

SAMUELS & ASSOCIATES / WEINER VENTURES'

PRESENTATION TO THE

CITIZENS ADVISORY COMMITTEE (CAC)

Parcels 12, 14 & 15

April 24, 2012



The Development Team: SAMUELS & ASSOCIATES ♦ WEINER VENTURES

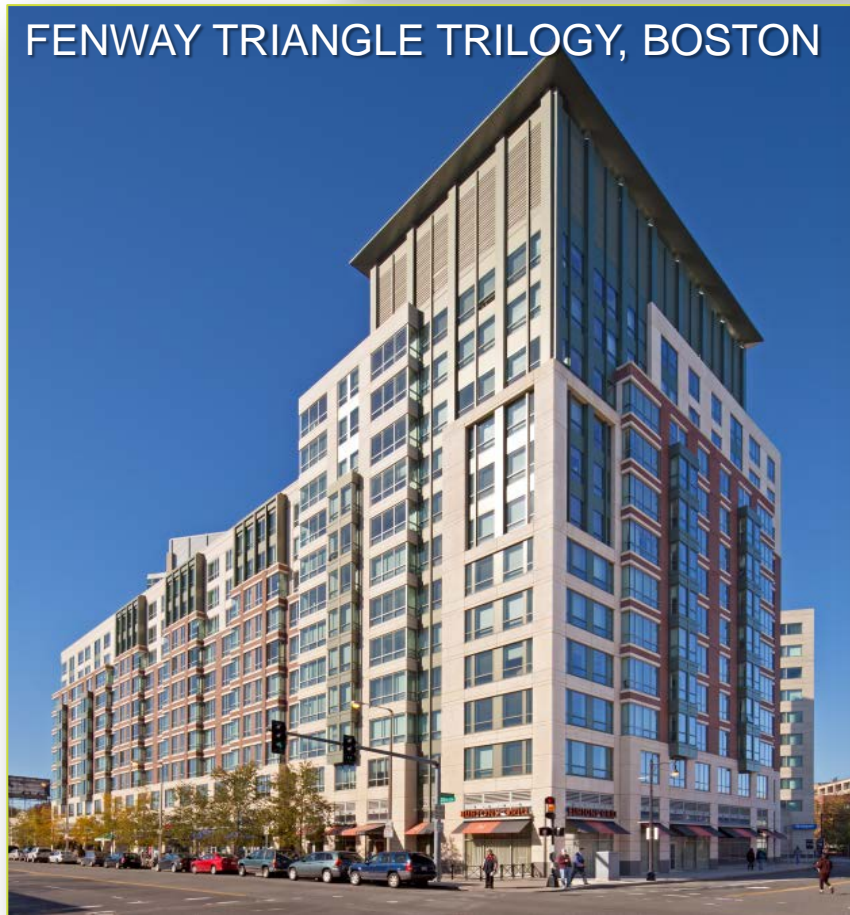
MANDARIN ORIENTAL, BOSTON



234 BERKELEY BUILDING, BOSTON



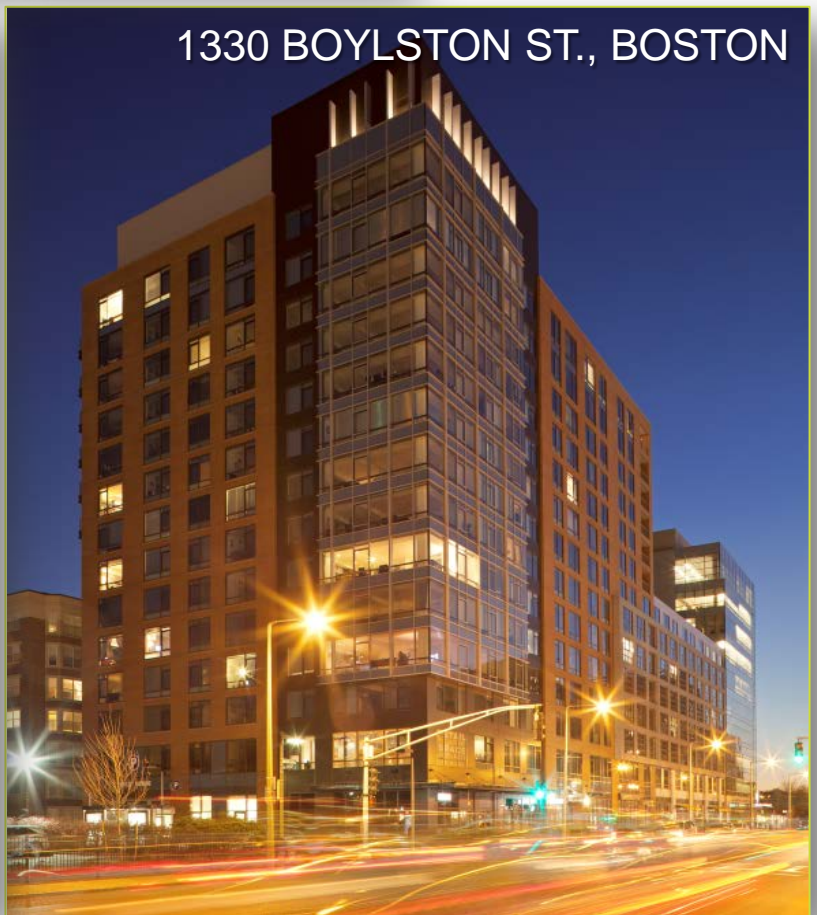
FENWAY TRIANGLE TRILOGY, BOSTON



FENWAY TRIANGLE TRILOGY, BOSTON



1330 BOYLSTON ST., BOSTON



The Samuels – Weiner Development Team

- **Elkus Manfredi** Architect 
- **Suffolk Construction** General Contractor 
- **McNamara/Salvia** Structural Engineers 
- **Cosentini Associates** MEP/Sustainability 
- **Haley and Aldrich** Geotechnical/Environmental 
- **VHB** Transportation/Civil 
- **Goulston & Storrs** Legal 

DESIGN PHILOSOPHY & THE CIVIC VISION



Design Philosophy: A Fresh Evolved Perspective

Our team's design philosophy and approach focused upon:

1. ***A Civic Vision for Turnpike Air Rights***: respect and recognize
2. **Back Bay and Fenway link**: physically and psychologically
3. **Boylston Street activation**: for surrounding neighborhood
4. **Transportation and access**: multiple-modal; Hynes unimpeded
5. **“Sense of place”**: comfortable pedestrian environment; general appropriateness, including height and setbacks
6. **Construction complexity**: minimizes potential deck challenges
7. **Financial viability**: receptivity of financing markets to proposed uses

