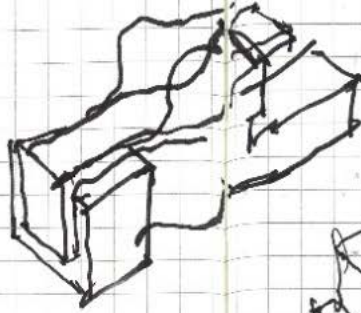
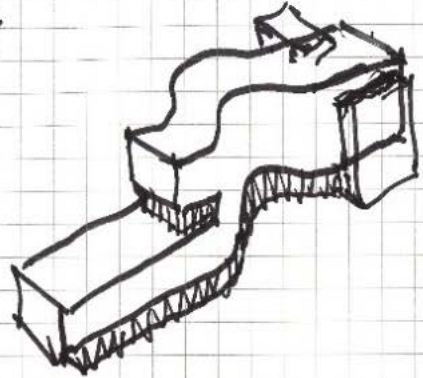
that *Maximizes Site Coverage* and *Minimizes Interference* during construction



Design Approach

Optimal arrangement of density on the site

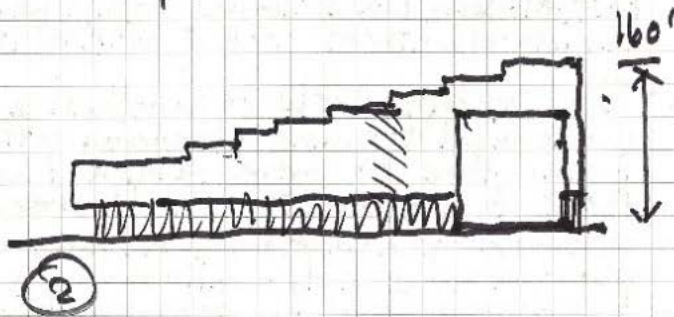
22
X
2014



③ layer cake



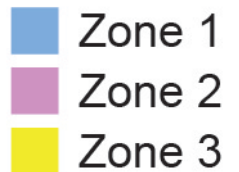
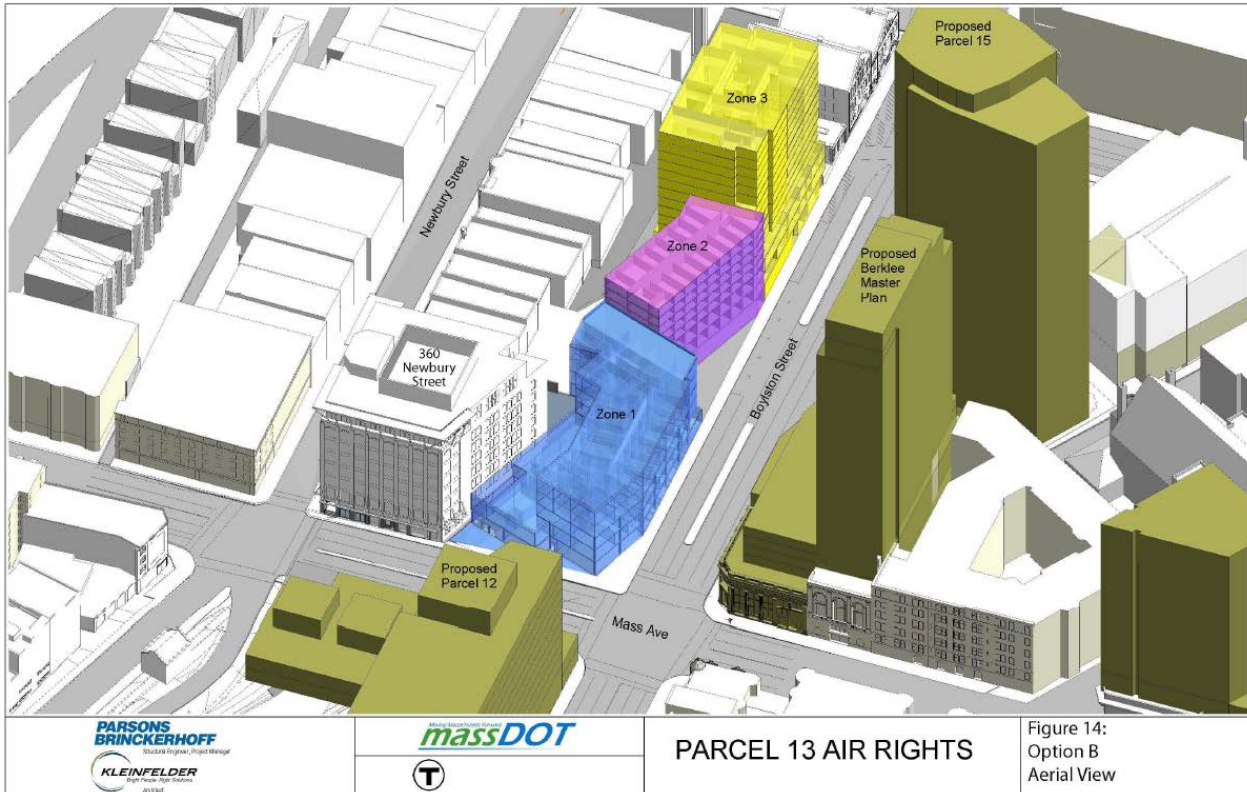
Dillon "clones" for stores
entries



How to allocate FAR

Transforming option B to create a better urban design

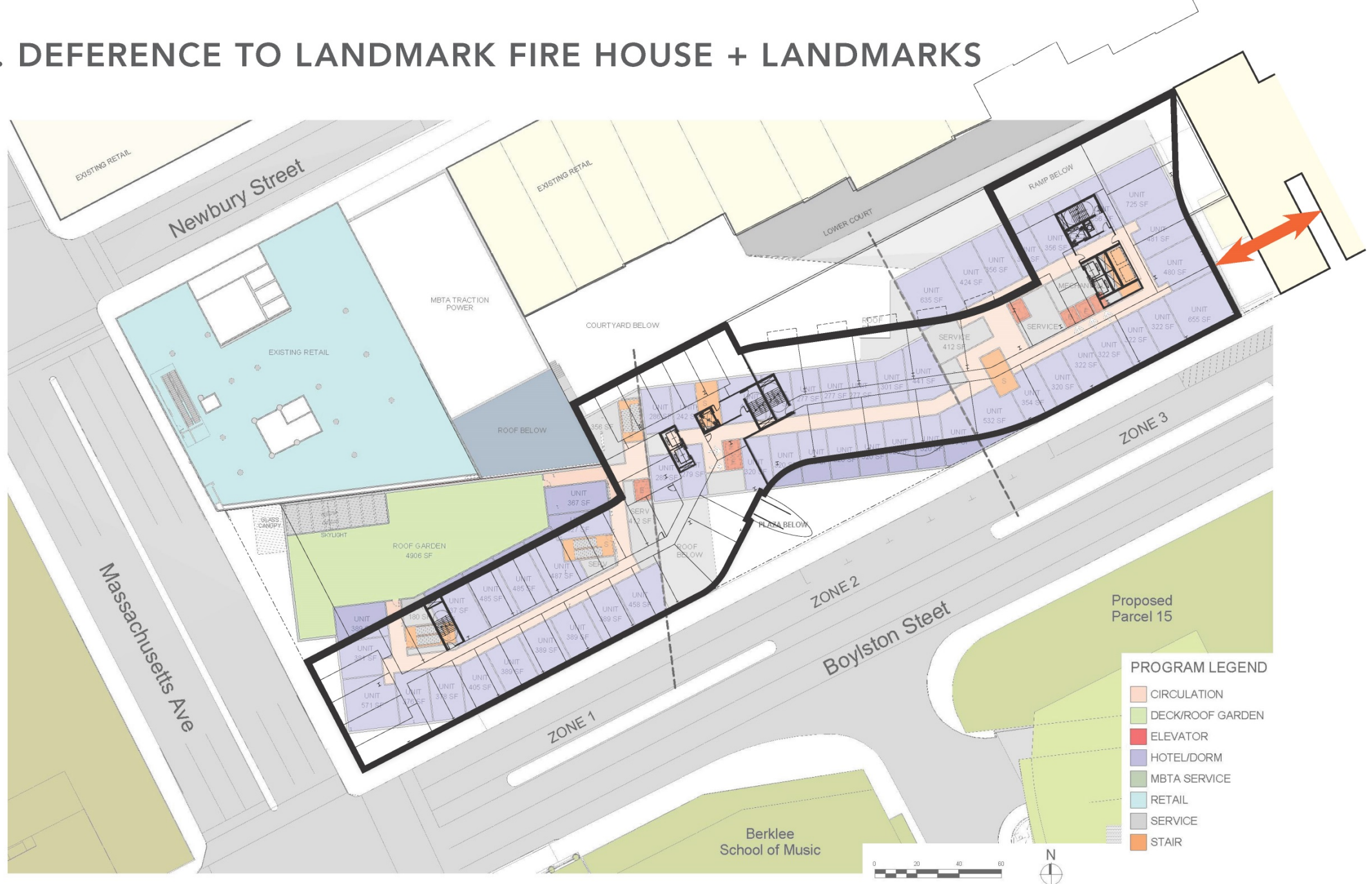
Greater quantity of mini drill piles allows us to distribute the weight more evenly over the site



Zone 1 – 5 floors ~ 105,000 SF
 Zone 2 – 8 floors ~ 71,000 SF
 Zone 3 – 15 floors ~ 174,000 SF
 (Areas include mechanical, back-of-house, and parking)

Zone 1 – 6 and 11 floors ~ 97,000 SF
 Zone 2 – 11 floors ~ 126,000 SF
 Zone 3 – 11 floors ~ 154,000 SF
 (Areas include mechanical, back-of-house, and parking)

