

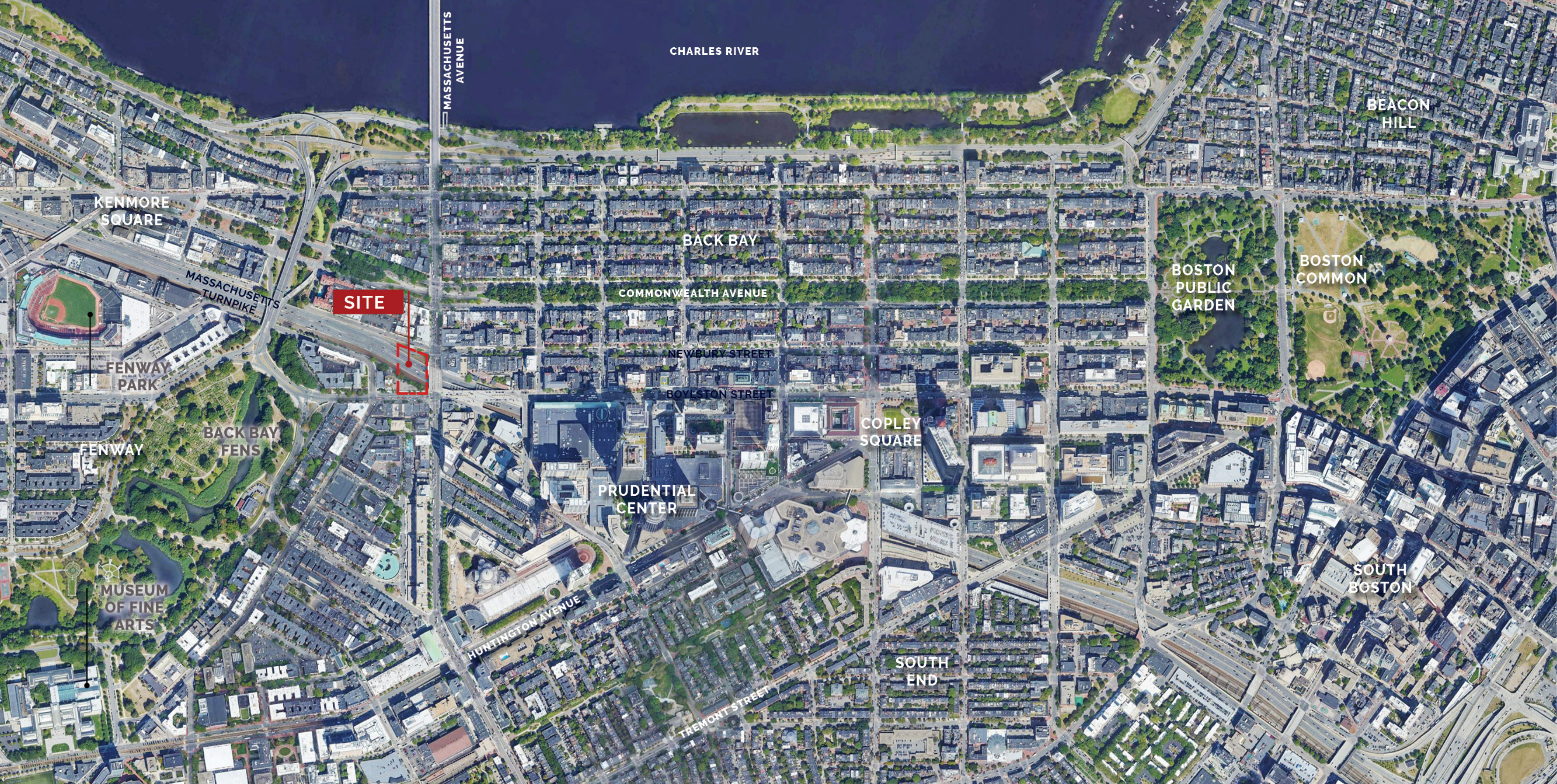


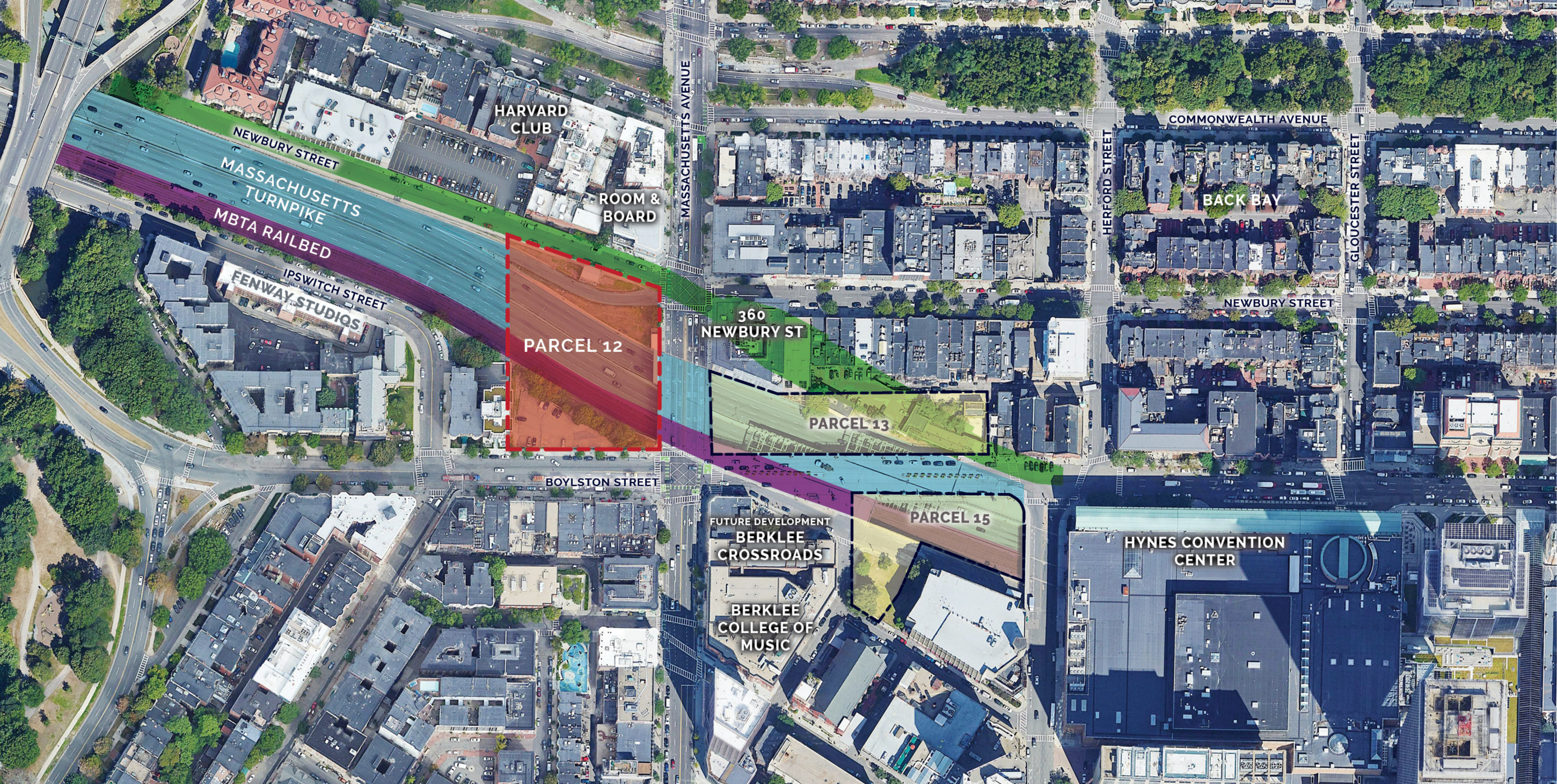
Parcel 12

BOSTON CIVIC
DESIGN COMMISSION
JANUARY 8, 2019
Boston, Massachusetts

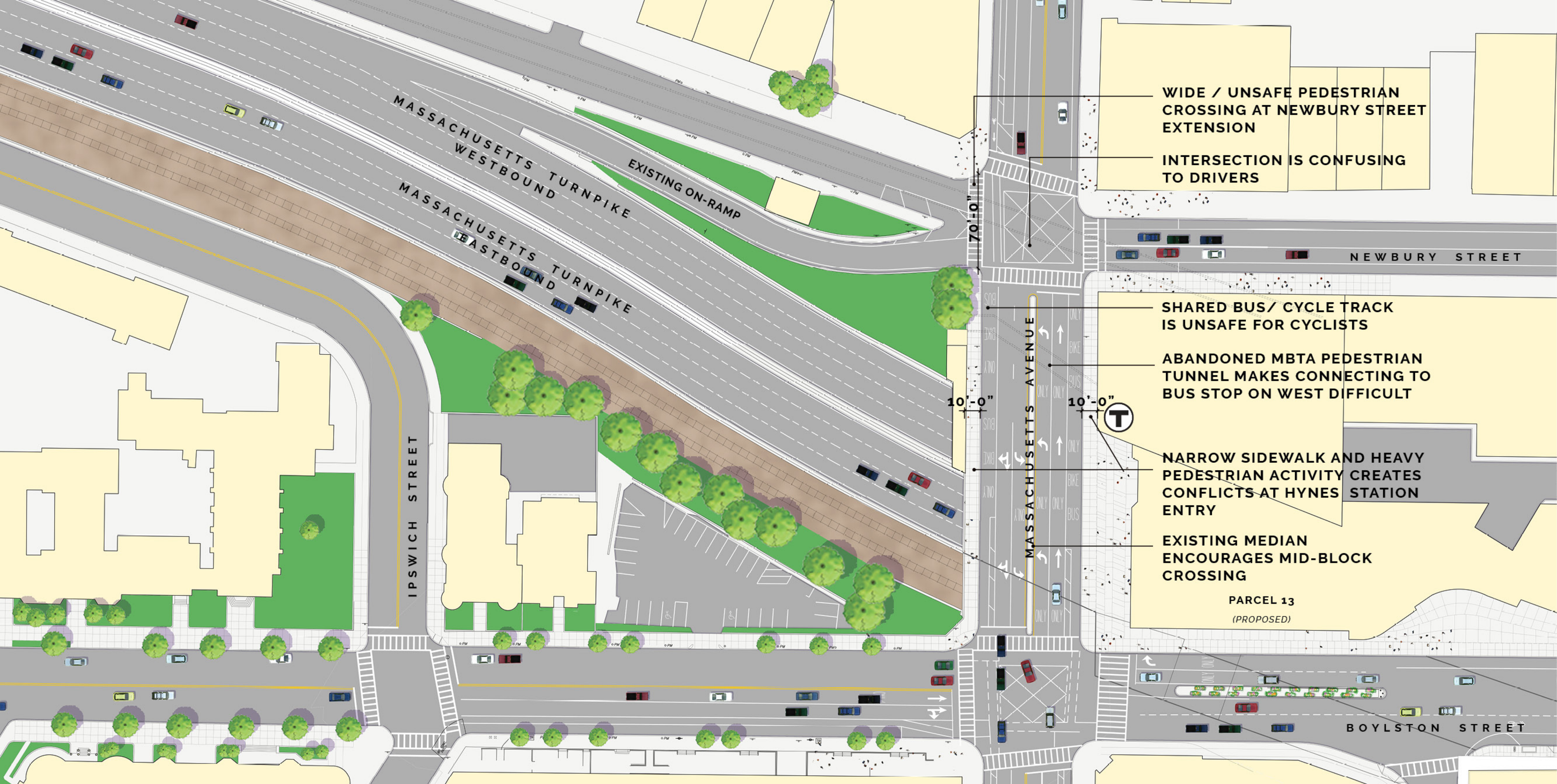
ELKUS | MANFREDI
ARCHITECTS

Samuels &
Associates









WIDE / UNSAFE PEDESTRIAN CROSSING AT NEWBURY STREET EXTENSION

INTERSECTION IS CONFUSING TO DRIVERS

SHARED BUS/ CYCLE TRACK IS UNSAFE FOR CYCLISTS

ABANDONED MBTA PEDESTRIAN TUNNEL MAKES CONNECTING TO BUS STOP ON WEST DIFFICULT

NARROW SIDEWALK AND HEAVY PEDESTRIAN ACTIVITY CREATES CONFLICTS AT HYNES STATION ENTRY

EXISTING MEDIAN ENCOURAGES MID-BLOCK CROSSING

PARCEL 13
(PROPOSED)