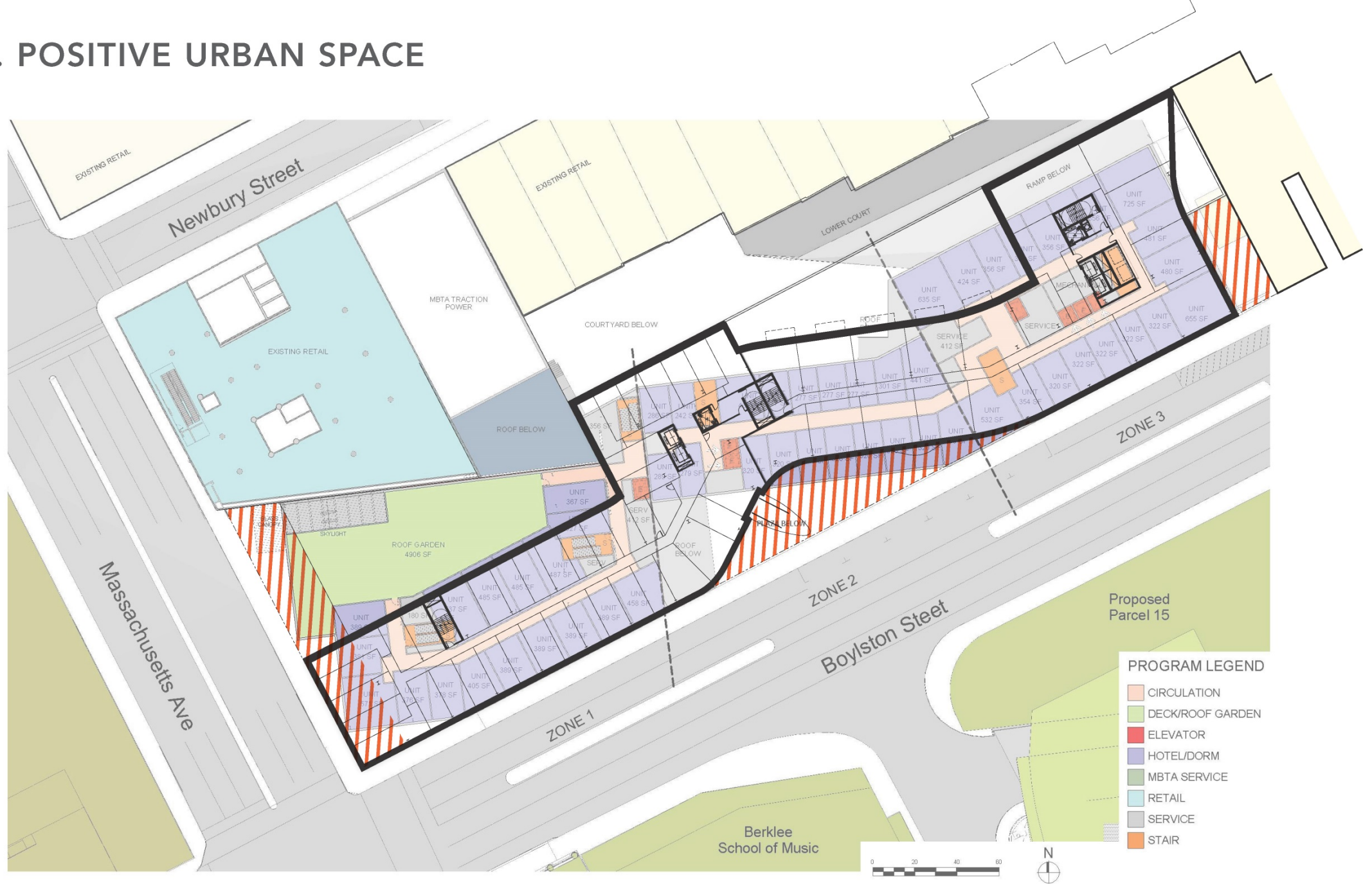
2. DEFERENCE TO LANDMARK FIRE HOUSE + LANDMARKS



4. SUBSTANTIAL LIGHT + AIR / HOTEL VS. RESIDENTIAL NEIGHBOR

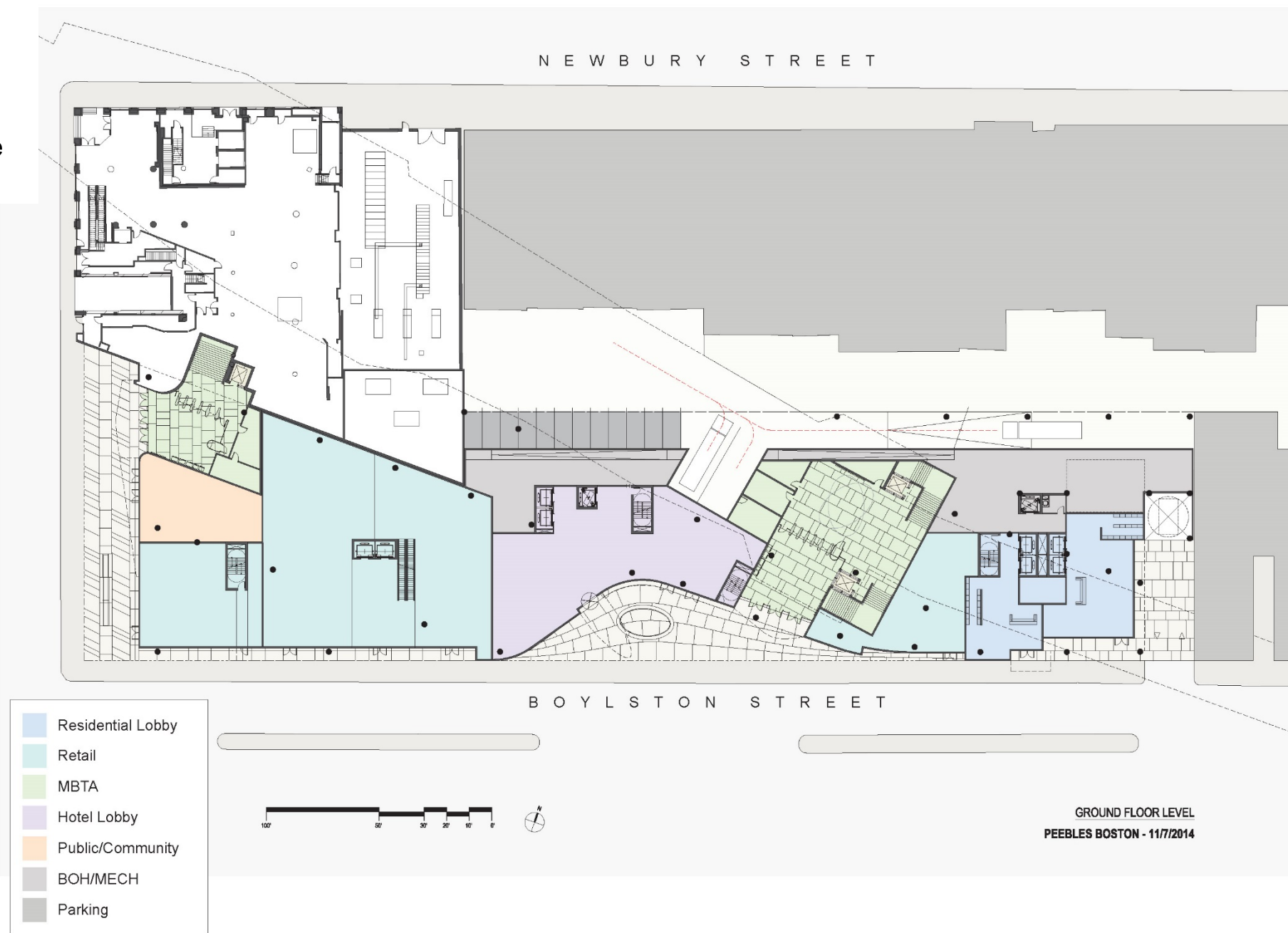


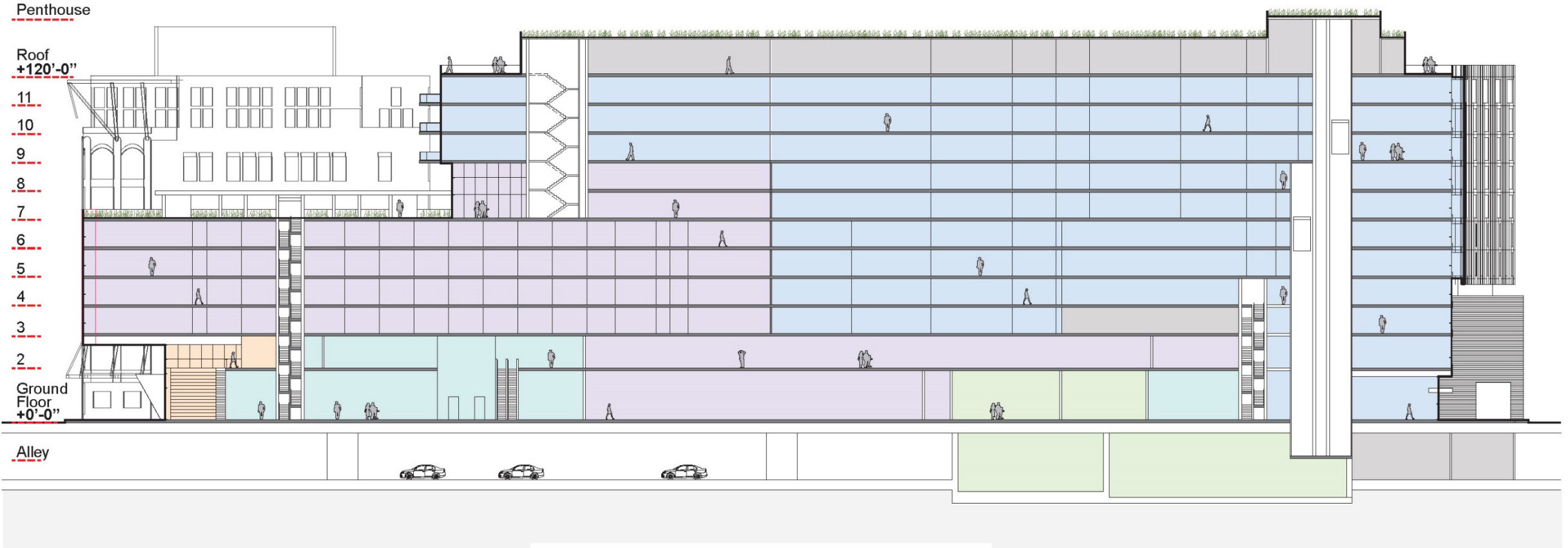
5. POSITIVE URBAN SPACE



A Mix of Uses Enriches the Neighborhood

Two T entrances, retail, a hotel lobby, and two residential lobbies will activate the sidewalks at all hours of the day.

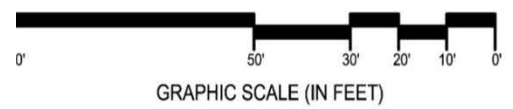




A Mix of Uses Enriches the Neighborhood

Cross-Section

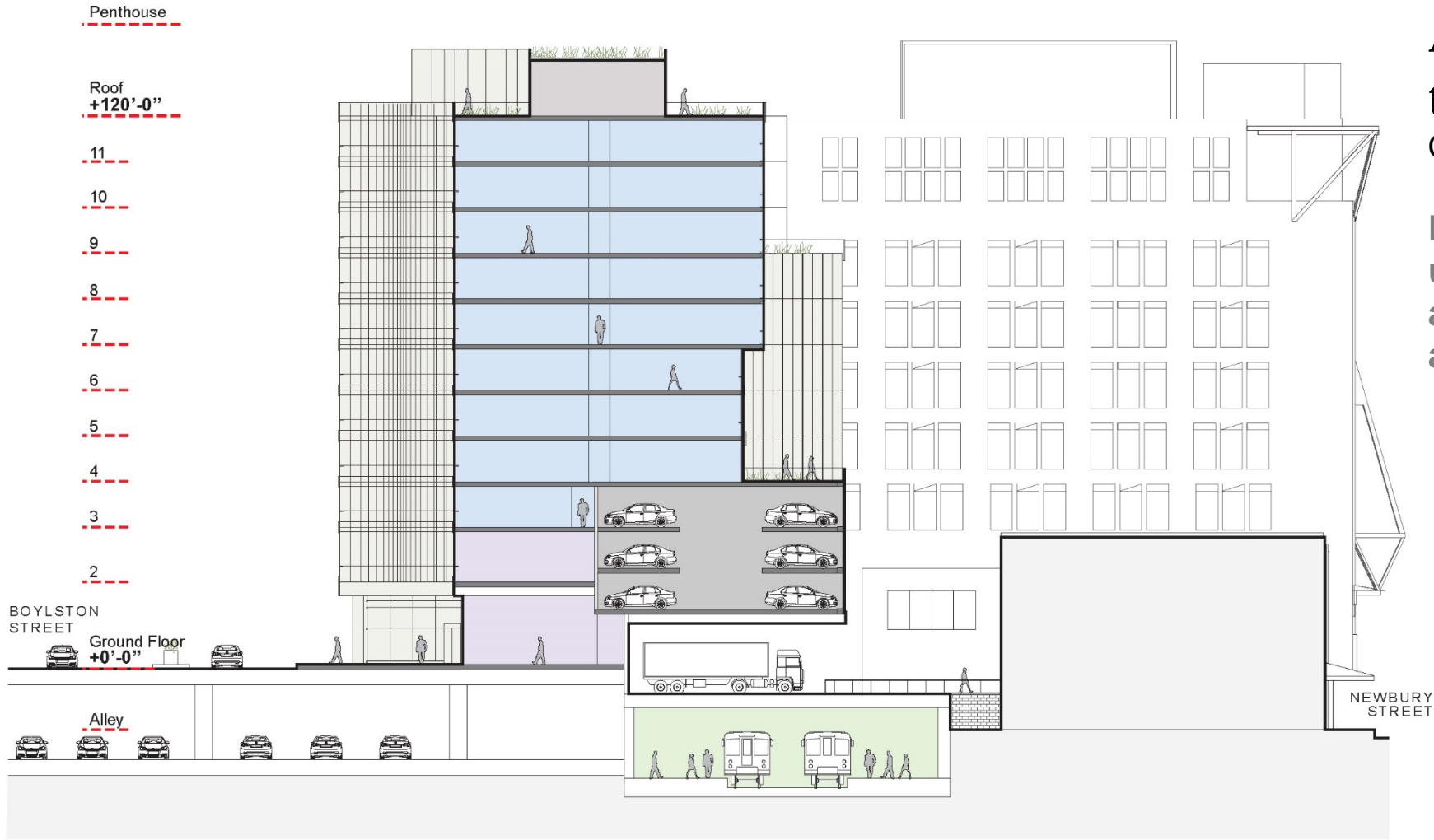
- Residential
- Retail
- Public / Community
- Hotel
- MBTA
- BOH/MECH
- Parking



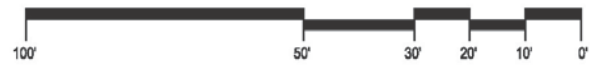
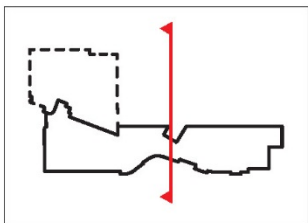
A Mix of Uses Enriches the Neighborhood

Cross-Section

Parking is hidden behind active uses that face Boylston Street and cover the alley loading areas.



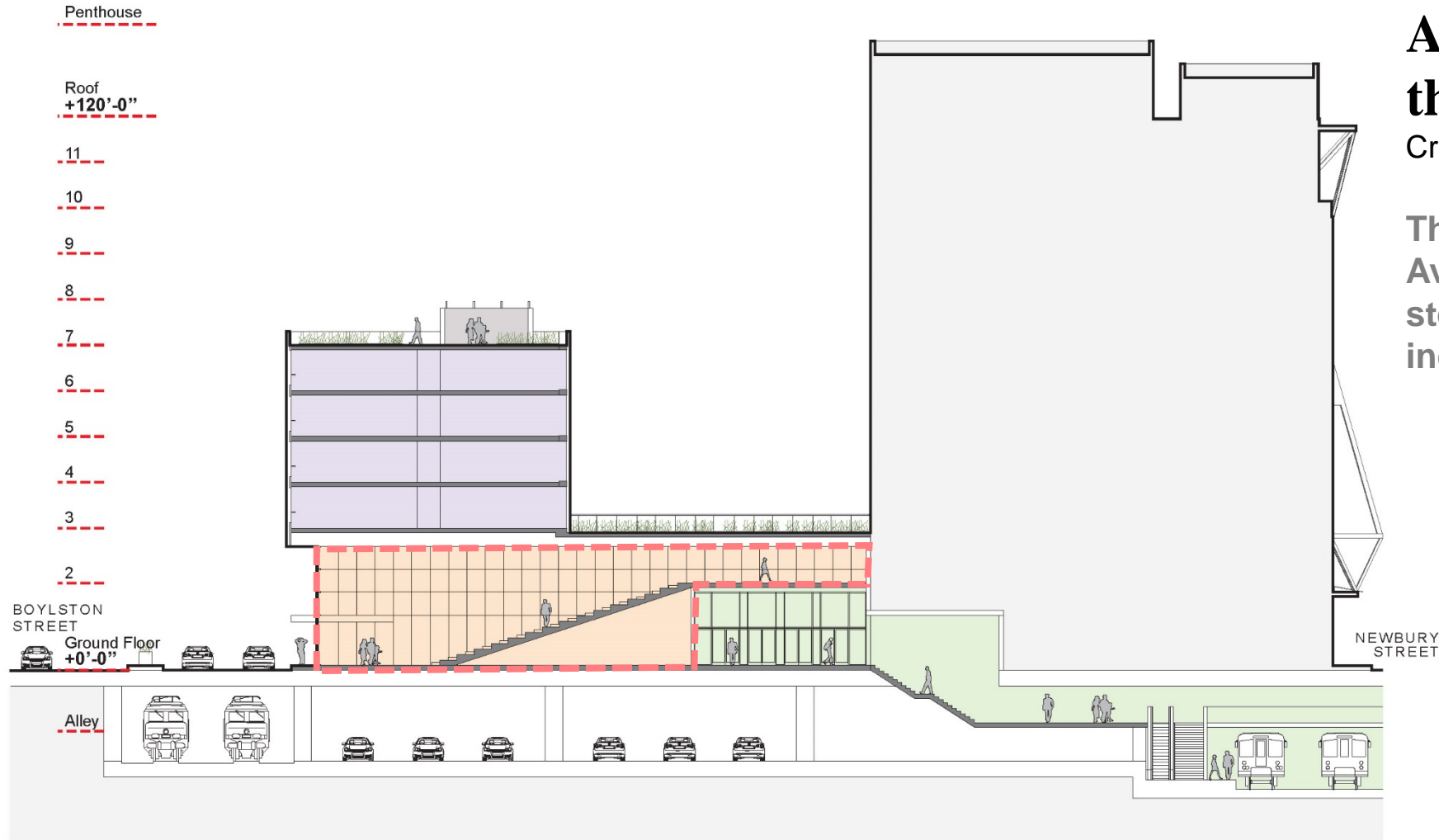
- Residential
- Hotel
- MBTA
- BOH/MECH
- Parking



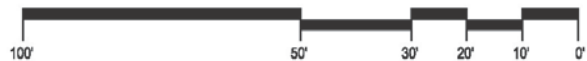
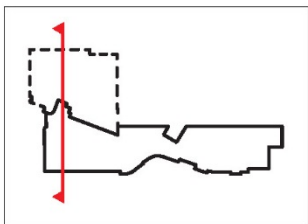
A Mix of Uses Enriches the Neighborhood

Cross-Section

The dramatic Massachusetts Avenue T entrance creates a stepped platform as part of an indoor public space.