VIEW FROM BOYLSTON STREET



VIEW FROM NEWBURY STREET



VIEW FROM MASSACHUSETTS AVENUE



VIEW FROM NEWBURY ST CROSSING



VIEW OF BOYLSTON STREET CROSSING



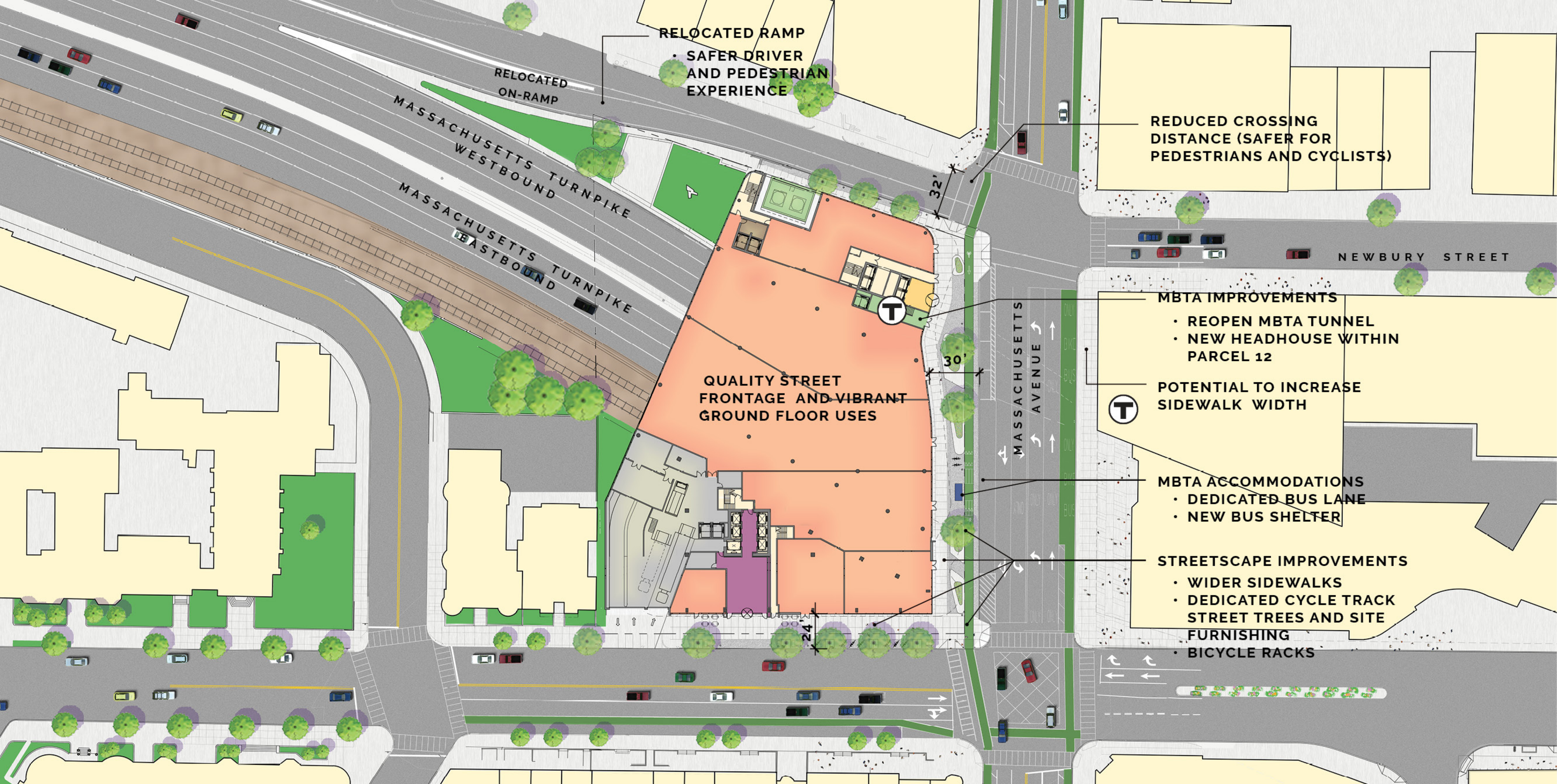
VIEW OF BOYLSTON STREET



VIEW FROM NEWBURY ST EXTENSION



VIEW OF BUS SHELTER



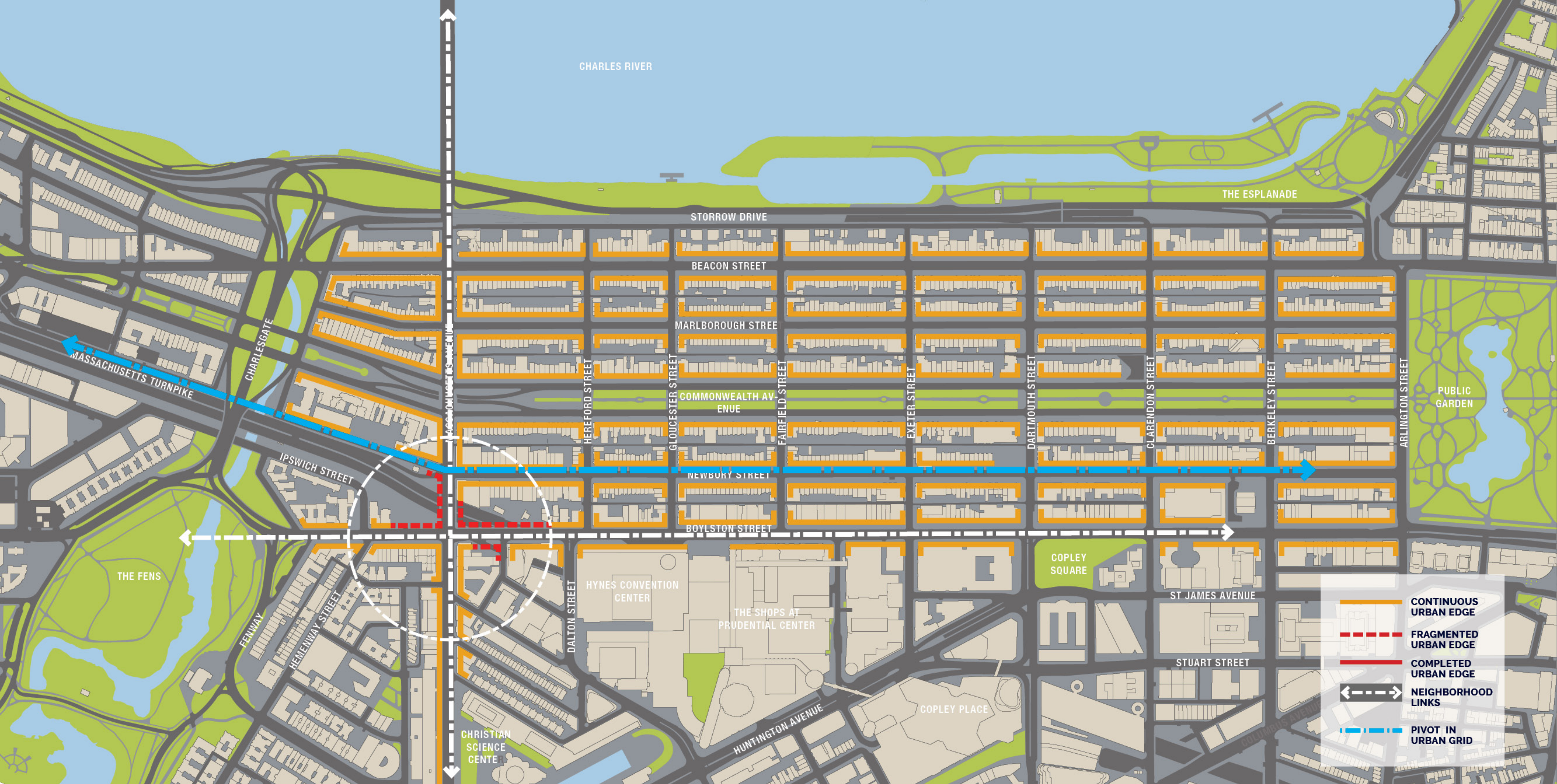
A Civic Vision for Turnpike Air Rights in Boston, 2000

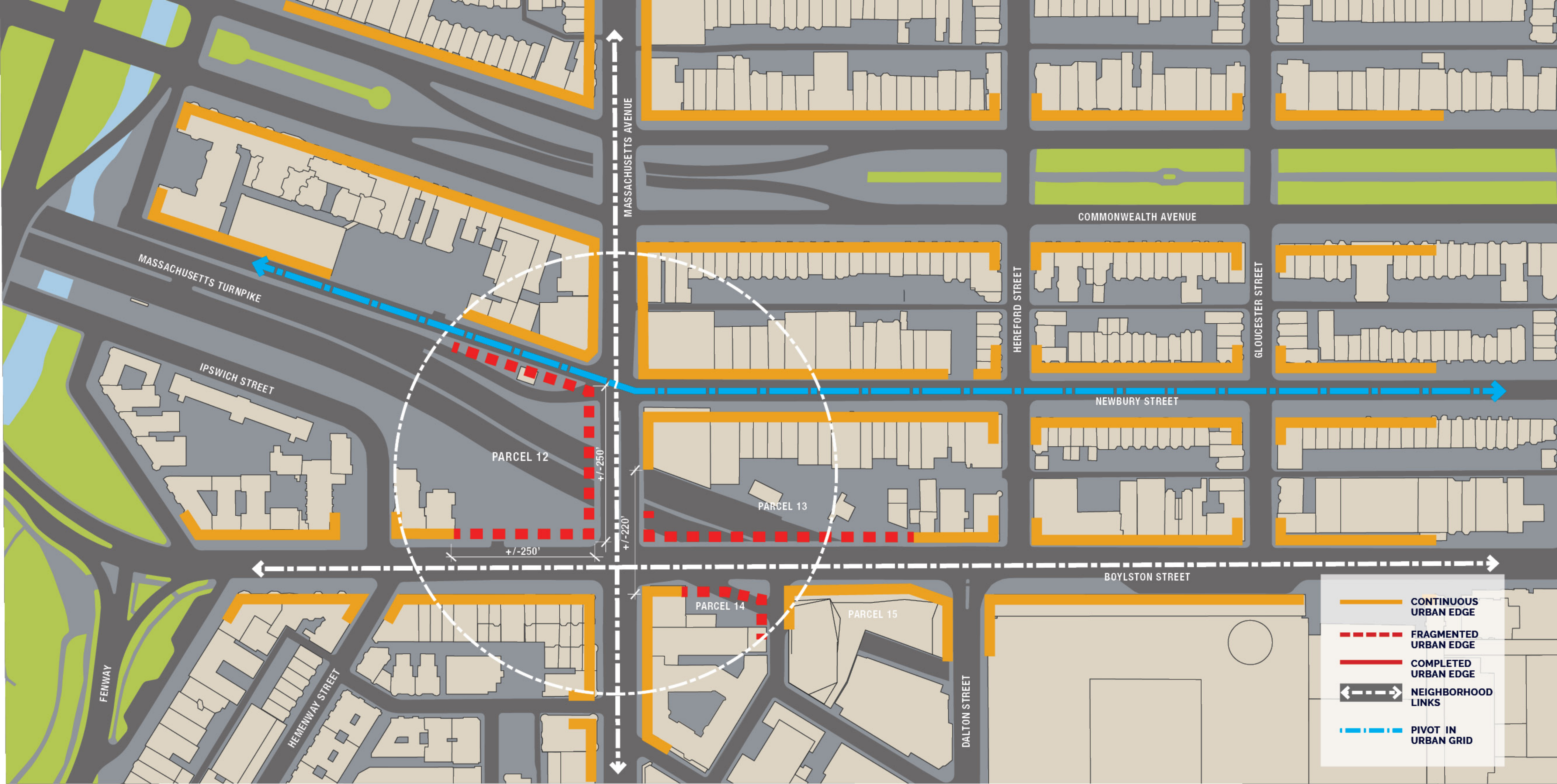
Common Design Guidelines:

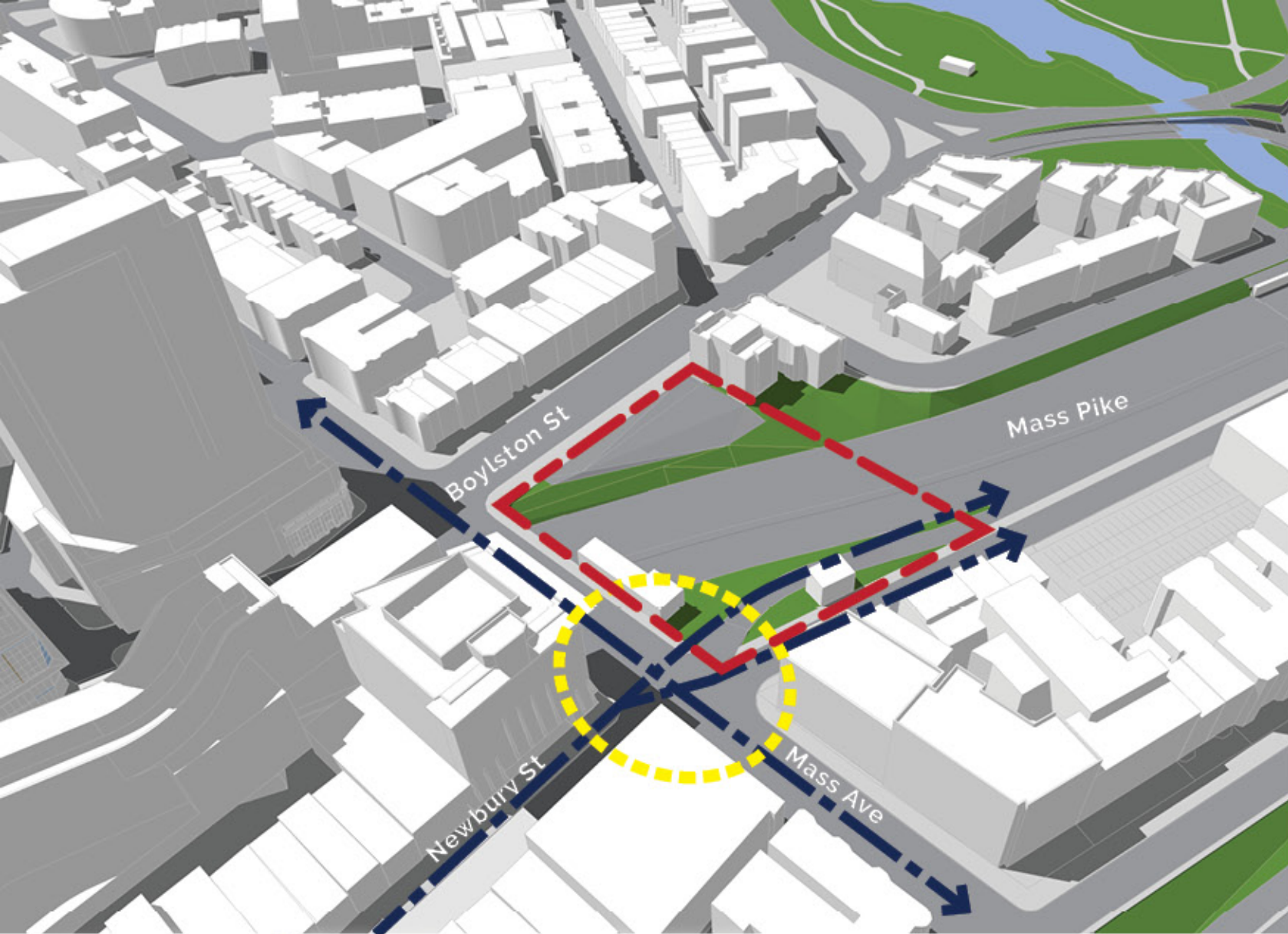
- ***Filling the gaps between neighborhoods and along major public streets by lining these streets with shops, cafés, exhibit spaces, and other lively uses, creating a variety of new pedestrian links, public spaces and parks; and paying special attention to the ways in which buildings and public spaces can enrich the public realm.***
- ***Promoting use of public transportation by reducing parking provisions below levels prevailing at the time of this report and improving public transportation.***
- ***Creating architecture that combines respect for Boston's unique historic character and expression of the vitality and character of our era.***

Fenway, Back Bay : Parcels 11-15

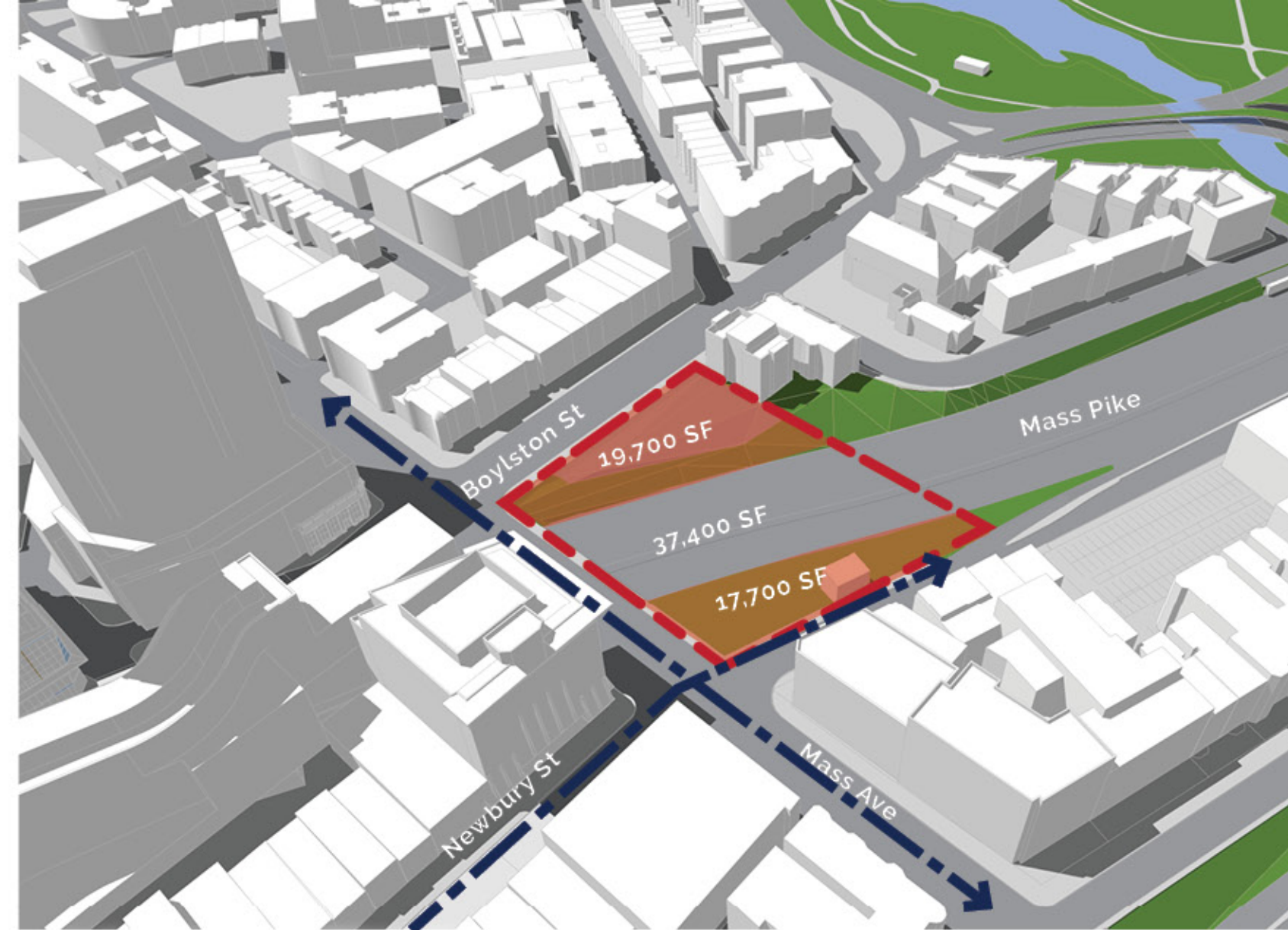
- ***Maintain the natural northern exposure for the historic Fenway Studios.***
- ***Emphasize housing and other low-traffic generating uses, with careful attention to transportation improvements and impacts in this highly congested area.***
- ***Line public sidewalks along Massachusetts Avenue and Boylston Street with shops and other pedestrian-friendly uses, avoiding internal retail malls.***
- ***Accommodate waiting and lobby facilities for Green Line and bus patrons.***
- ***Respect the Back Bay Architectural District.***