- Public / Community
- Hotel
- MBTA
- BOH/MECH
- Parking



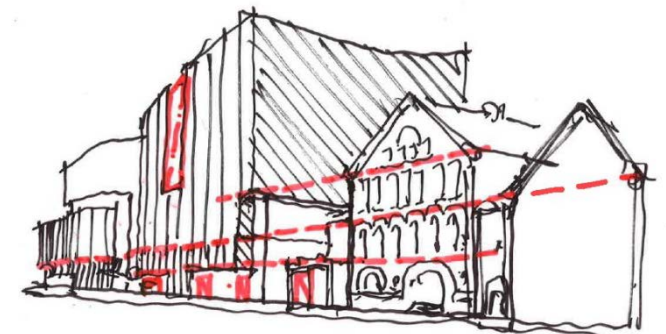


A Mix of Uses Enriches the Neighborhood

Cross-Section

The undulating façade breaks up the 'superblock' and creates a variegated pedestrian experience

The Viola shows deference to Dillion's, Boston Architectural College and the Fire House



street wall regulating scale

3/21/2019

A Mix of Uses Enriches the Neighborhood

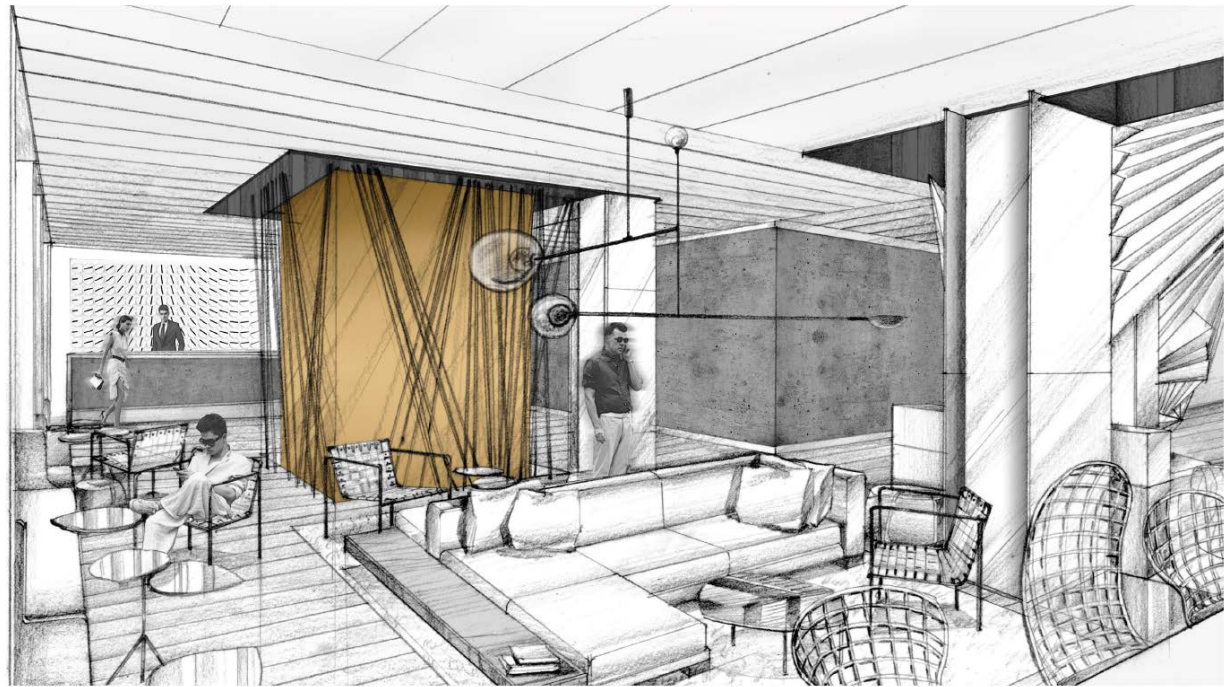
The MBTA entrance on Boylston shares frontage on a small plaza with a café and an entrance to a lifestyle hotel.



Programming Approach

Mix of uses to justify the “Deck Premium”:

- Lifestyle Hotel with a significant FF&B
- Retail (TOD)
- Residential (Rental & Condominium)
- Public Amenities:
 - Modernized and expanded T Stations
 - 6,800 SF community space



The TIME Reception & Lounge Concept “A peaceful retreat”

Economic Benefits:

\$330 million investment in Boston

- 800 construction jobs
- 150 permanent jobs
- \$110 million of tax revenue over ten years



Public plaza, “Tunes @ the T” community space, MBTA bus shelter, retail entrances

The Peebles Corporation

Driven by Meaningful Public-private Partnerships

- PPP is our Core Competency
- Reliable execution
- Infrastructure experience
- Committed to delivering a state-of-the-art design that is meticulously engineered
- Why Boston?
 - Global Gateway City
 - Top performing Hotel market nationally
 - Ideal retail corridor-Newbury Street

“We are excited to be your
PARTNER...”

“Its not what we build its *HOW*
we build...”



**BOYLSTON PLACE PROPOSAL
MASSDOT PARCEL 13**

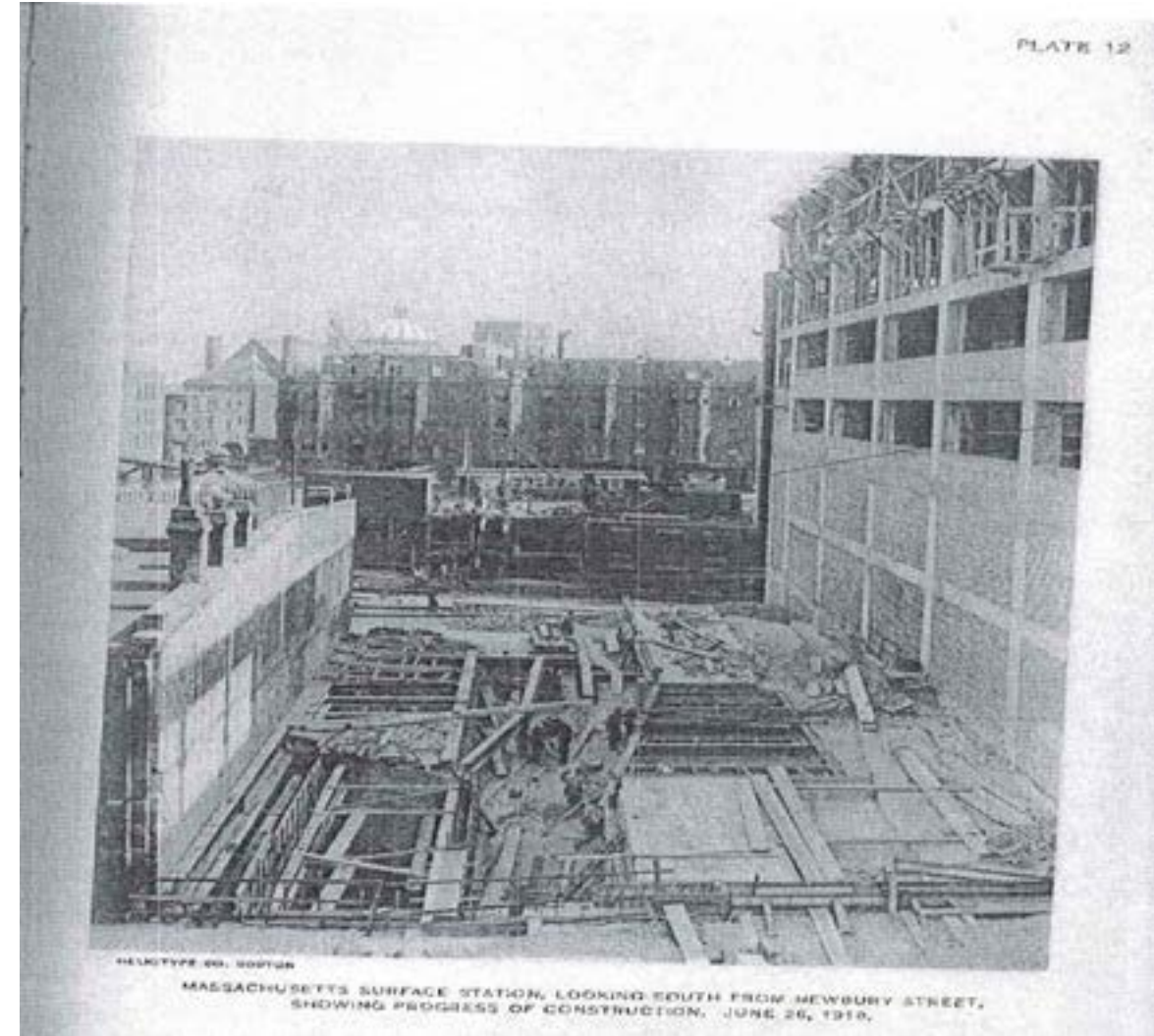
Boston Residential Group Team

November, 2014

AGENDA

- Overview
- Team
- Concept design
- Construction Issues
- Schedule
- Next steps

TRANSPORTATION HAS ALWAYS BEEN THE ORGANIZING PRINCIPLE FOR THIS LOCATION



BOYLSTON PLACE RECLAIMS THE LAST BLOCK OF BOYLSTON STREET

- Gateway site that reconnects the Back Bay and Fenway, reclaims the last block of Boylston Street from the highway.
- Dynamic mix of retail, specialty hotel, student housing and transportation that speaks to the market needs of the immediate neighborhood and integrates with the surrounding urban context.
- Integrated, accessible public transit MBTA/Bus Stops that fixes a broken transportation node.
- Public spaces that connect Newbury Street and Boylston Street shopping corridors.

BOYLSTON PLACE IS A NATURAL FIT WITH THE NEIGHBORHOOD

- **Transportation hub** that includes two MBTA station entrances and bus stops that are handicapped accessible and integrated into the project.
- Emphasis on **retail** which emphasize social vibrancy, public amenities, pedestrian experience and creates economic value that can be shared with MassDOT.
- **Student housing** that meets market needs and supports the Mayor's Housing Boston 2030 initiative.
- **Specialty hotel** that supports the Hynes Convention Center and surrounding educational institutions.

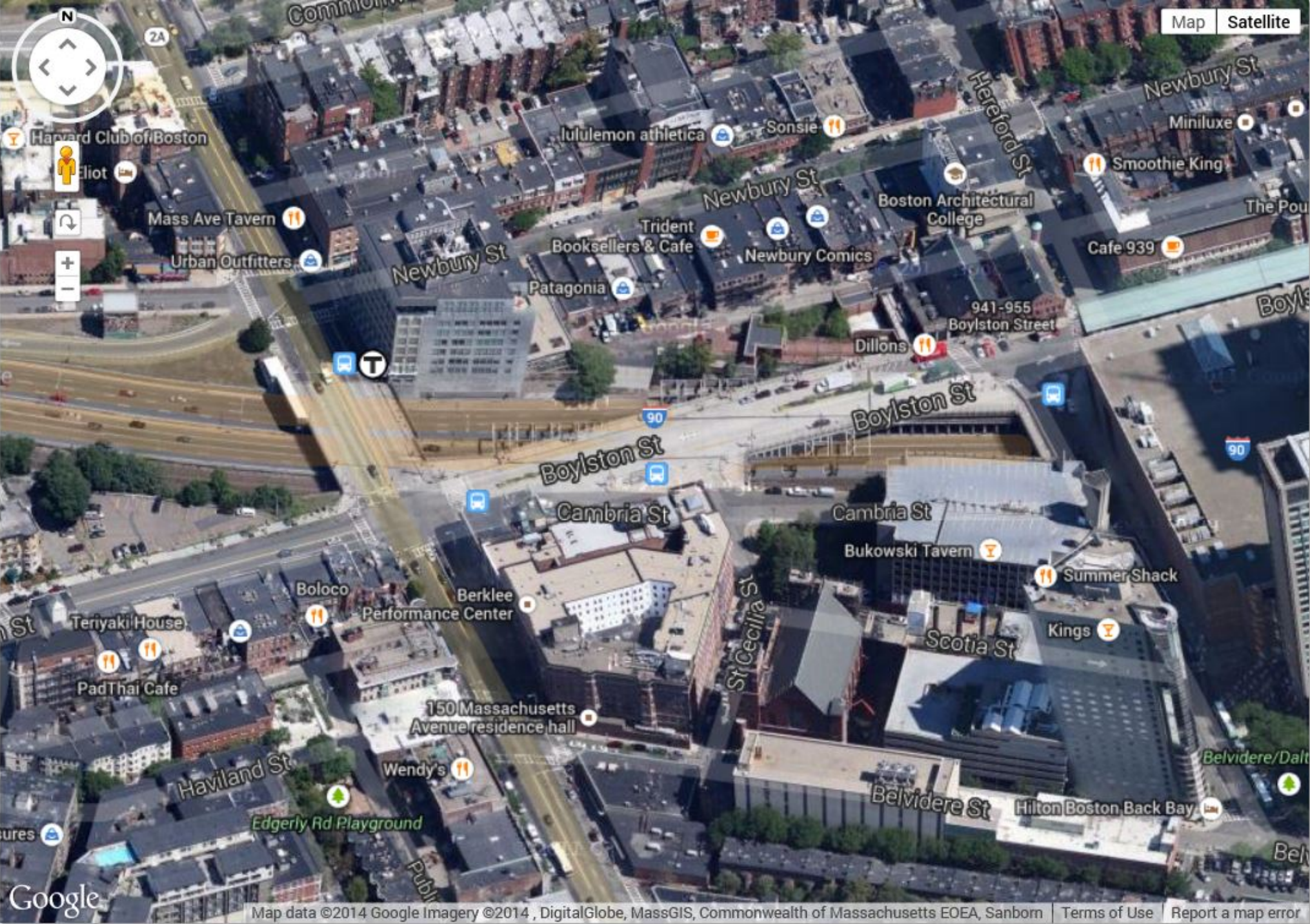
360 NEWBURY: AN IMPORTANT CONSIDERATION



OUR ADVANTAGES

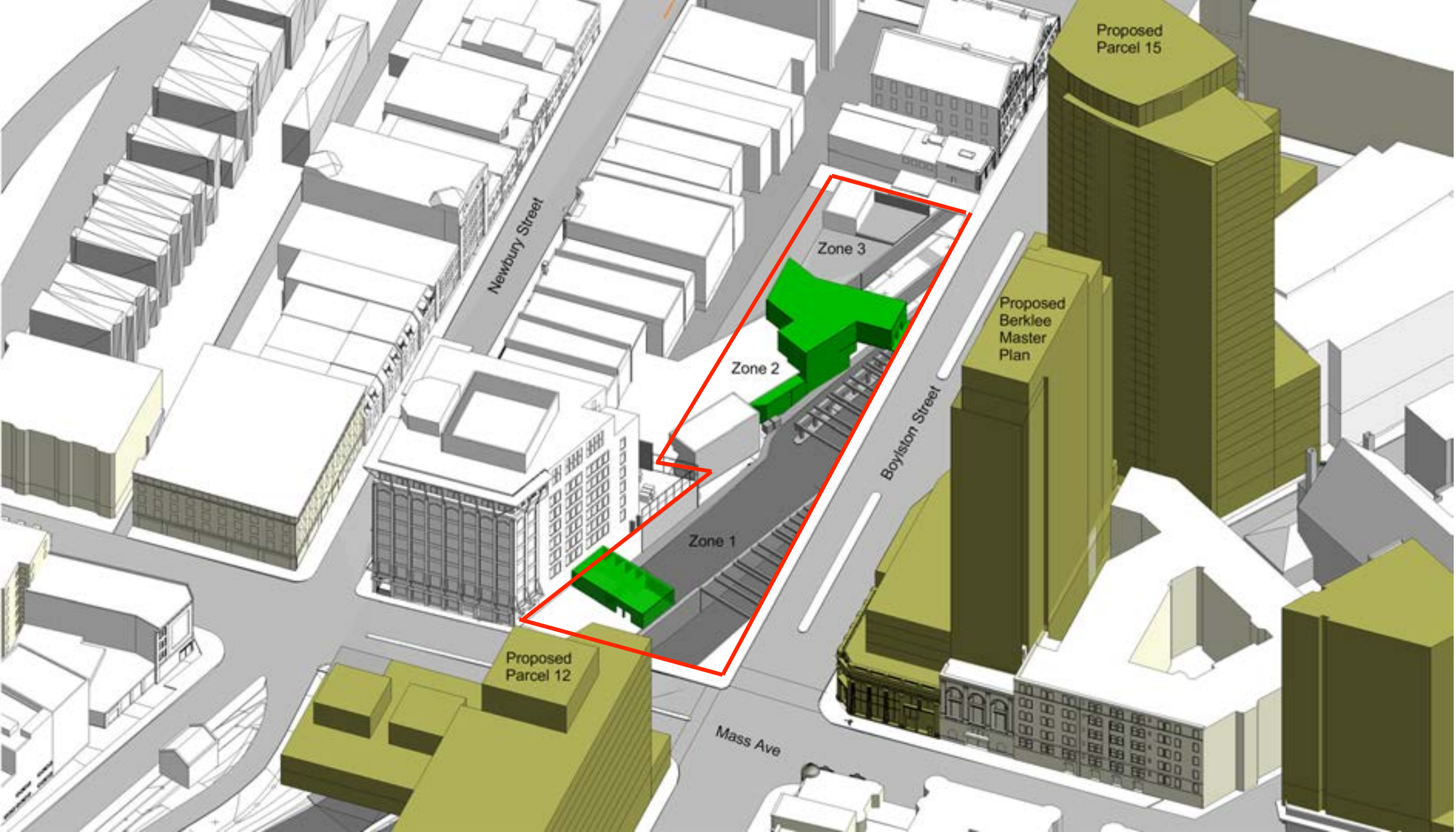
- A concept that fits with the market needs and fabric of the immediate neighborhood.
- Team with demonstrated success with MassDOT projects and decades of specific knowledge of this site.
- Significant economic value creation that can be shared with MassDOT.
- Truly compelling design concept with thoughtful use of massing and density.
- Solution based on specific experience with 360 Newbury.





PROGRAM COMPONENTS

Project Retail -	77,530 SF
Hotel -	74,700 SF (140 keys)
Student Housing -	270,140 SF (460 beds)
Parking -	4,550 SF (13 MBTA spaces)
MBTA -	10,330 SF
GSF -	437,250 GSF
GFA -	405,000 GFA
FAR -	7.5 FAR



Proposed Parcel 15

Newbury Street

Zone 3

Zone 2

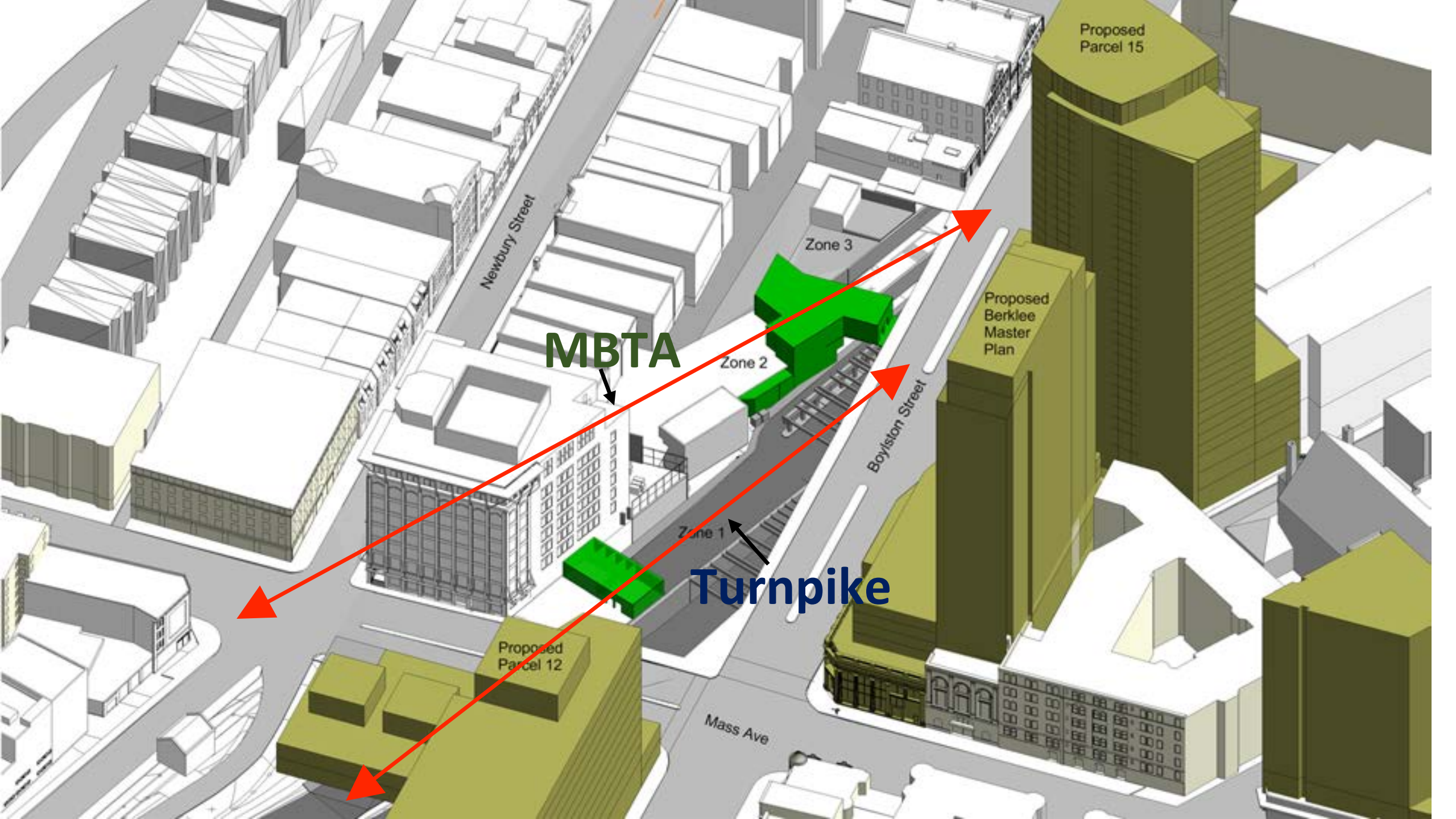
Proposed Berkeley Master Plan

Boylston Street

Zone 1

Proposed Parcel 12

Mass Ave



Proposed Parcel 15

Newbury Street

Zone 3

MBTA

Zone 2

Proposed Berklee Master Plan

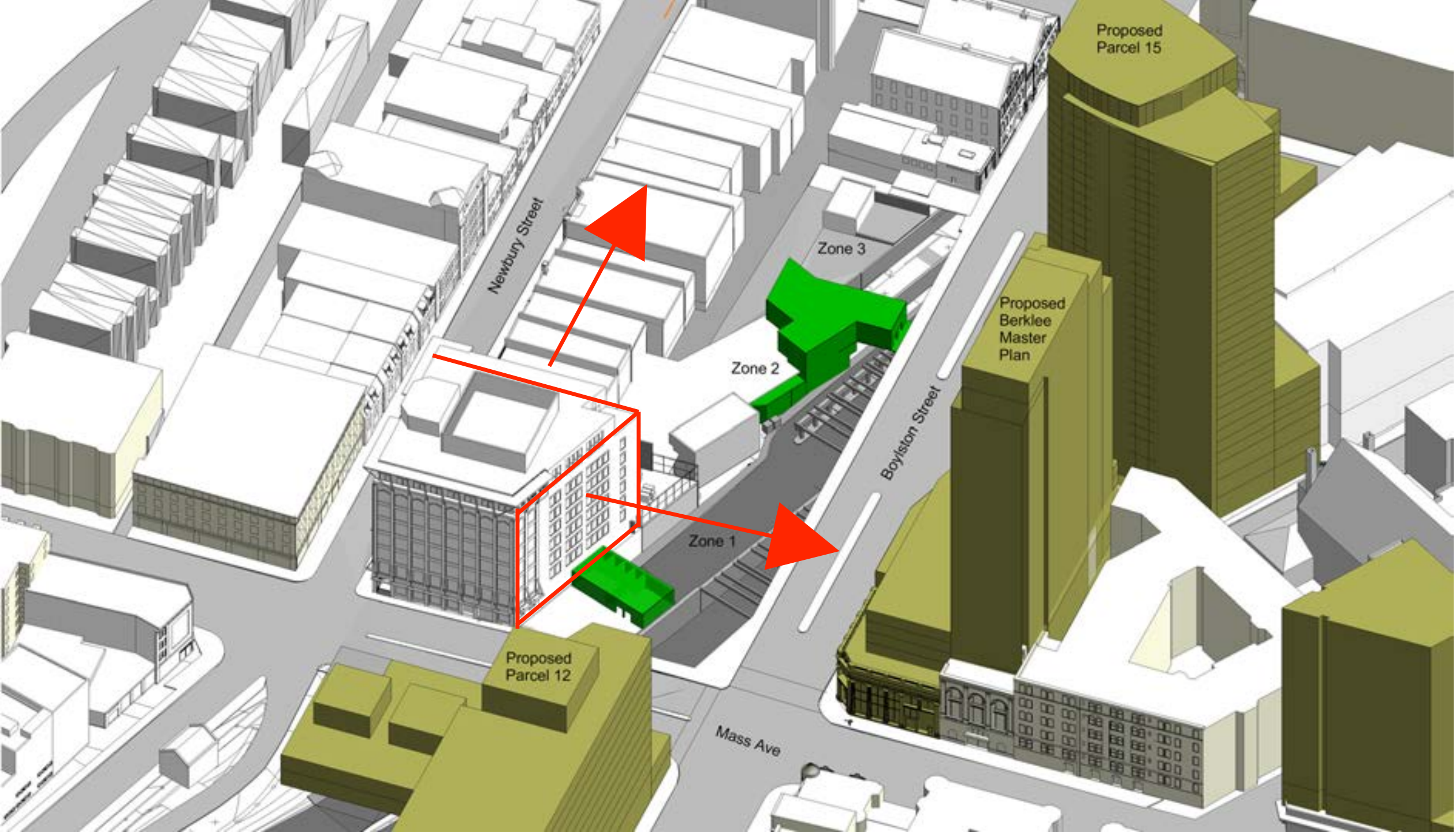
Boylston Street

Zone 1

Turnpike

Proposed Parcel 12

Mass Ave



Proposed Parcel 15

Newbury Street