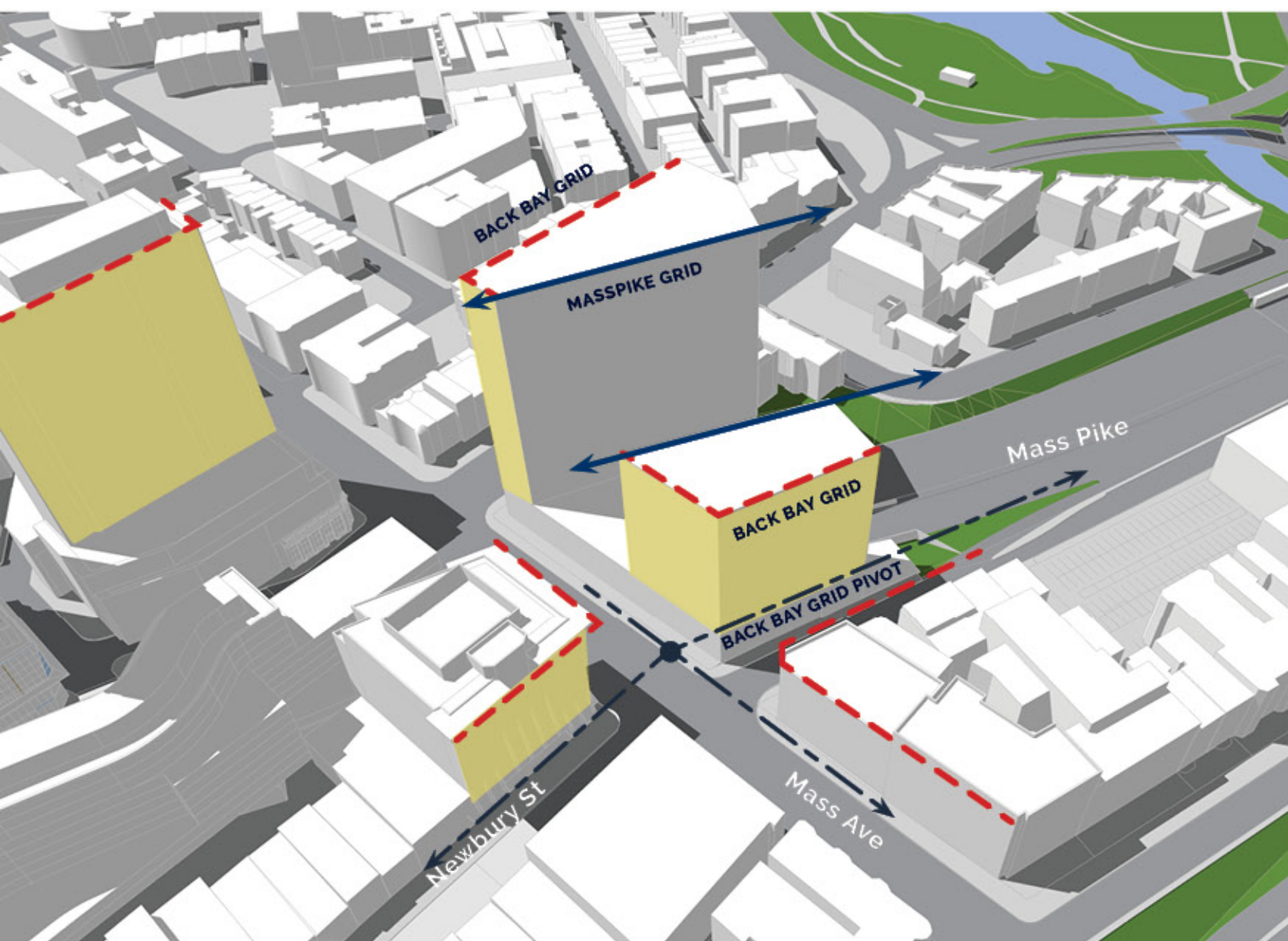
1 EXISTING | INFRASTRUCTURE CONFLICTS



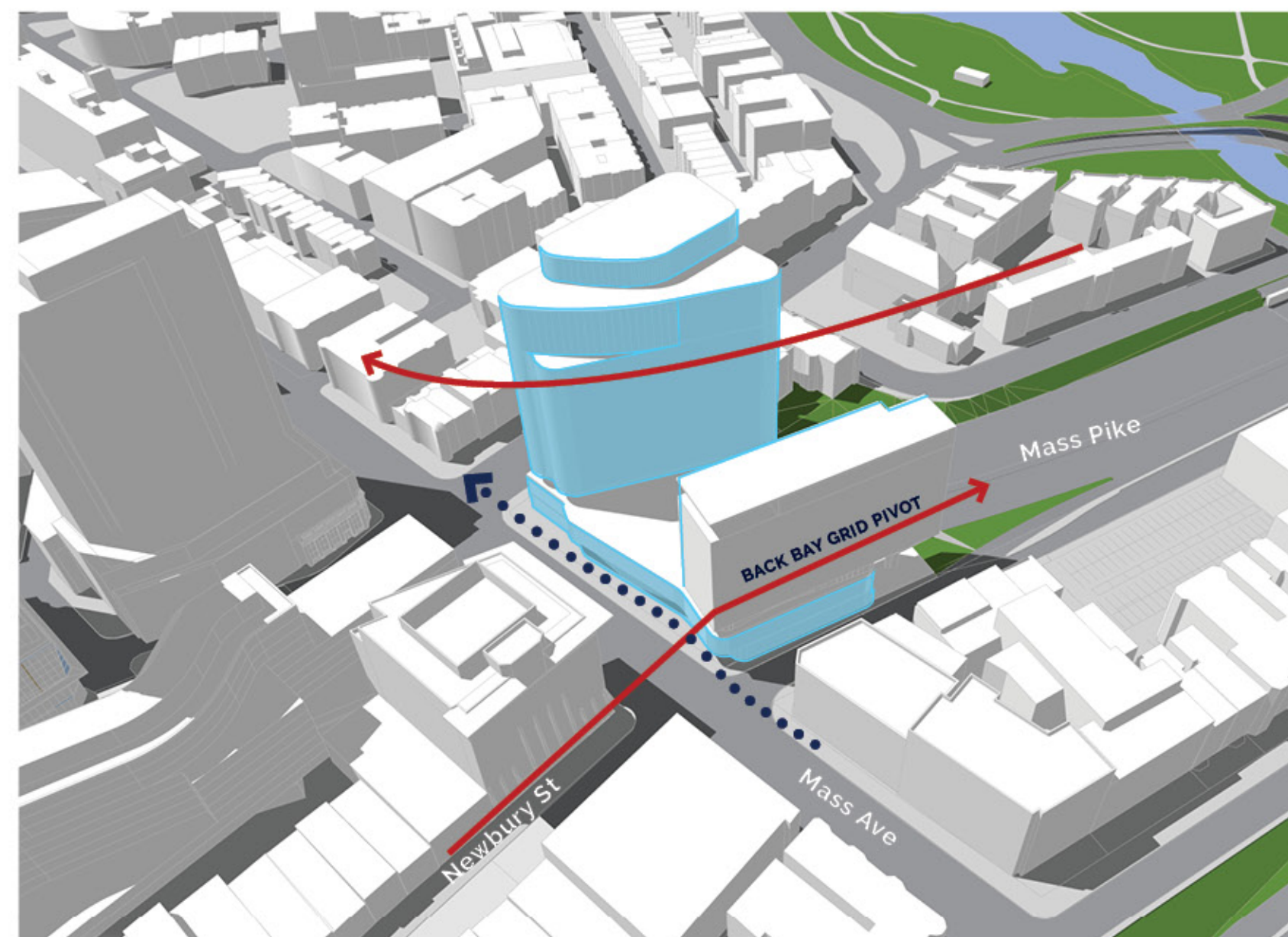
2 SIMPLIFY INTERSECTION



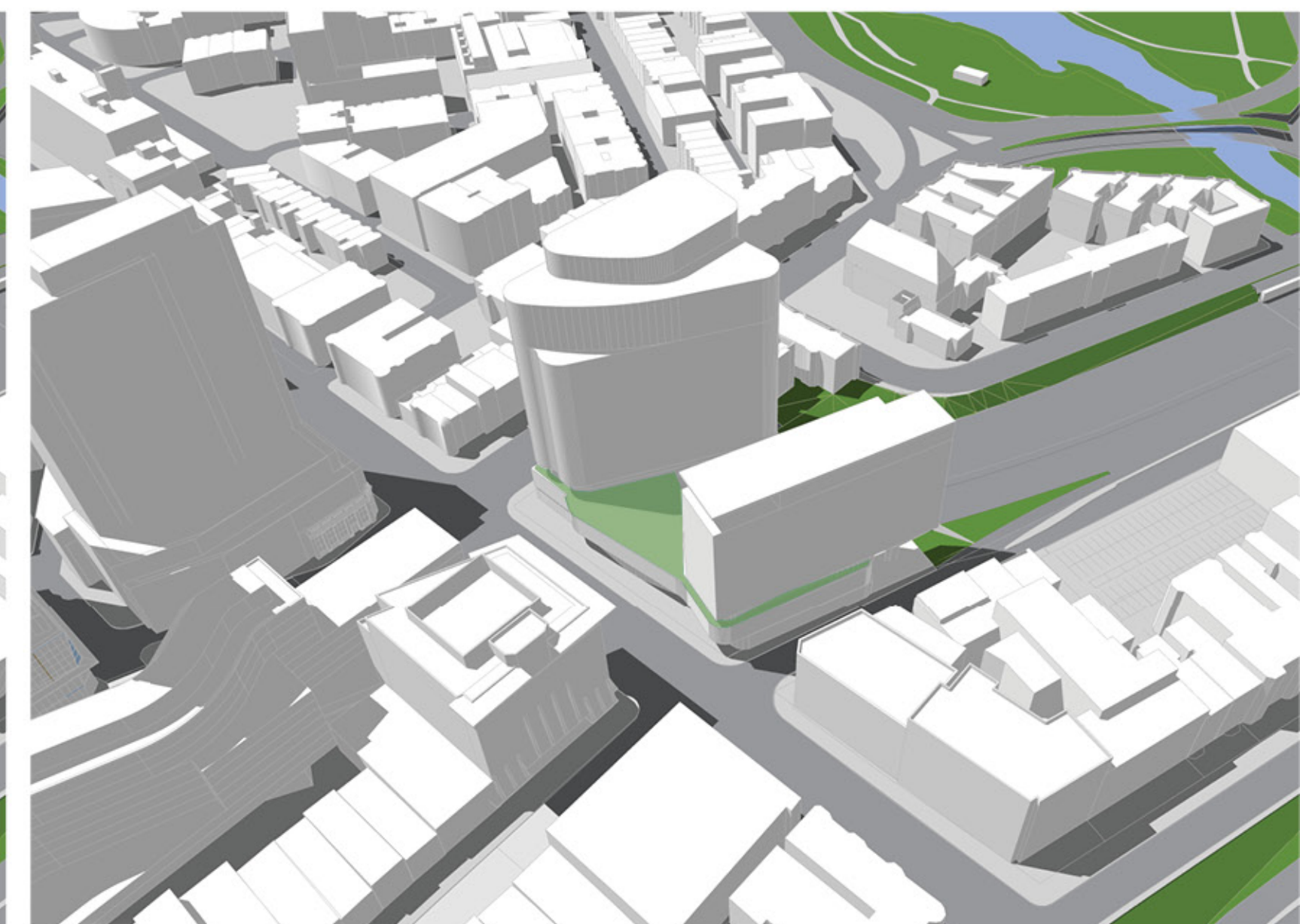
3 PODIUM | COMPLETE STREET WALL



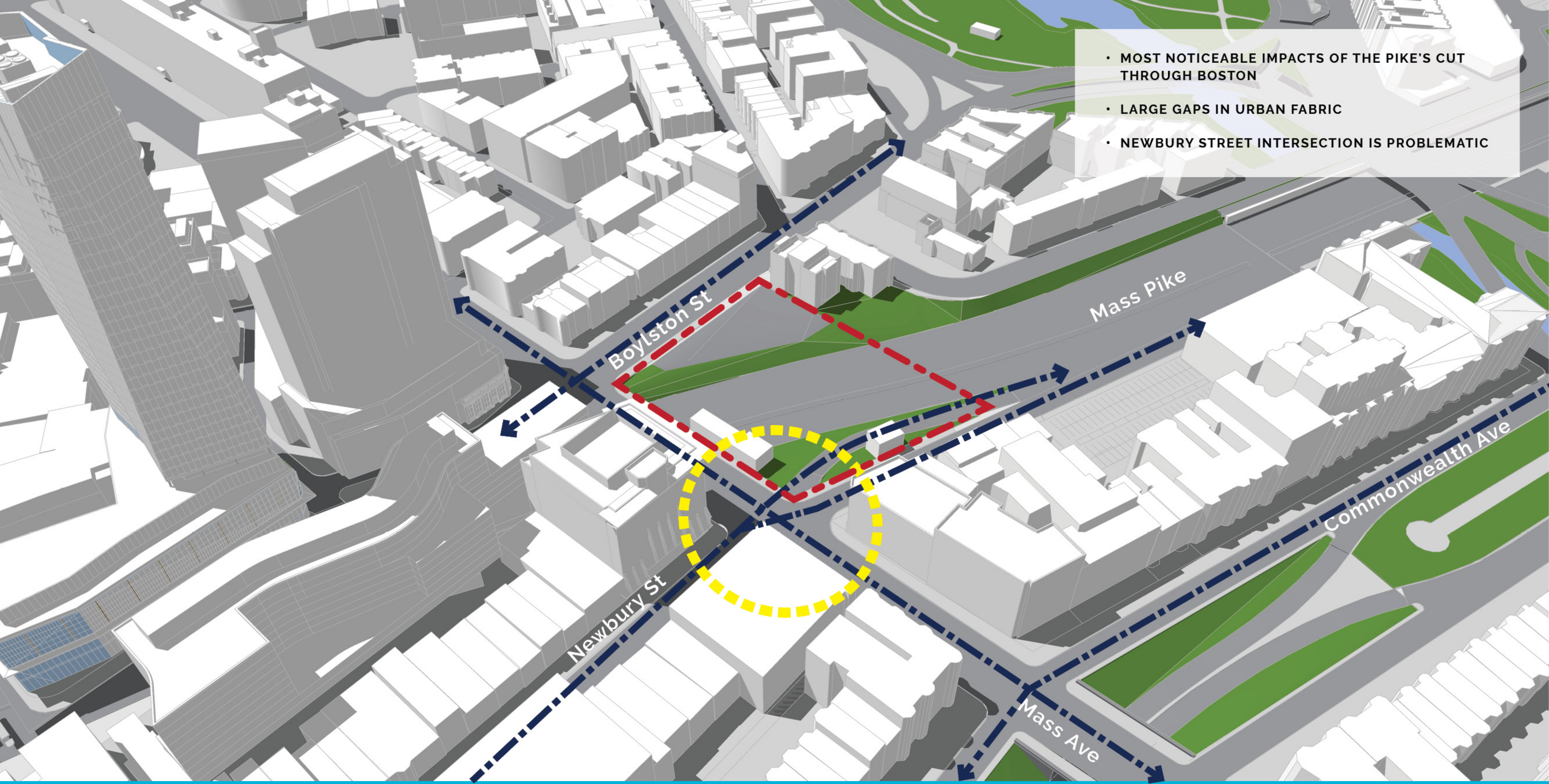
4 STRUCTURES



5 FORM

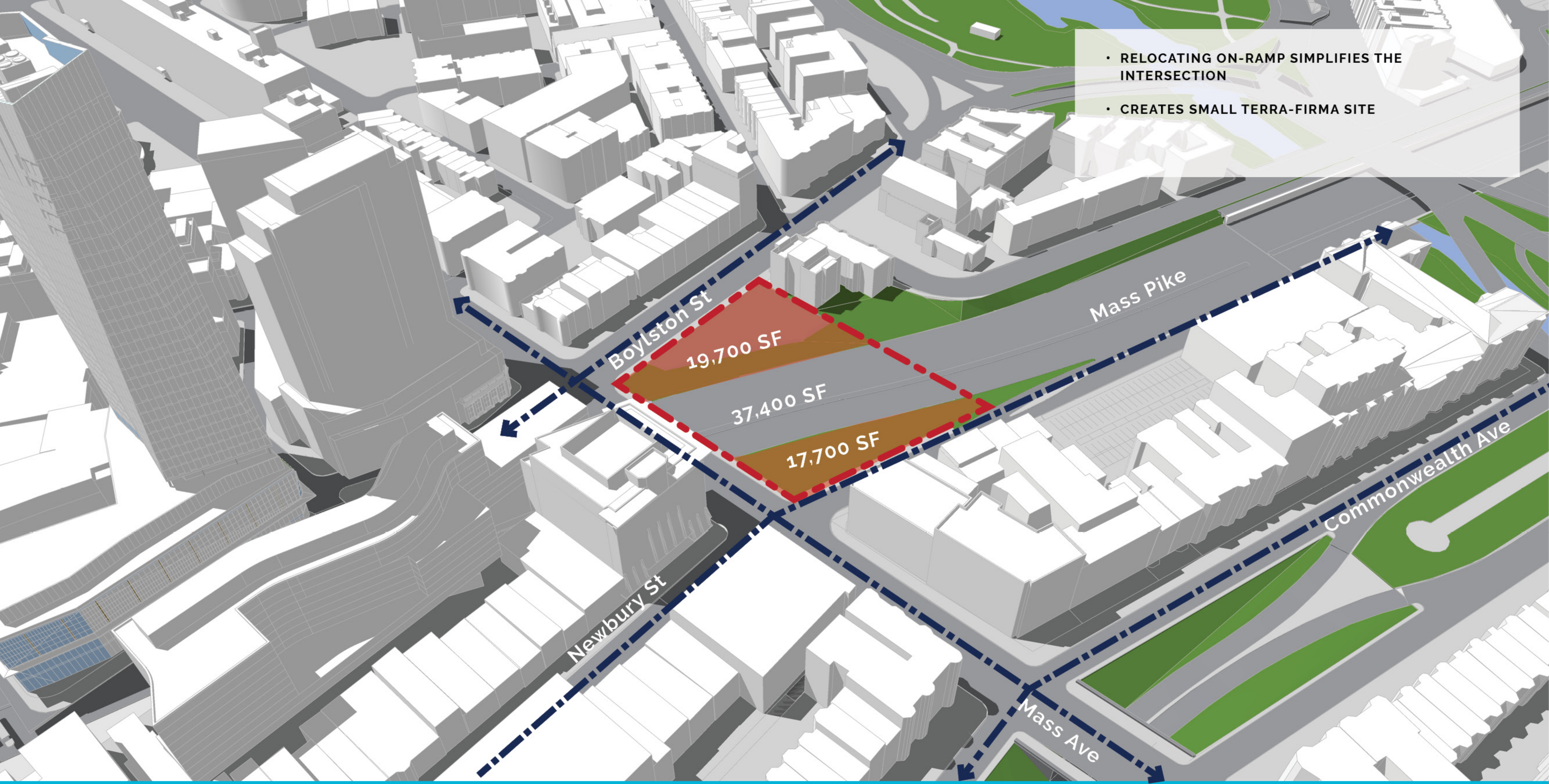


6 GREEN



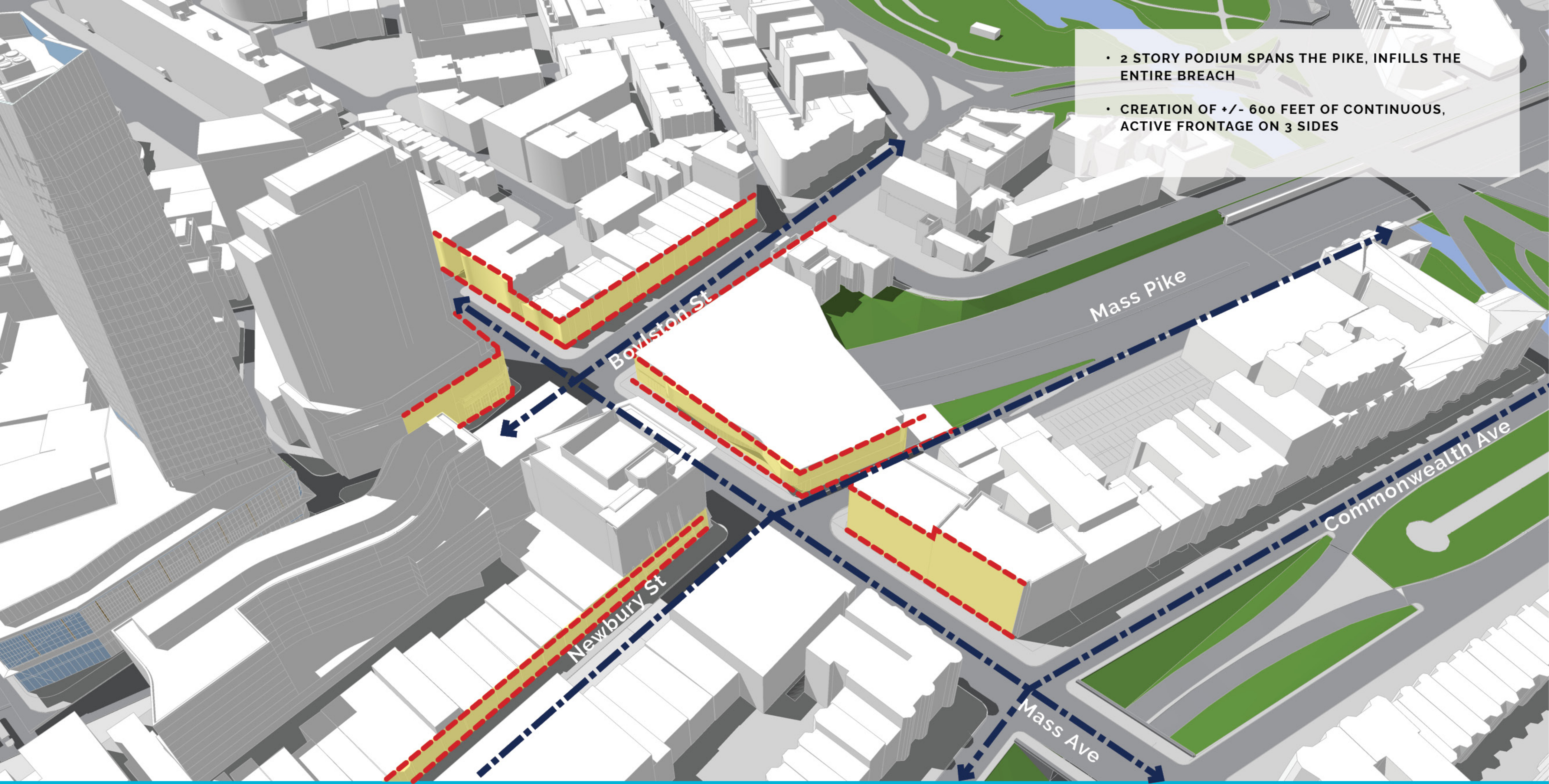
- MOST NOTICEABLE IMPACTS OF THE PIKE'S CUT THROUGH BOSTON
- LARGE GAPS IN URBAN FABRIC
- NEWBURY STREET INTERSECTION IS PROBLEMATIC