Zone 3

Proposed Berklee Master Plan

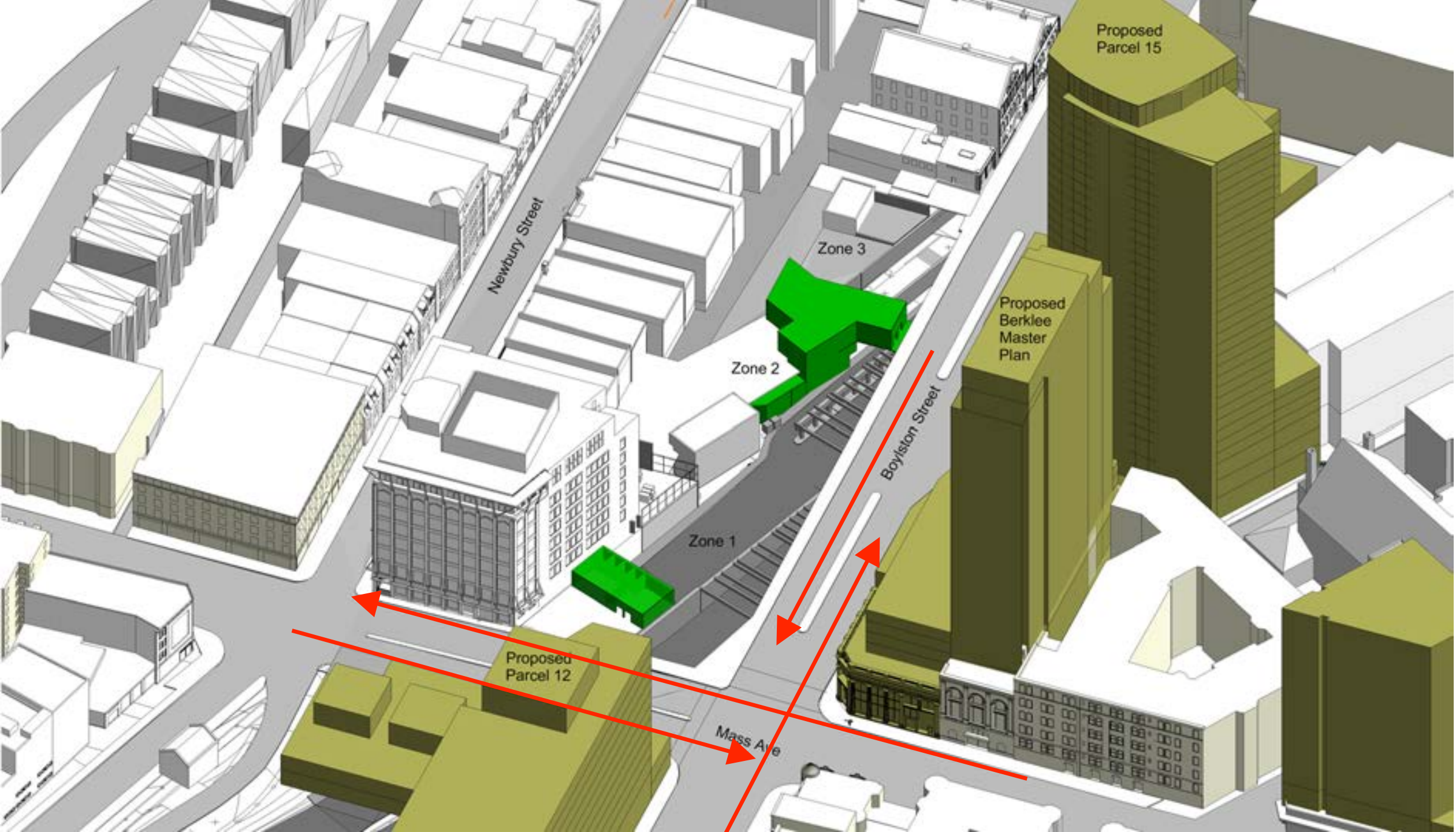
Zone 2

Boylston Street

Zone 1

Proposed Parcel 12

Mass Ave



Proposed Parcel 15

Newbury Street

Zone 3

Zone 2

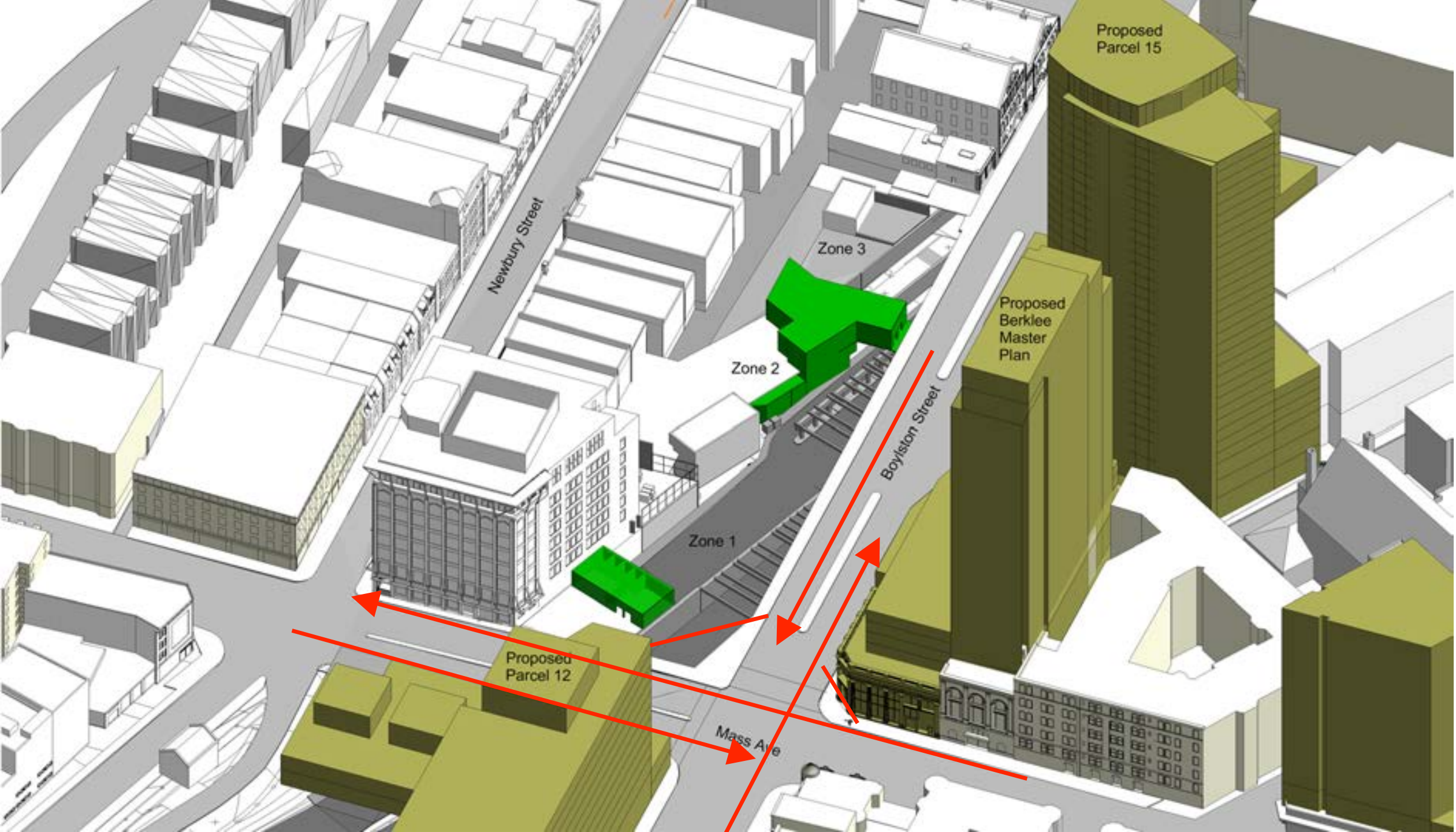
Proposed Berklee Master Plan

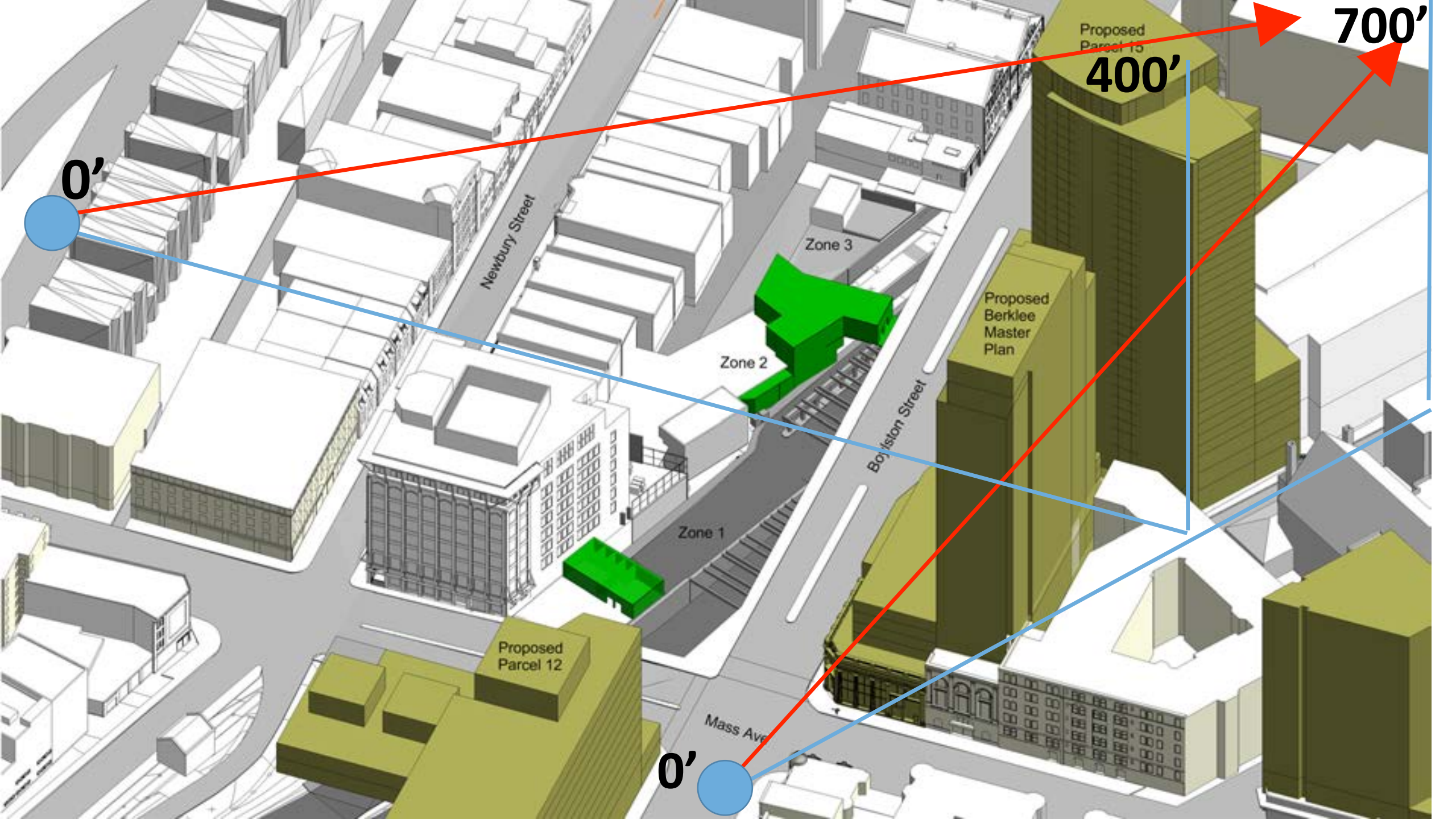
Boylston Street

Zone 1

Proposed Parcel 12

Mass Ave





0'

400'

700'

Newbury Street

Boylston Street

Mass Ave

0'

Zone 3

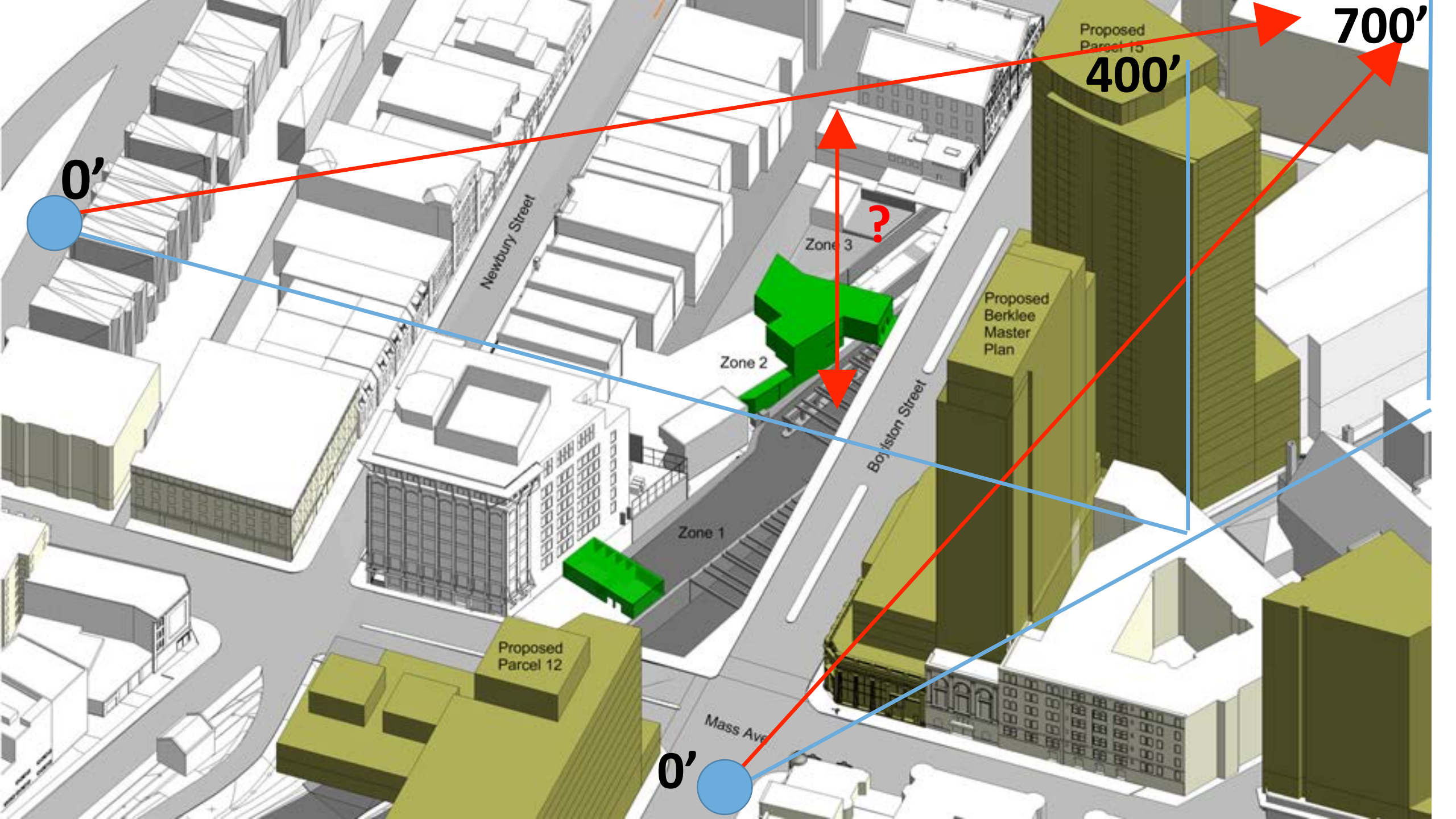
Zone 2

Zone 1

Proposed Parcel 12

Proposed Parcel 13

Proposed Berkeley Master Plan



0'

400'

700'

Newbury Street

Boylston Street

Mass Ave

?