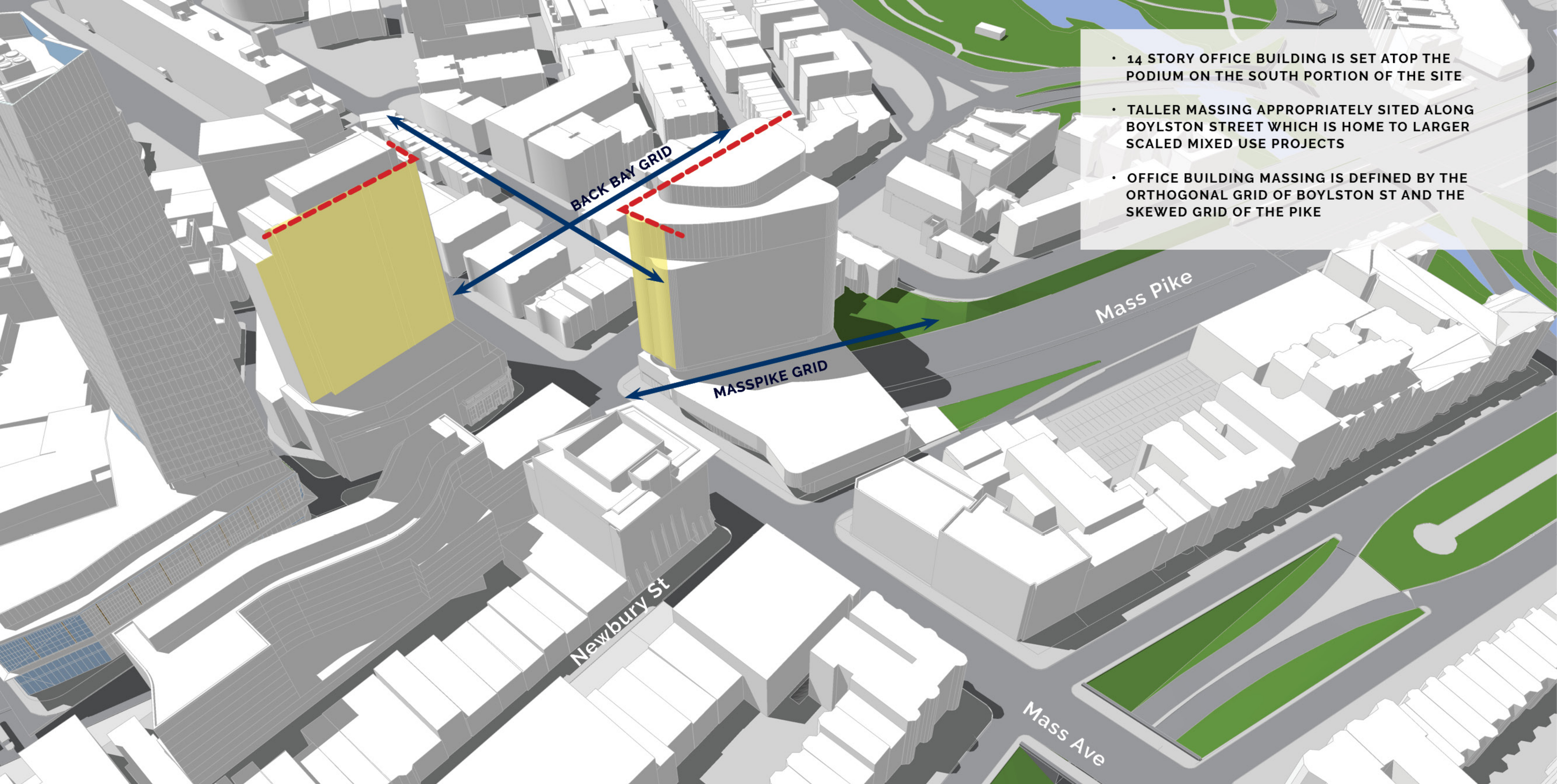
- RELOCATING ON-RAMP SIMPLIFIES THE INTERSECTION
- CREATES SMALL TERRA-FIRMA SITE





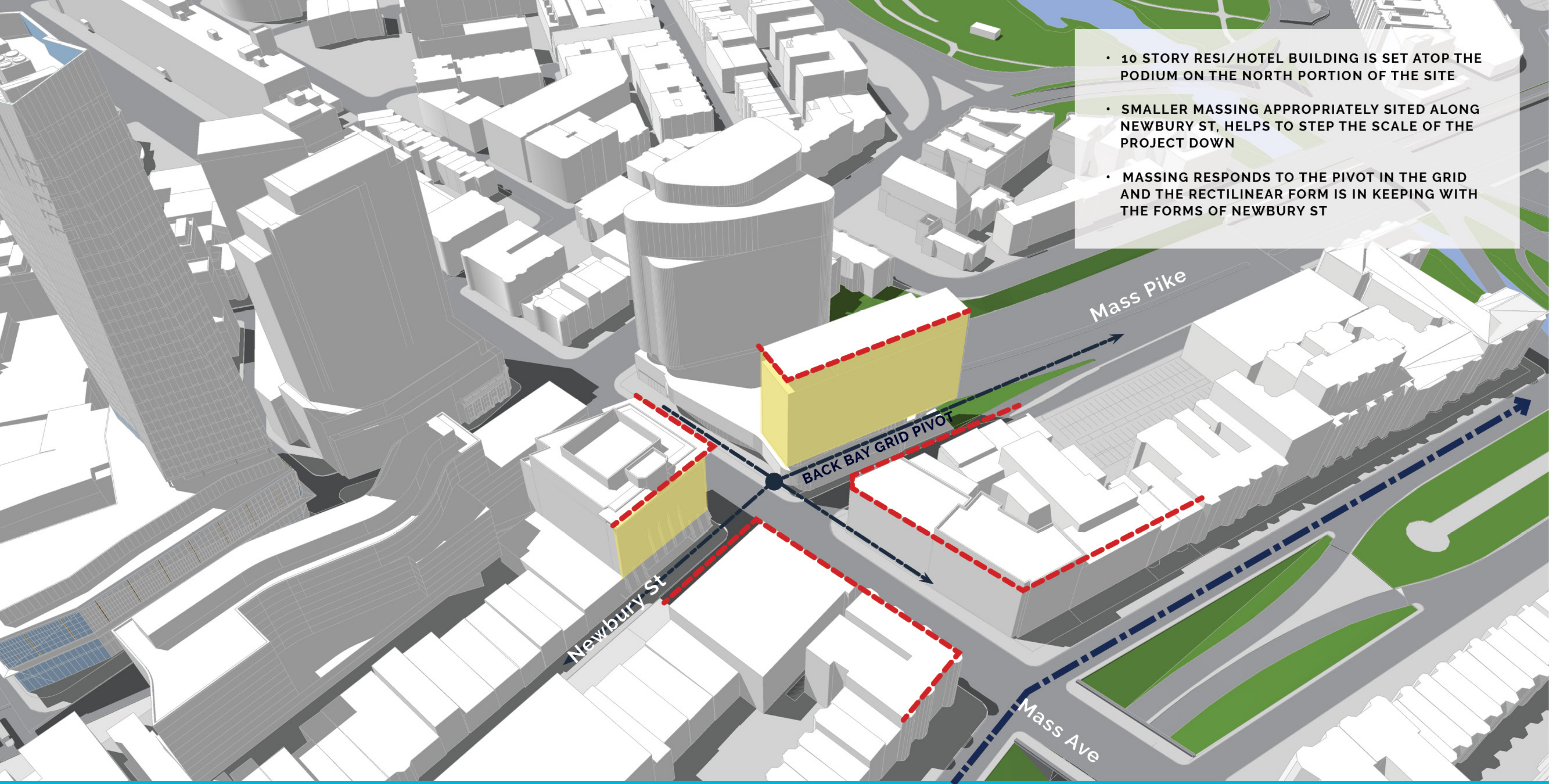
- 2 STORY PODIUM SPANS THE PIKE, INFILLS THE ENTIRE BREACH
- CREATION OF +/- 600 FEET OF CONTINUOUS, ACTIVE FRONTAGE ON 3 SIDES





- 14 STORY OFFICE BUILDING IS SET ATOP THE PODIUM ON THE SOUTH PORTION OF THE SITE
- TALLER MASSING APPROPRIATELY SITED ALONG BOYLSTON STREET WHICH IS HOME TO LARGER SCALED MIXED USE PROJECTS
- OFFICE BUILDING MASSING IS DEFINED BY THE ORTHOGONAL GRID OF BOYLSTON ST AND THE SKEWED GRID OF THE PIKE

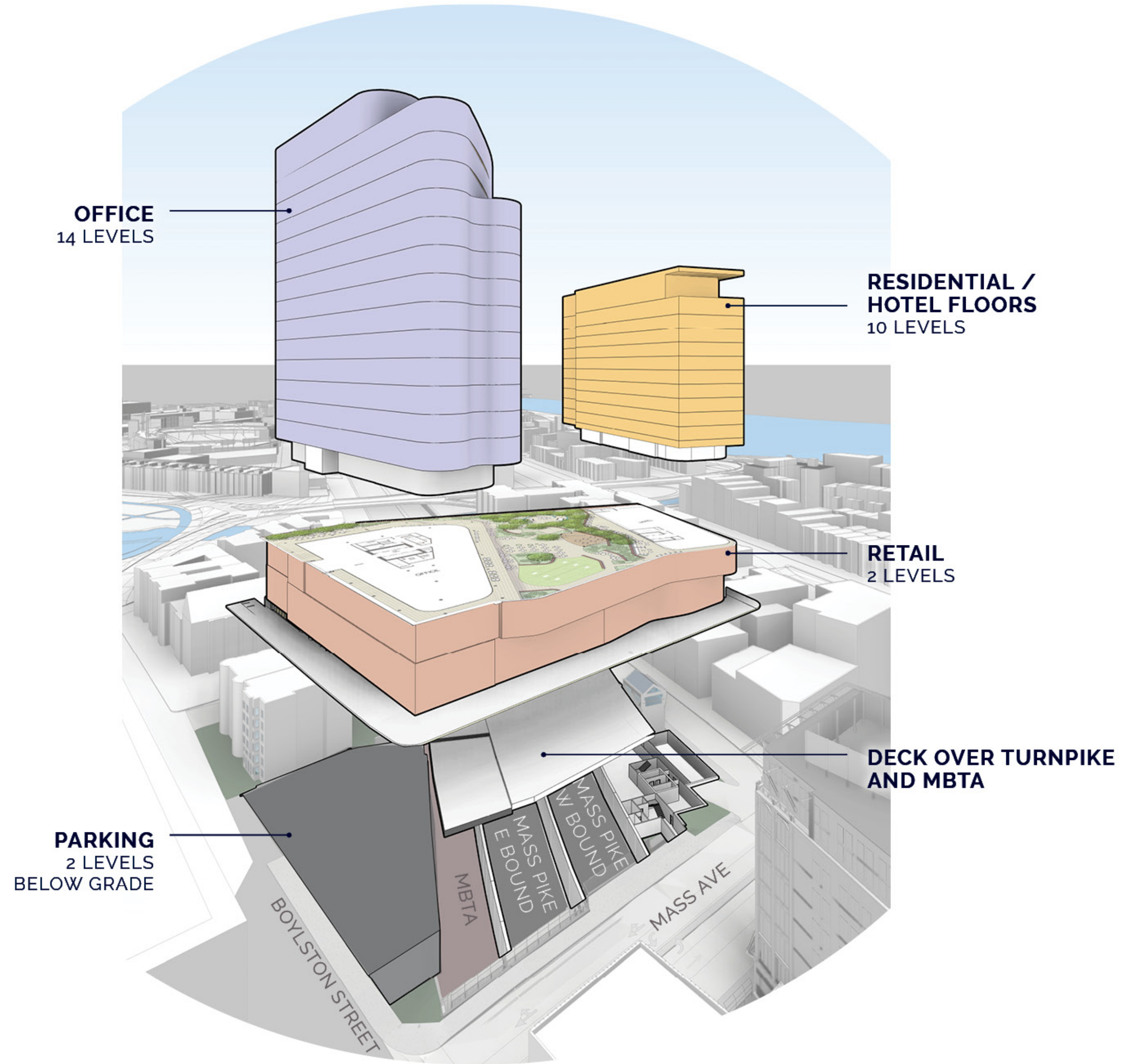




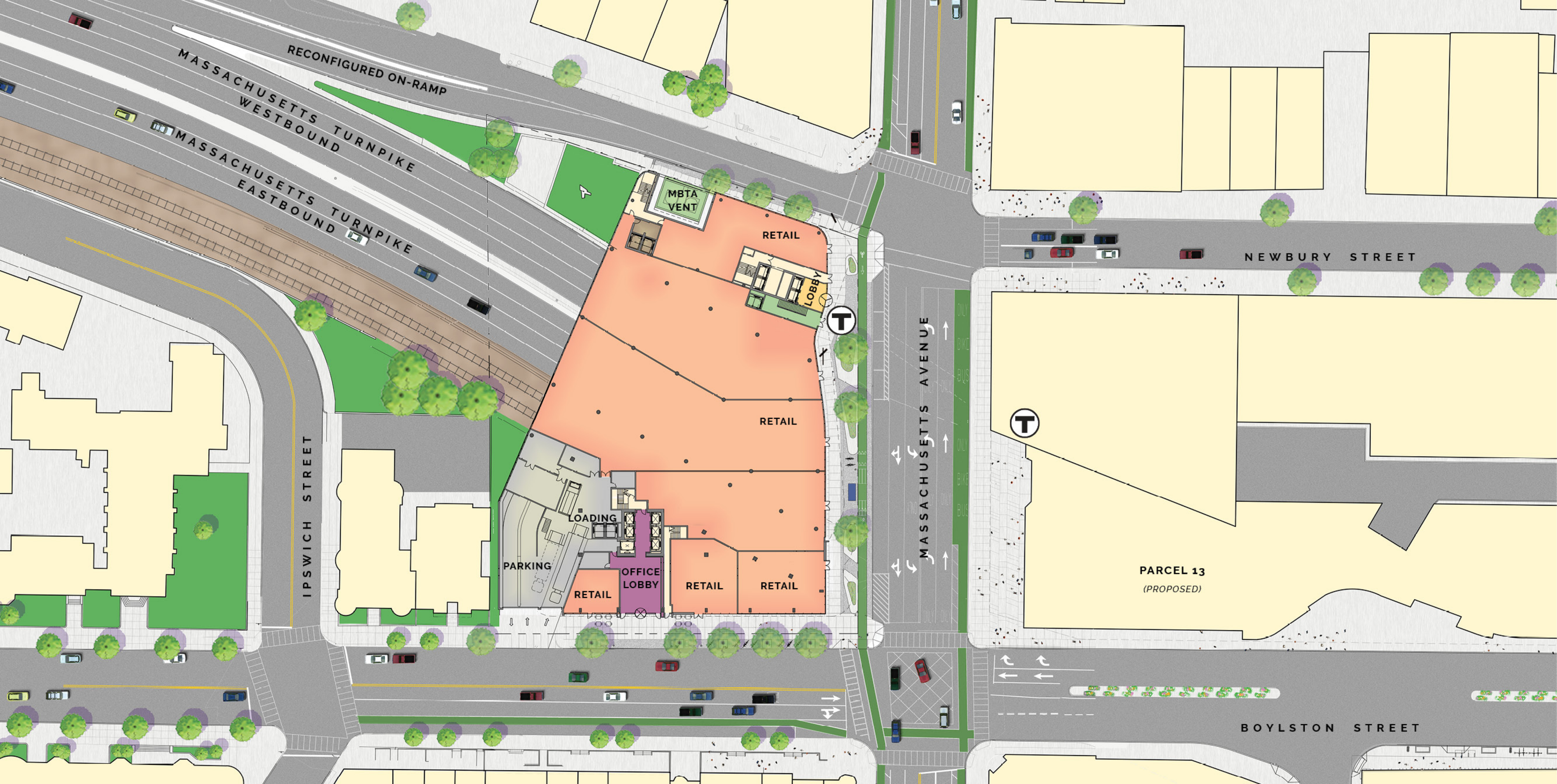
- 10 STORY RESI/HOTEL BUILDING IS SET ATOP THE PODIUM ON THE NORTH PORTION OF THE SITE
- SMALLER MASSING APPROPRIATELY SITED ALONG NEWBURY ST, HELPS TO STEP THE SCALE OF THE PROJECT DOWN
- MASSING RESPONDS TO THE PIVOT IN THE GRID AND THE RECTILINEAR FORM IS IN KEEPING WITH THE FORMS OF NEWBURY ST

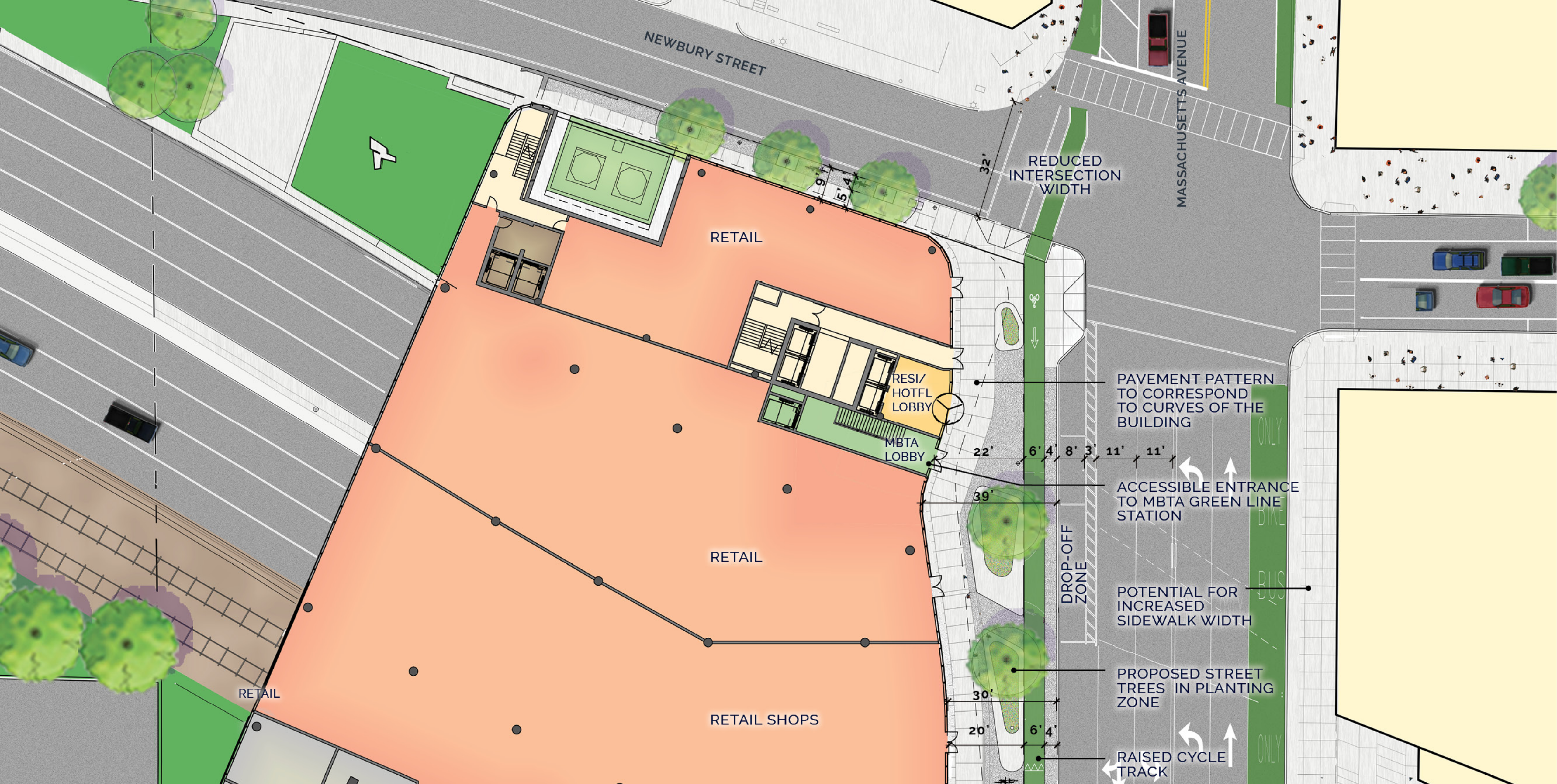


PROPOSED DEVELOPMENT		
PROJECT ELEMENT	APPROX PROGRAM	HEIGHT
Retail Podium	70,000 SF	2 stories / 40 feet
Office	325,000 SF	14 stories / 237 feet
Residential	150,000 SF	11 stories / 154 feet
Hotel (alt)	125,000 SF	11 stories / 154 feet
Hotel Alternative Total GFA	520,000 sf	
Residential Alternative Total GFA	545,000 sf	approx 150 units
Parking Garage	up to 150 spaces	
Office and Resi/Hotel Amenity Space	24,000 SF	
Floor Area Ratio	5	