Zone 2

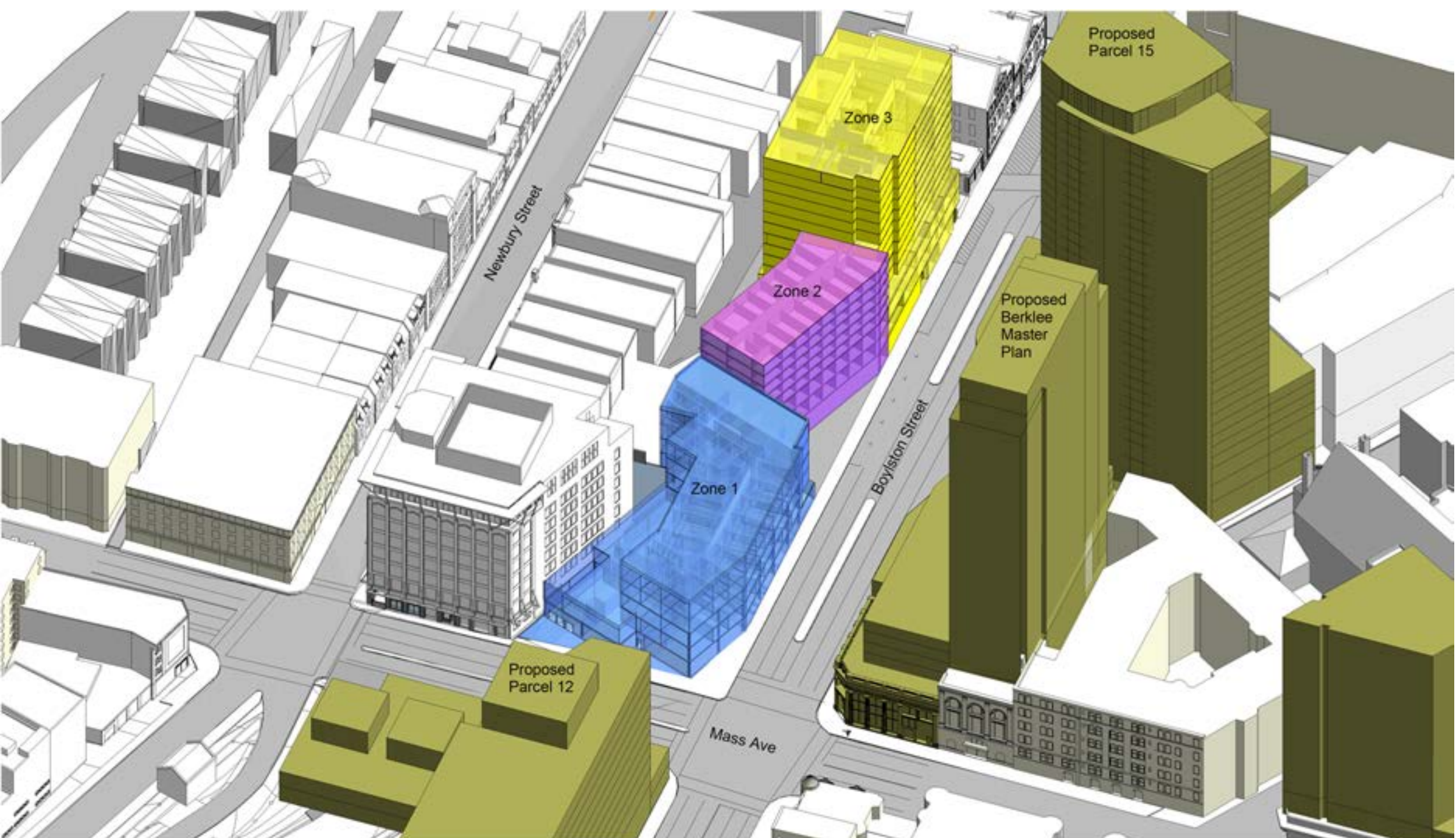
Zone 3

Zone 1

Proposed Parcel 12

Proposed Parcel 13

Proposed Berklee Master Plan





Proposed Parcel 15

Newbury Street

Zone 3

Zone 2

Boyiston Street

Proposed Berklee Master Plan

Zone 1

Proposed Parcel 12

Mass Ave



Proposed Parcel 15

Zone 3

Newbury Street

Zone 2

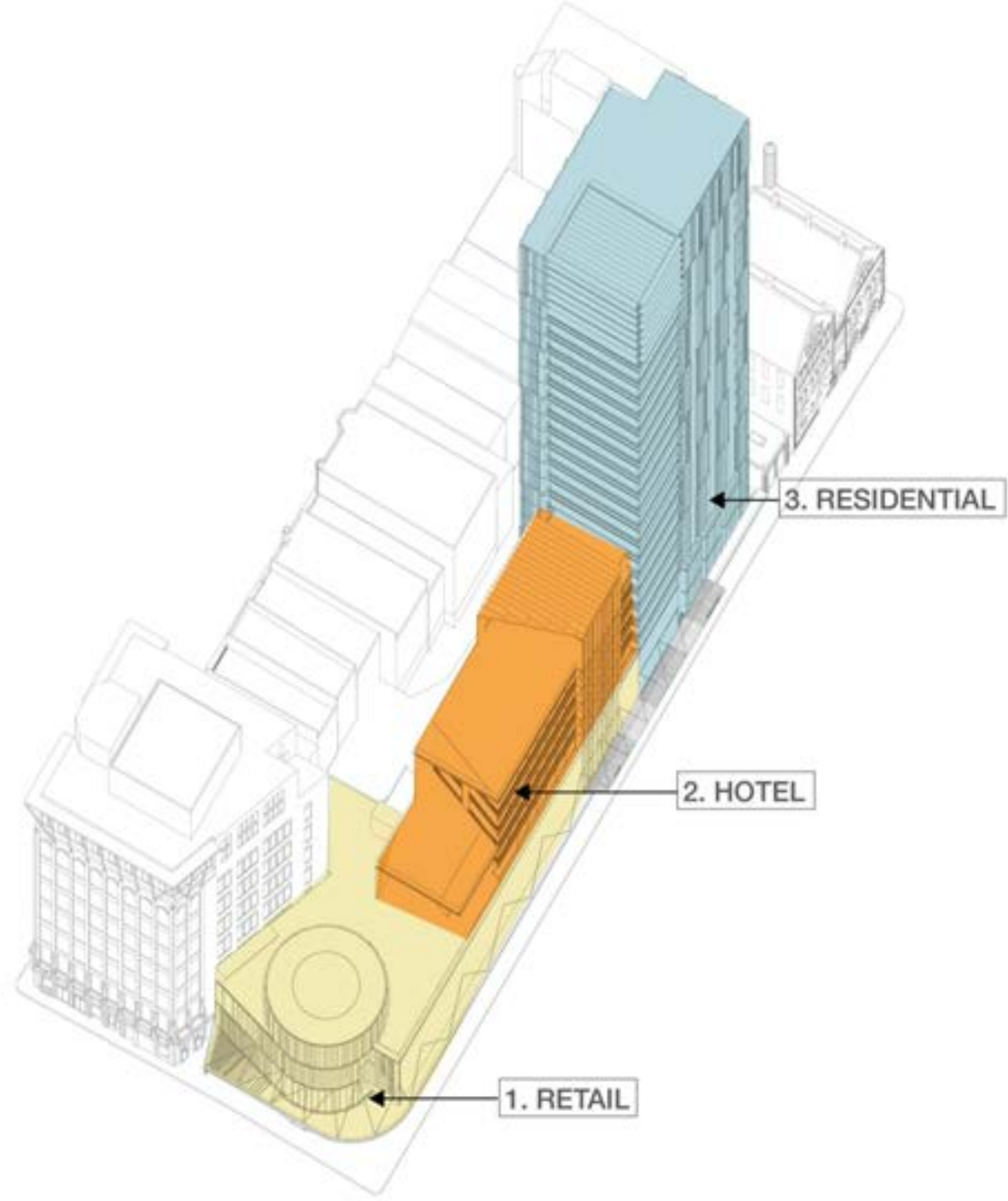
Proposed Berklee Master Plan

Boylston Street

Zone 1

Proposed Parcel 12

Mass Ave





MASSACHUSETTS AVENUE

NEWBURY STREET

MBTA PARKING

LOAD

ROOFTOP GARDEN

HOTEL MBTA RESIDENTIAL

RETAIL

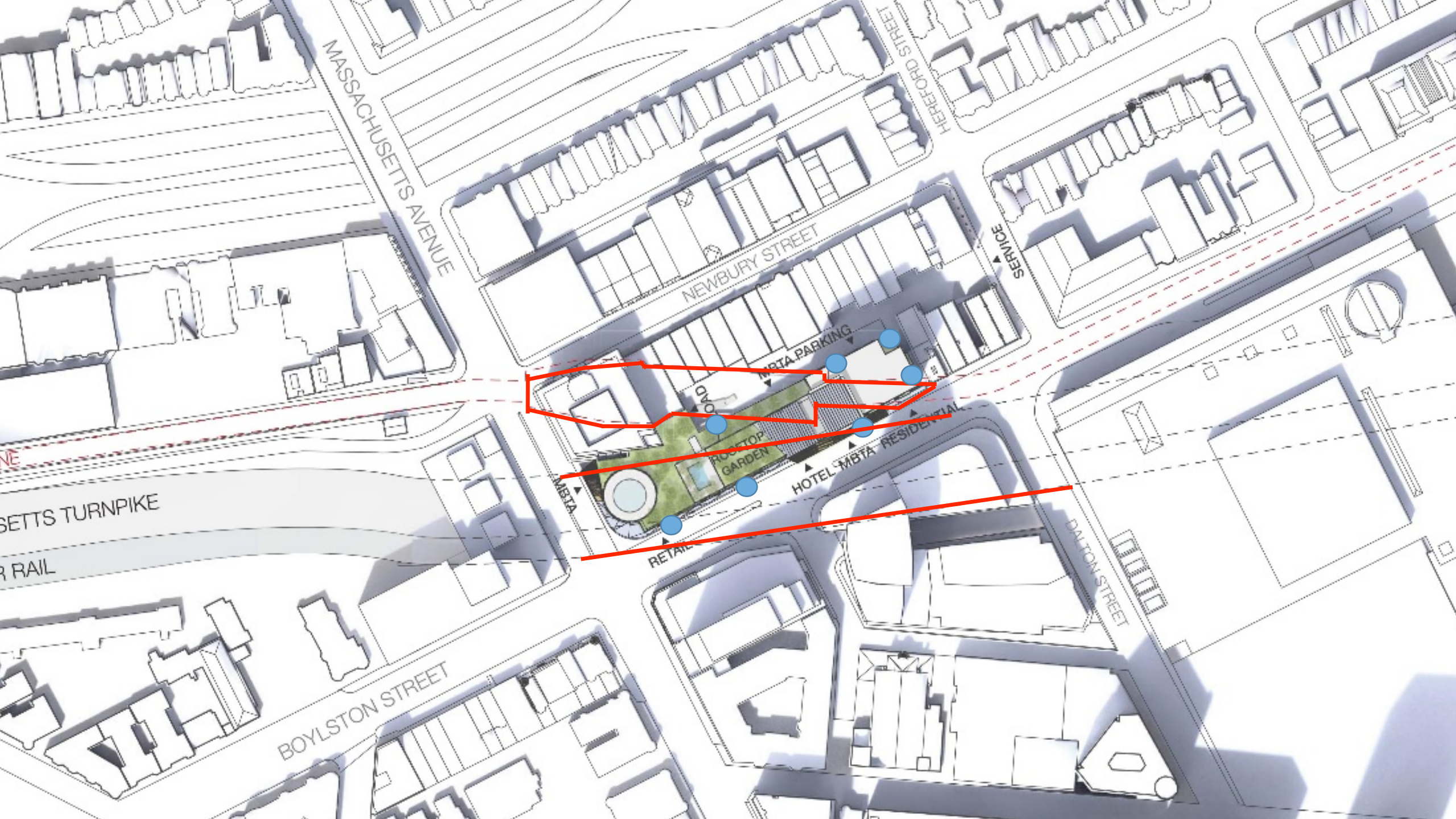
BOYLSTON STREET

DALTON STREET

SERVICE

SETTS TURNPIKE

RAIL



MASSACHUSETTS AVENUE

NEWBURY STREET

BOYLSTON STREET

HERFORD STREET

DALTON STREET

MASSACHUSETTS TURNPIKE
RAIL

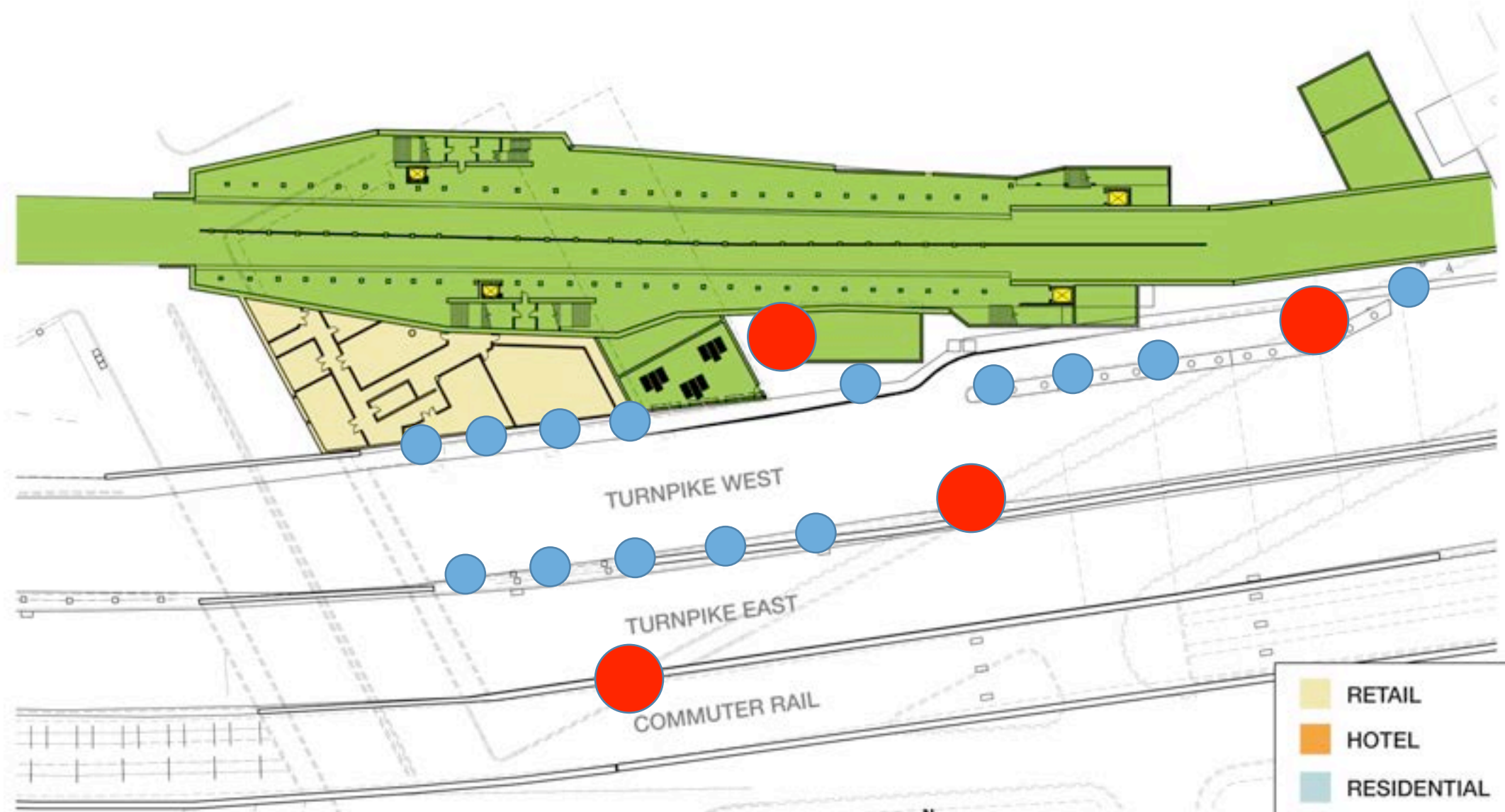
RETAIL

HOTEL MBTA RESIDENTIAL

MBTA PARKING

ROOSTOP GARDEN

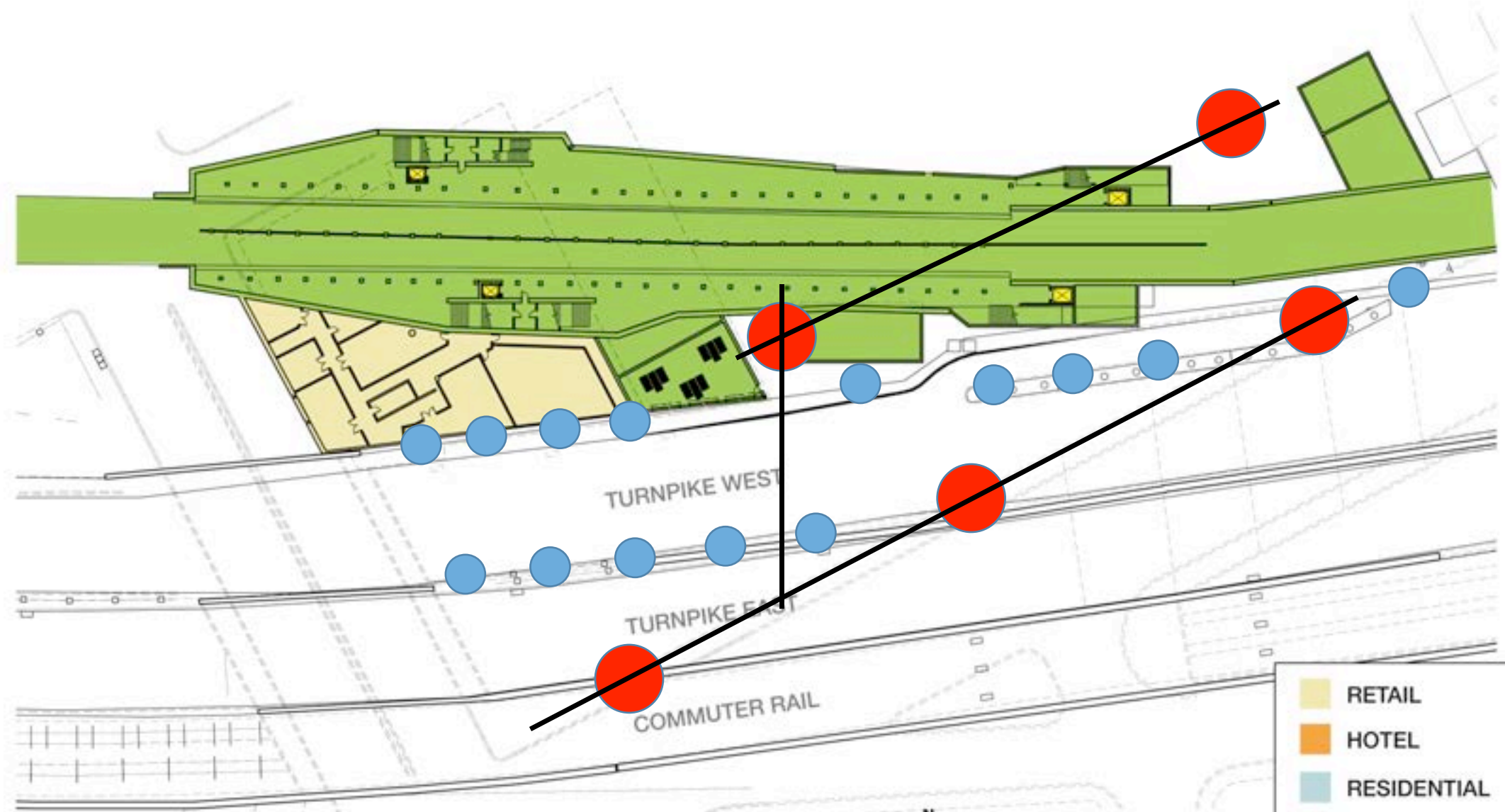
SERVICE