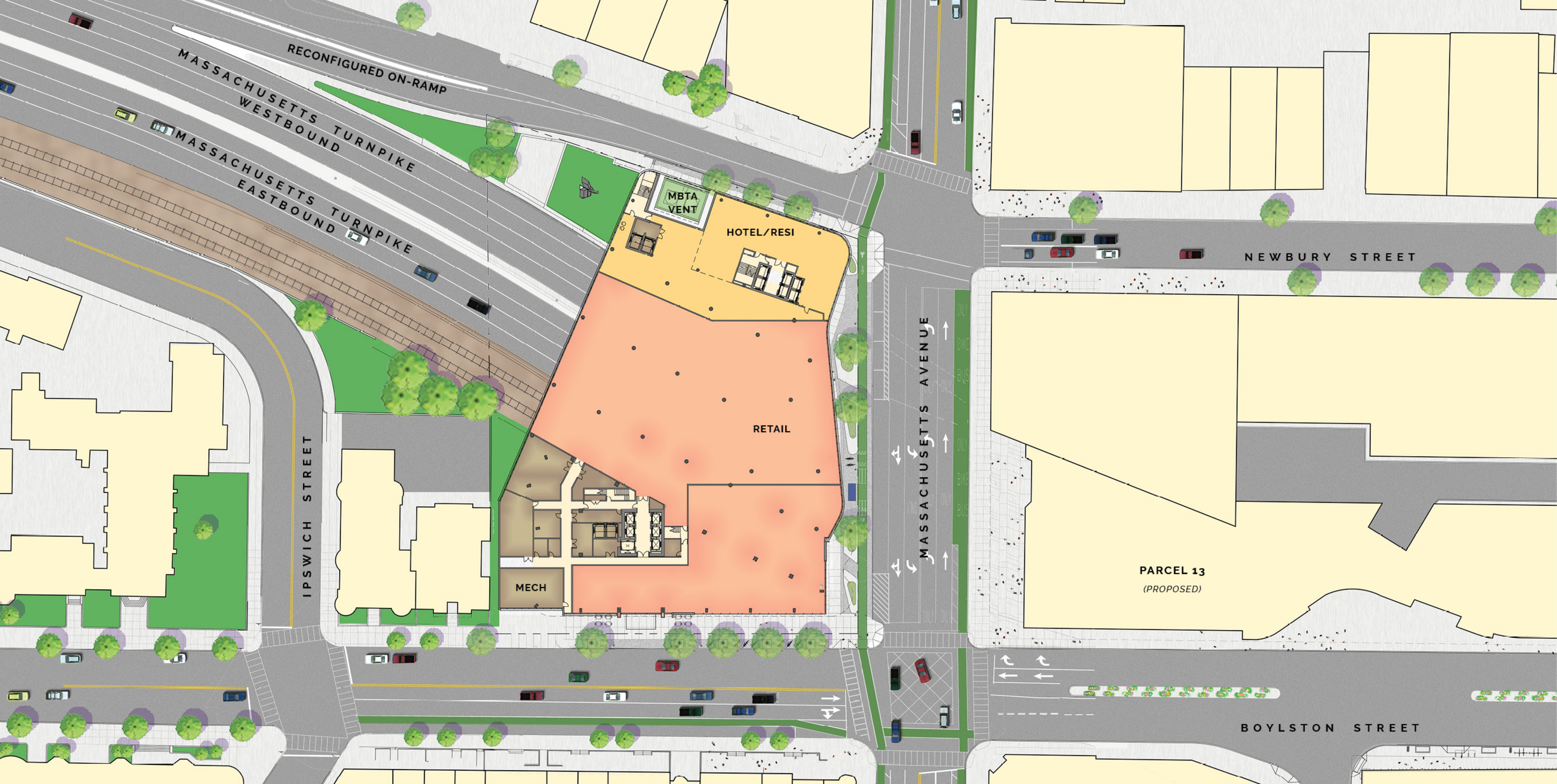


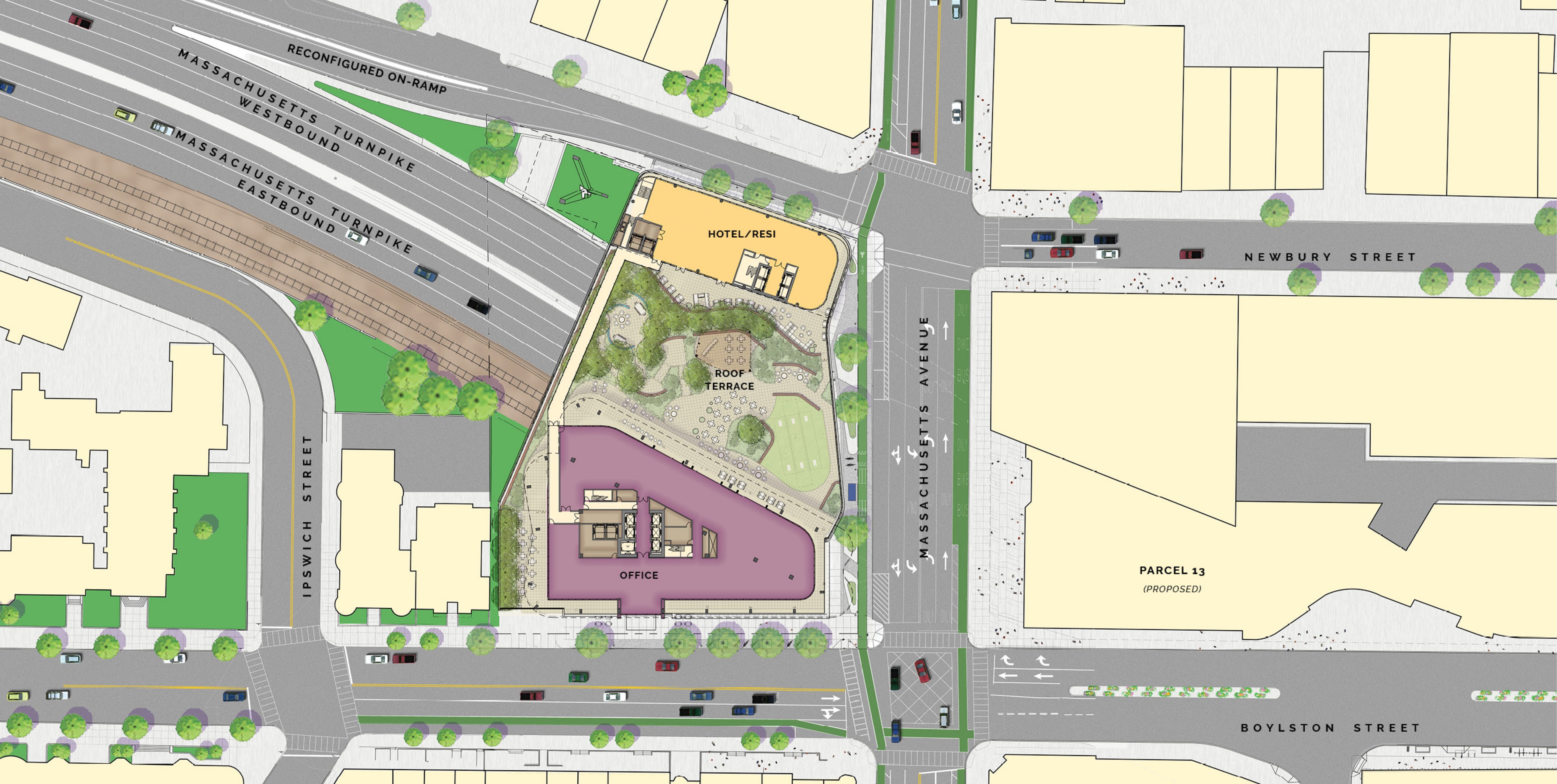


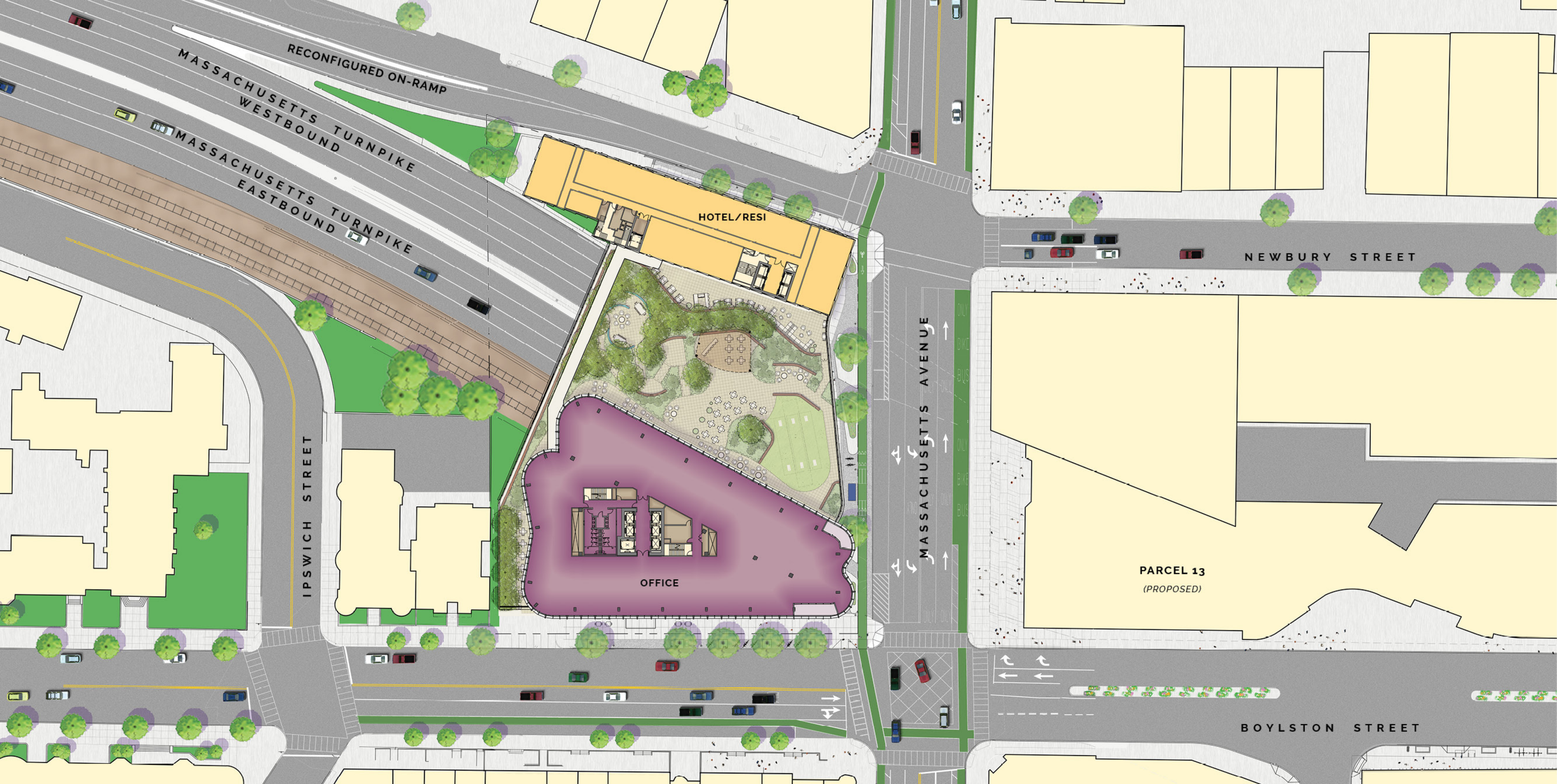














237'

120'

40'

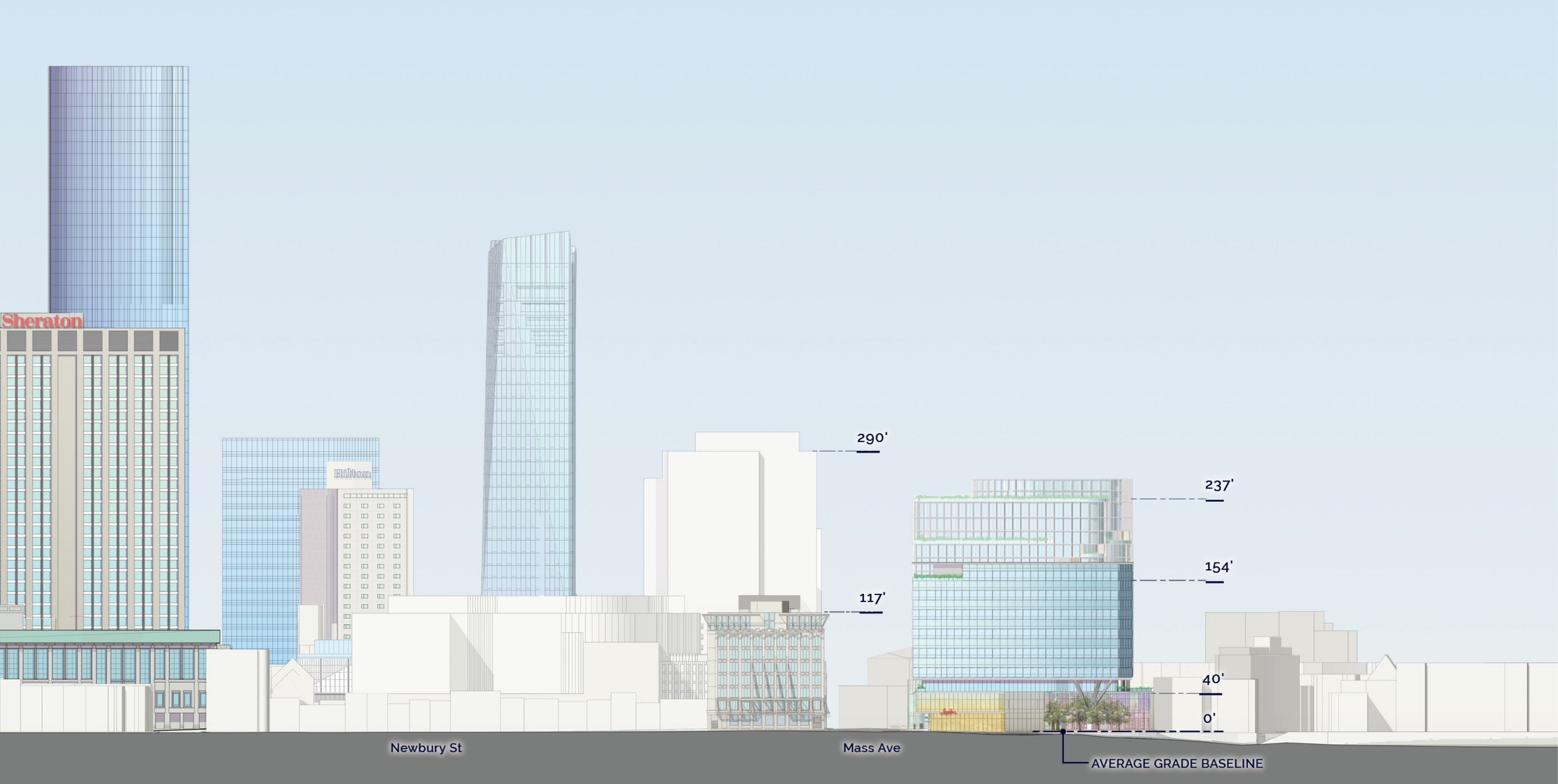
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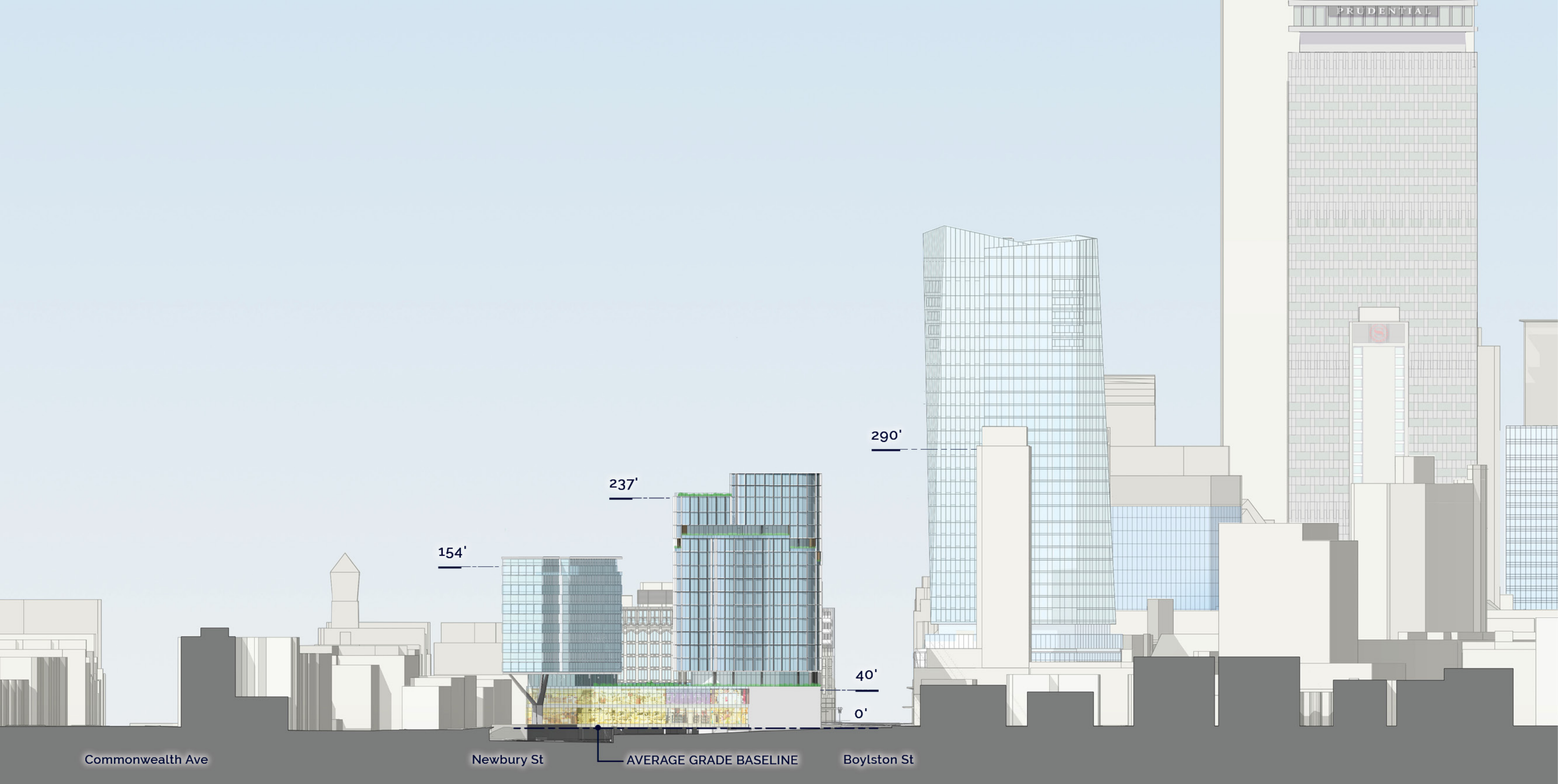
Boylston St