MBTA FLOOR PLAN



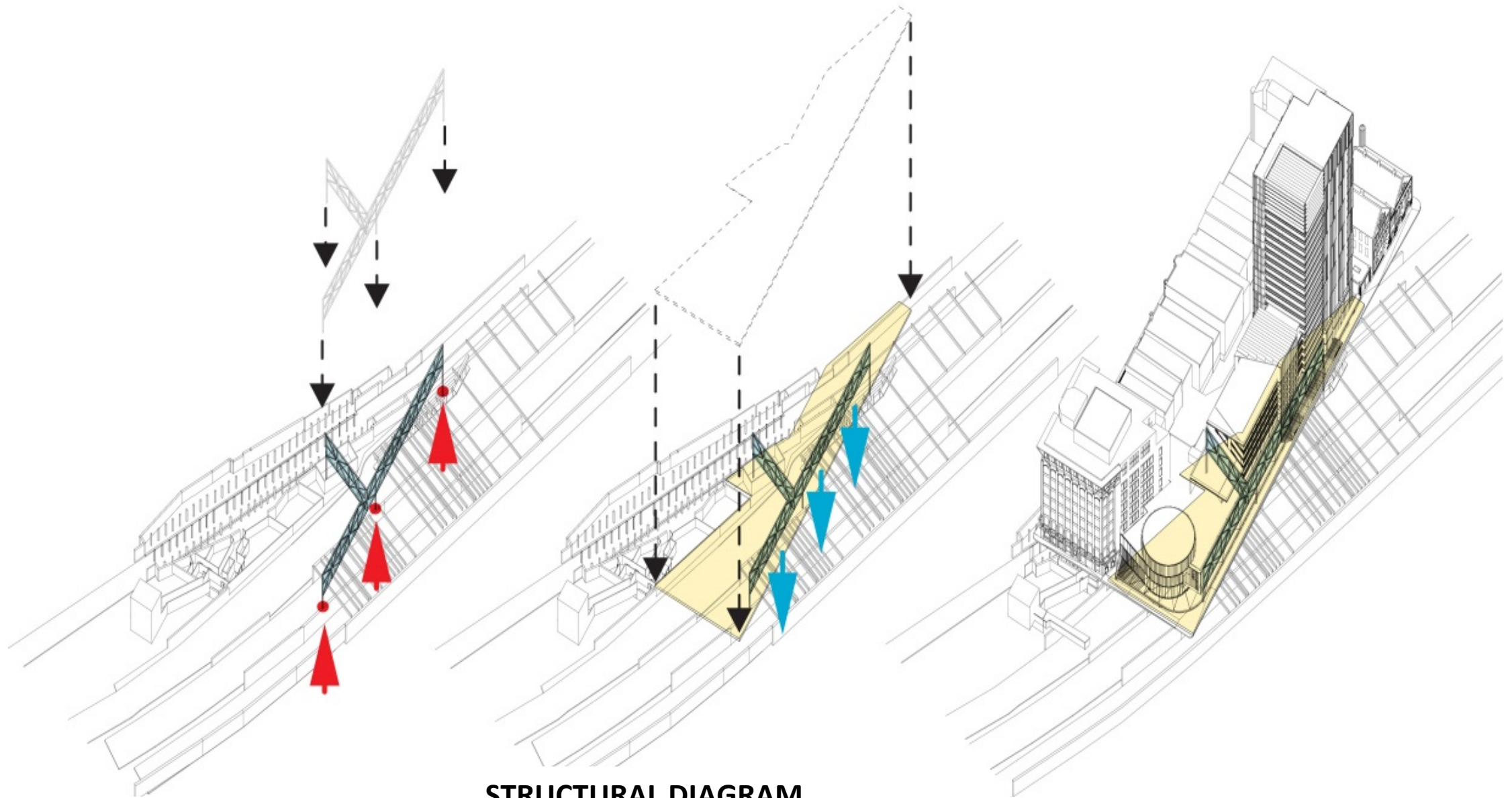
	RETAIL
	HOTEL
	RESIDENTIAL
	MBTA



MBTA FLOOR PLAN



	RETAIL
	HOTEL
	RESIDENTIAL
	MBTA



STRUCTURAL DIAGRAM



OPTIONAL MASS AVE. TUNNEL

LOADING DOCK
DUMPSTER

SERVICE RAMP

PARKING

PARKING

BUS STOP

VALET / DROP-OFF

BIKE

MASSACHUSETTS AVENUE

BUS STOP

BOYLSTON STREET

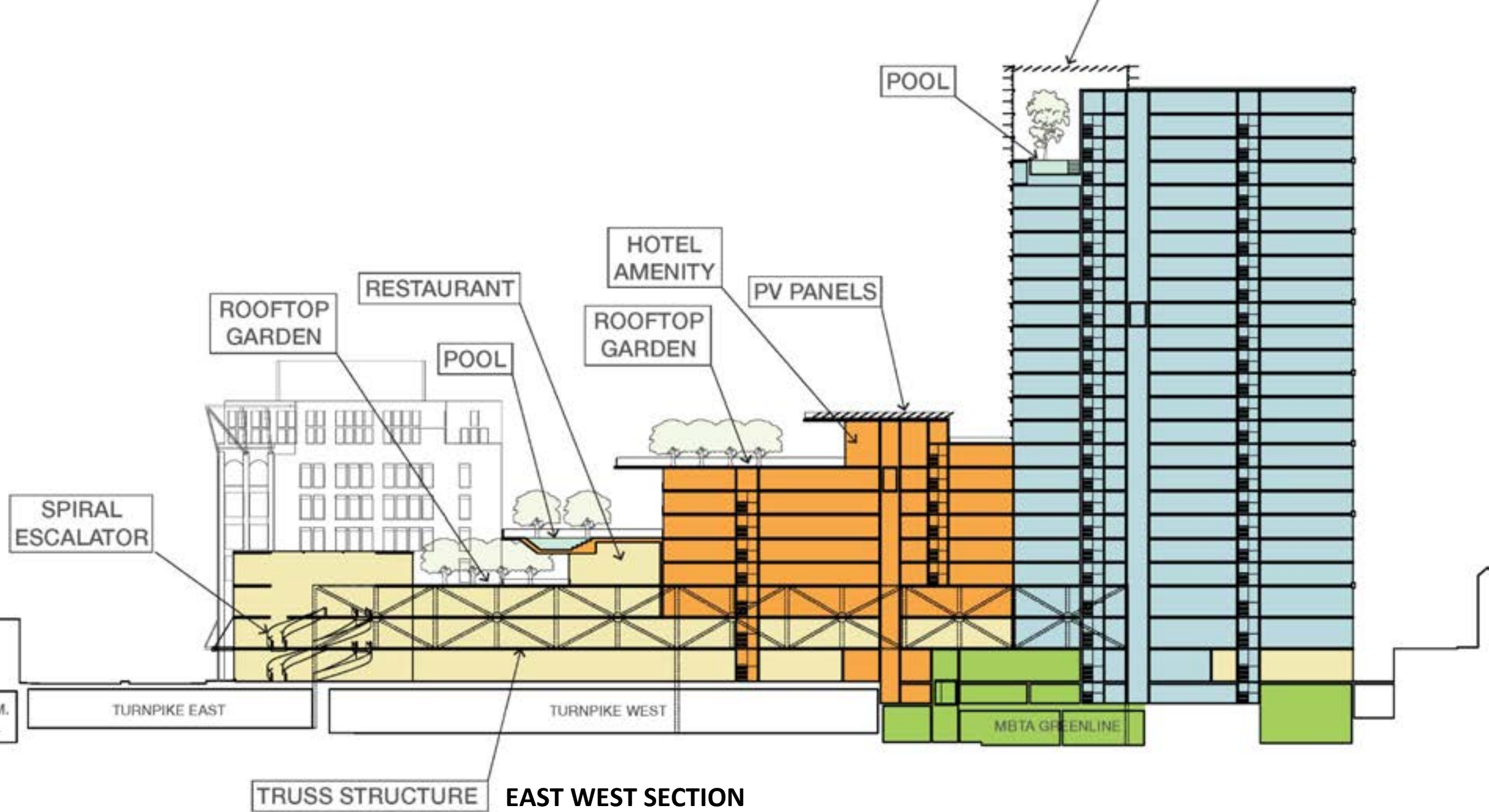
GROUND FLOOR PLAN



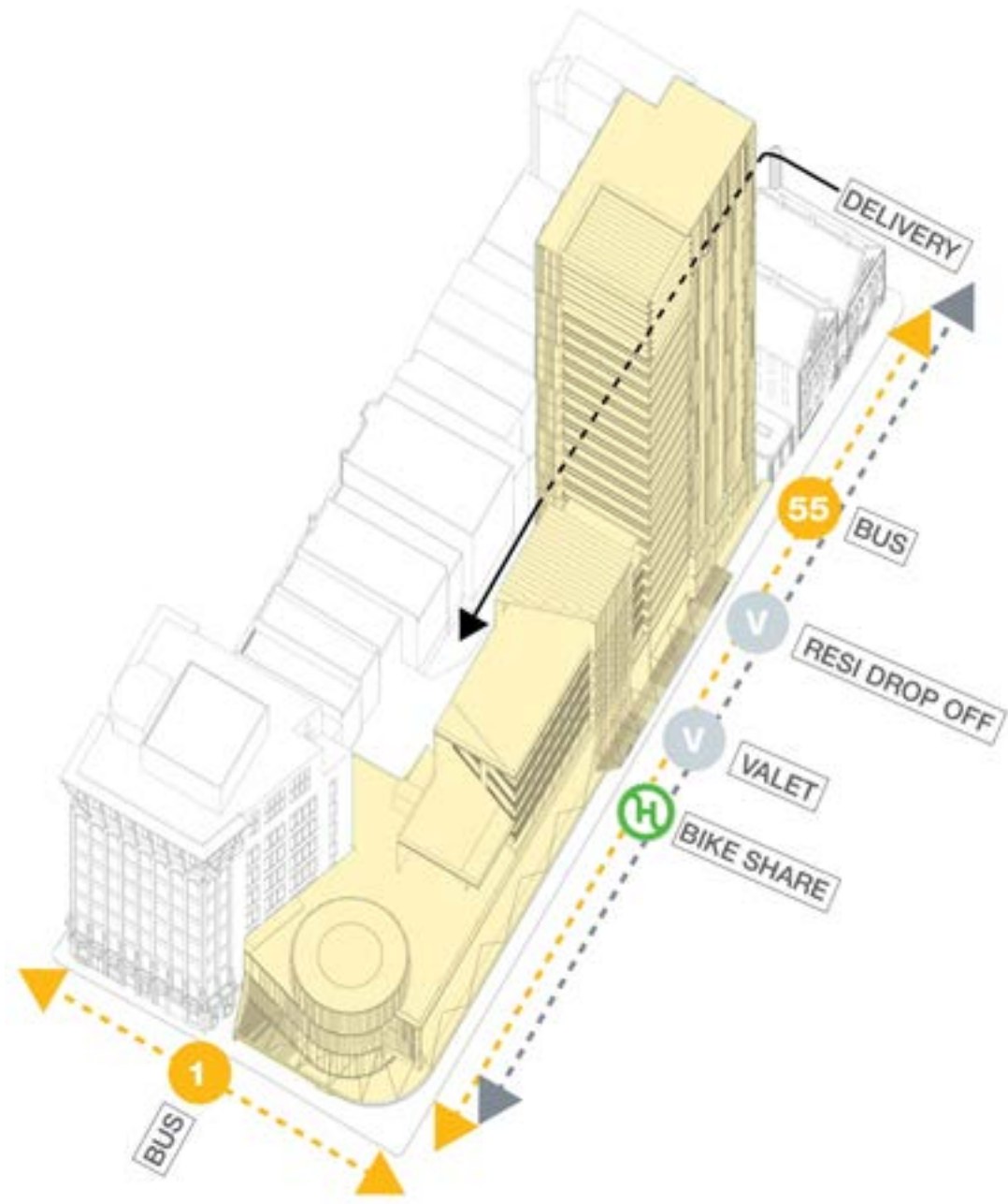
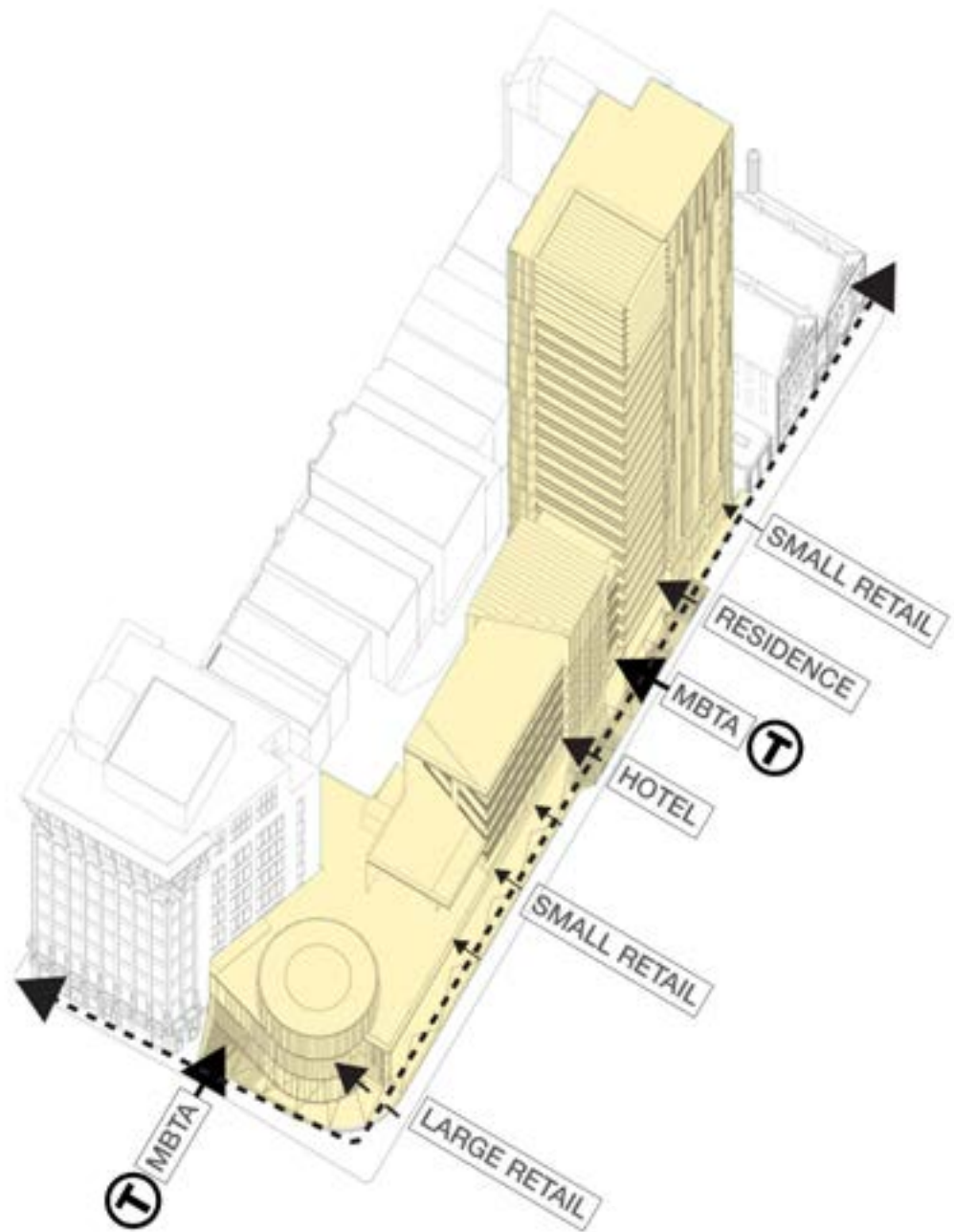
- RETAIL
- HOTEL
- RESIDENTIAL
- MBTA







TRUSS STRUCTURE EAST WEST SECTION





OPTIONAL MASS AVE. TUNNEL

LOADING DOCK
DUMPSTER

SERVICE RAMP

PARKING

PARKING

BUS STOP

VALET / DROP-OFF

BIKE

MASSACHUSETTS AVENUE

BUS STOP

BOYLSTON STREET

GROUND FLOOR PLAN



	RETAIL
	HOTEL
	RESIDENTIAL
	MBTA



MODERNinteriors

BOYLSTON
PLACE

VARA
FASHION

VARA
FASHION

VARA
FASHION

VARA
FASHION





← BOYLSTON ST.

MASS. AVE. ↑

NEWBURY ST. →

← BOYLSTON ST.

MASS. AVE. ↑

NEWBURY ST. →

GREEN LINE → ELEVATOR →



MEZZANINE FLOOR PLAN



	RETAIL
	HOTEL
	RESIDENTIAL
	MBTA



GREEN LINE ↓

HYNES
CONVENTION
CENTER

VISITOR CENTER

CITIZENSHIP

4010



BOYESTON
PLACE

MODERN

TO
WEST
90
↑

balcon

WARRANT SERVICE
1000 BRIMLEY ST.
ANN ARBOR, MI 48106
734.769.1234







360
NEW
SUPPLY

WEST
90
WEST



177

Restaurant

TOW ZONE
NO
STOPPING
OR
STANDING
EXCEPT
FOR
LOADING
OR
UNLOADING
PASSENGERS
OR
MAIL

LOTS
FREE

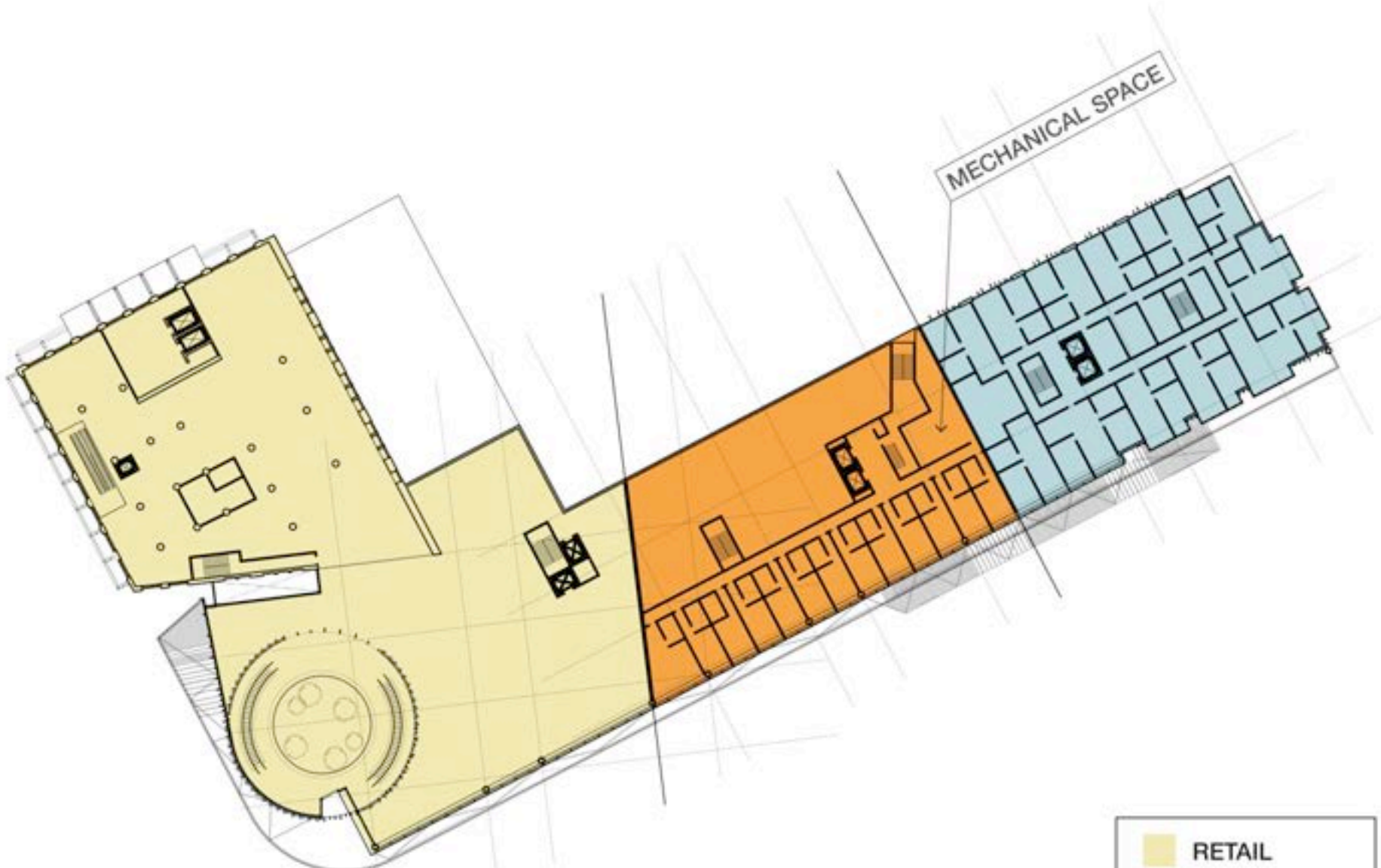


MECHANICAL SPACE

SECOND FLOOR PLAN



	RETAIL
	HOTEL
	RESIDENTIAL
	MBTA

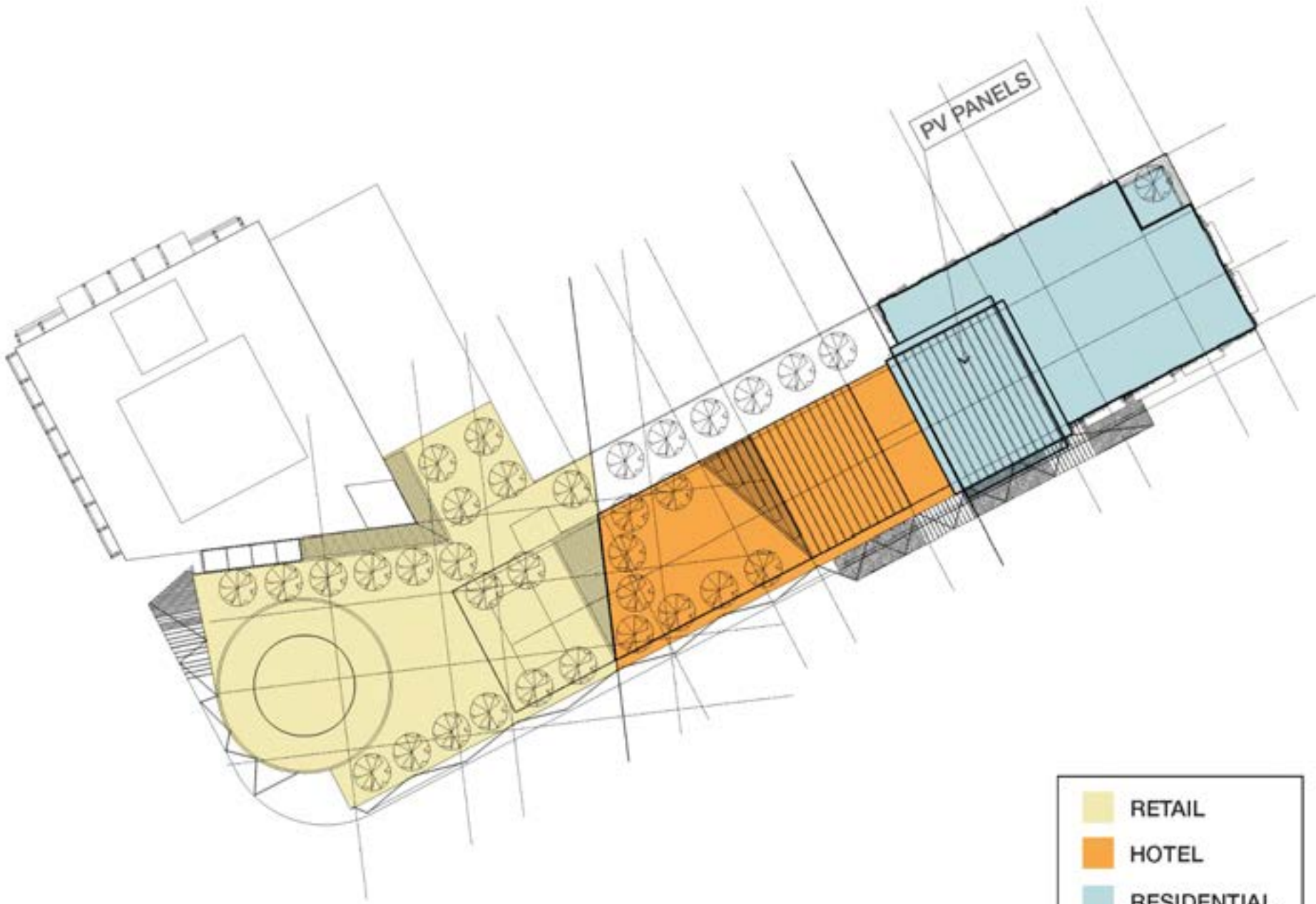


MECHANICAL SPACE

	RETAIL
	HOTEL
	RESIDENTIAL
	MBTA

THIRD FLOOR PLAN

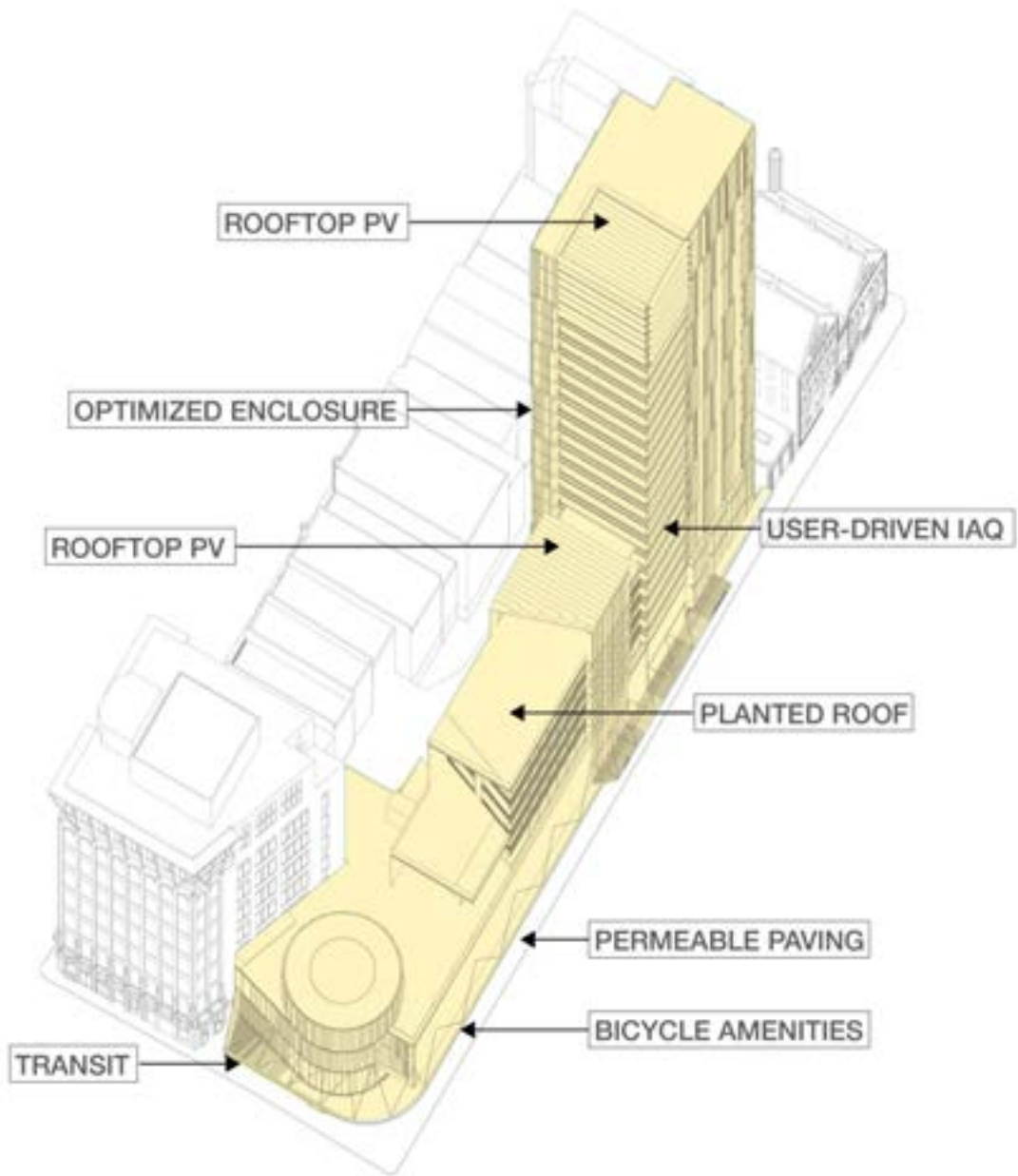




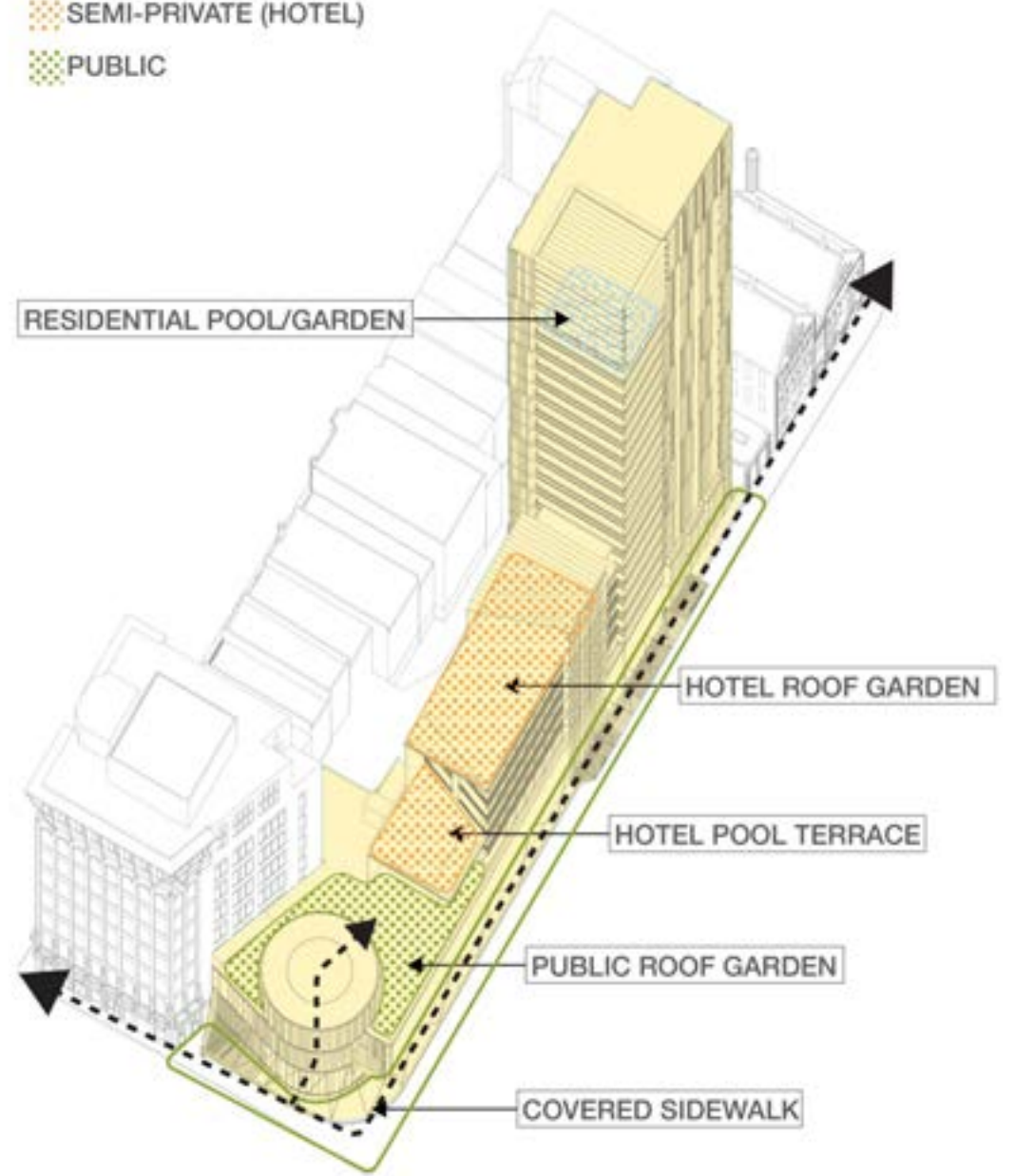
ROOF FLOOR PLAN



- RETAIL
- HOTEL
- RESIDENTIAL
- MBTA



- SEMI-PRIVATE (RESIDENTIAL)
- SEMI-PRIVATE (HOTEL)
- PUBLIC







MODERNinteriors

BOYLSTON
PLACE

T

SCHEDULE

- Designation in 2014
- MassDOT deal, conceptual design, Article 80 in 2015
- Construction design, GMP, financing in 2016
- Construction of MBTA station, foundation and deck in 2017-201
- Construction of vertical uses in 2019-2020
- C of O in 2021

NEXT STEPS

- Public process
- MassDOT interviews
- Selection process