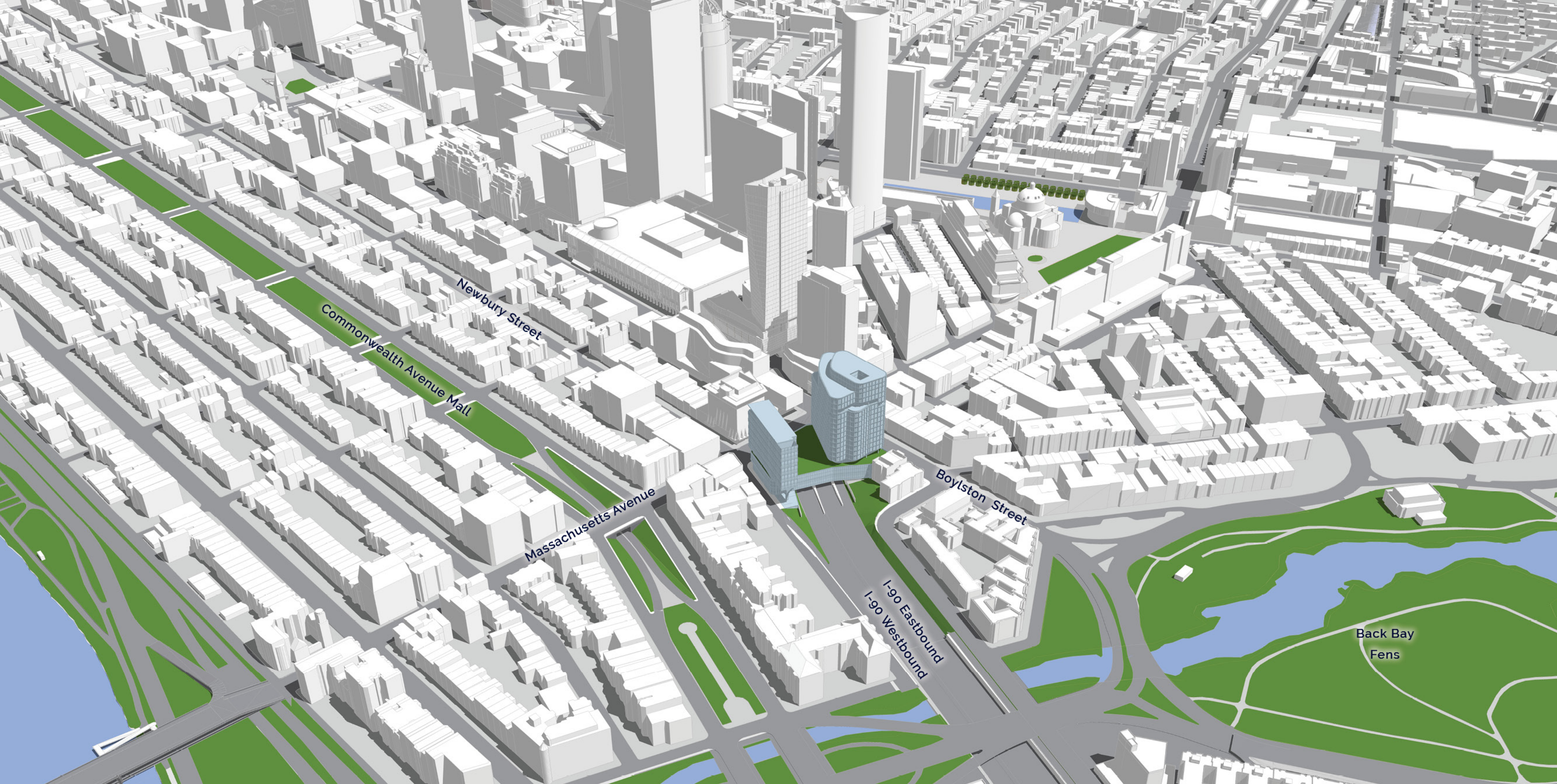
AVERAGE GRADE BASELINE

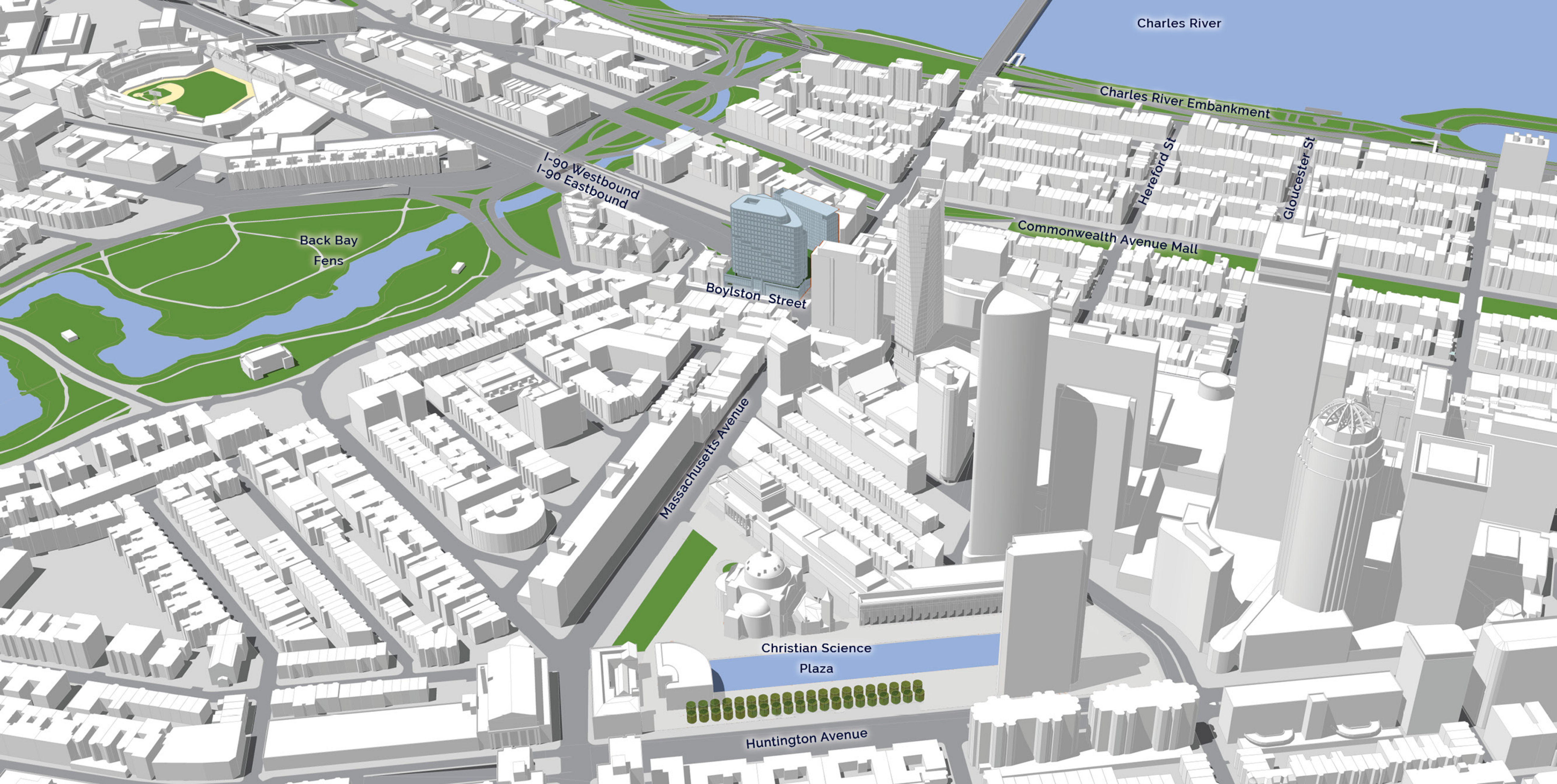
Mass Ave

Parcel 13
(as proposed)









Charles River

Charles River Embankment

I-90 Westbound
I-90 Eastbound

Back Bay
Fens

Hereford St

Gloucester St

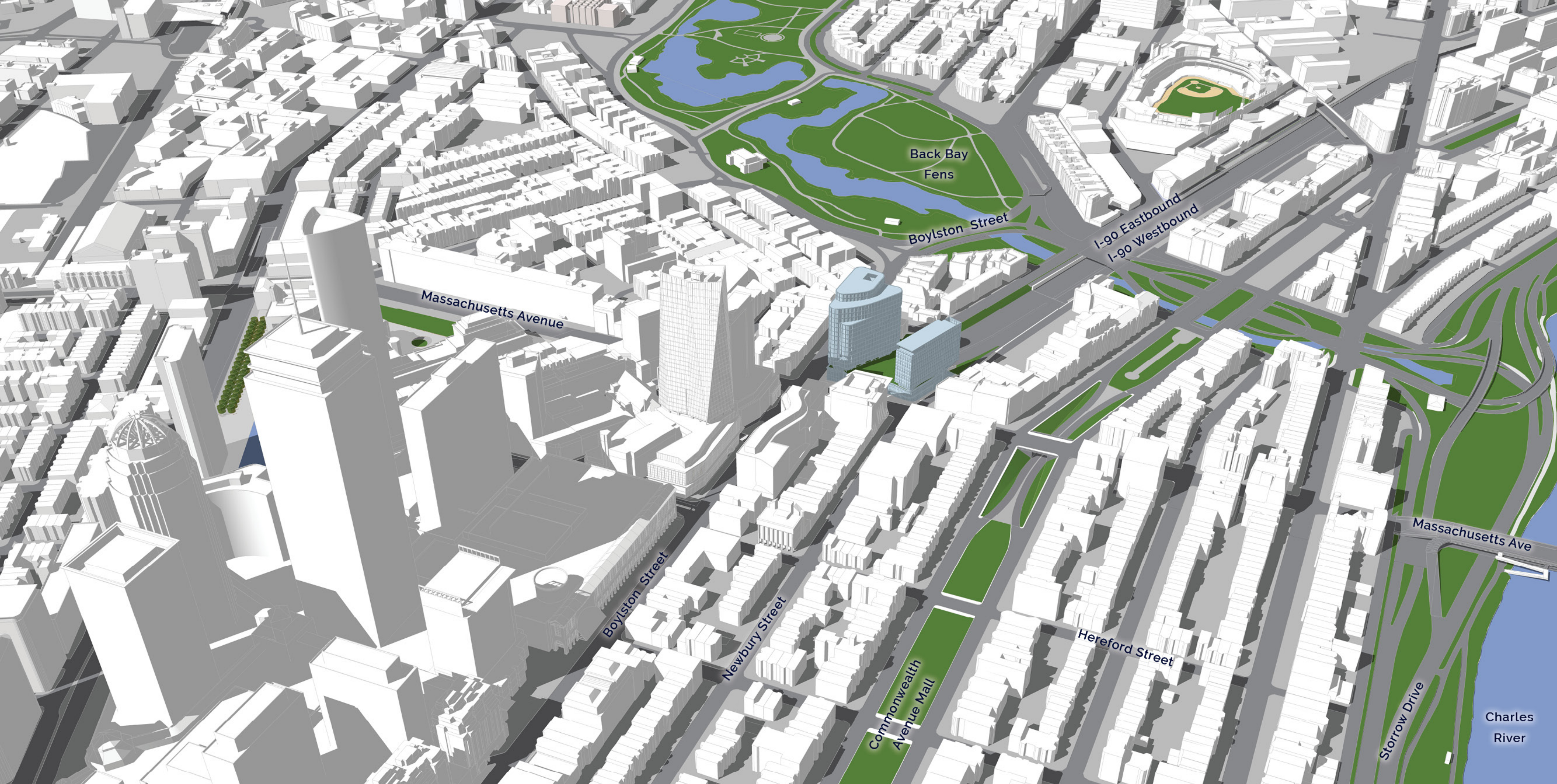
Commonwealth Avenue Mall

Boylston Street

Massachusetts Avenue

Christian Science
Plaza

Huntington Avenue







PARCEL 12 AIR RIGHTS PROJECT
BOSTON, MASSACHUSETTS

VIEW FROM NEWBURY STREET

Samuels &
Associates

ELKUS | MANFREDI
ARCHITECTS