Terra Firma Parcel Owned by Samuels-Weiner



Air Rights Parcels: Today



P12 and P15: Site Plans - Original



Master Plan Approach – As-Is Today



Master Plan: After Samuels-Weiner Developments



PARCELS 12, 14 & 15 PROJECT OVERVIEW

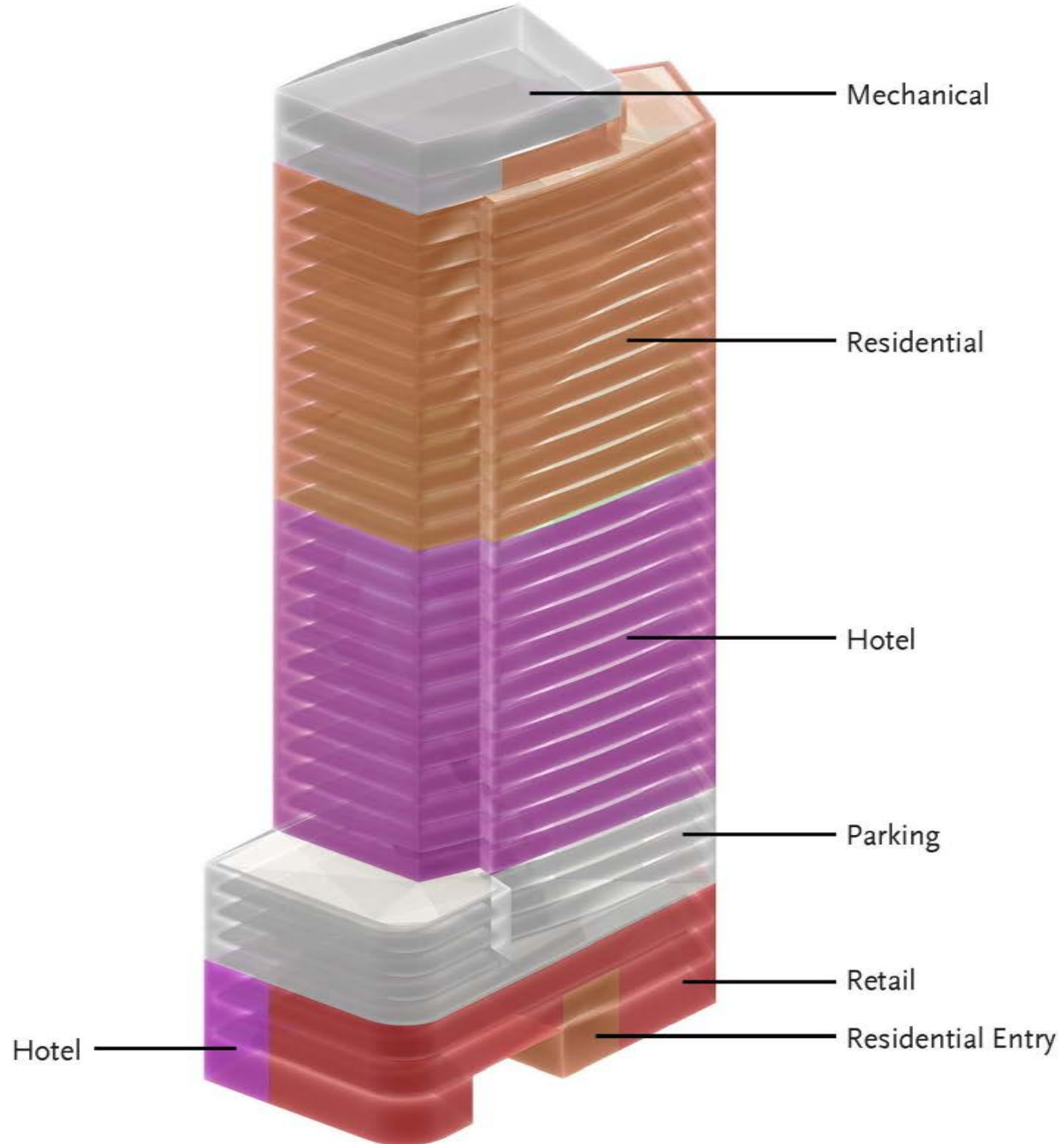


P12 and P15: Site Plans - Original

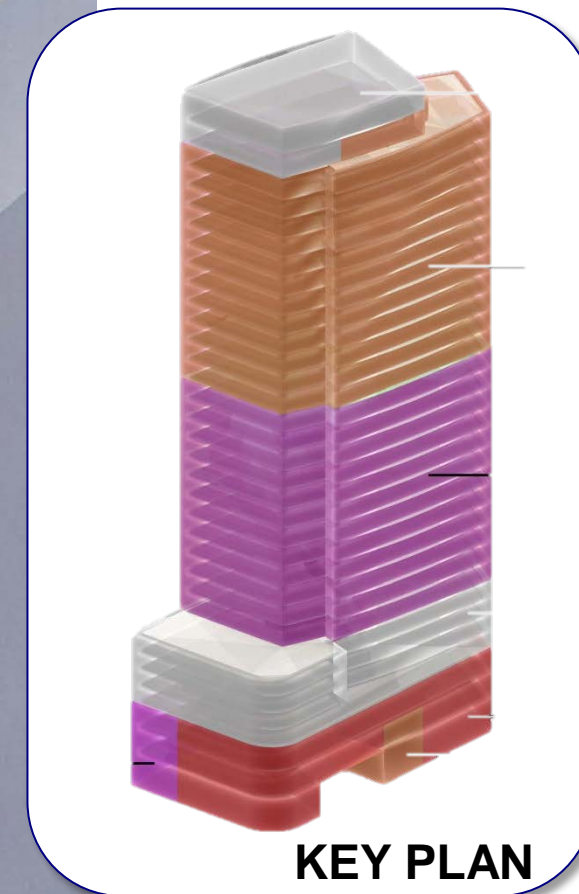


P15: Proposed Program Summary - Original

		470,000SF ± Gross Development Area
Retail	5,000 SF ±	
Hotel	200,000 SF ±	270 keys
Residential	155,000 SF ±	120 units
Parking	85,000 SF ±	240 spaces
Mech./Circ.	25,000 SF ±	



P15: Mass/Boylston Intersection – View to Southeast



P15: Mass/Boylston Intersection – View Southwest



P15: Proposed Program Summary - Updated

	<u>ORIGINAL</u> P15 program proposed		<u>INCREMENTAL</u> P15 program ("corner" filled)		<u>TOTAL</u>	
RETAIL	5,000 SF		28,000 SF		33,000 SF	
HOTEL	200,000 SF	270 keys	-		200,000 SF	270 keys
RESIDENTIAL	155,000 SF	120 units	84,000 SF	91 units	239,000 SF	211 units
PARKING	85,000 SF	240 spaces	-		85,000 SF	240 spaces
MECH/CIRC.	25,000 SF		30,000 SF		55,000 SF	
GROSS DEVELOPMENT AREA	470,000 SF		142,000 SF		612,000 SF	

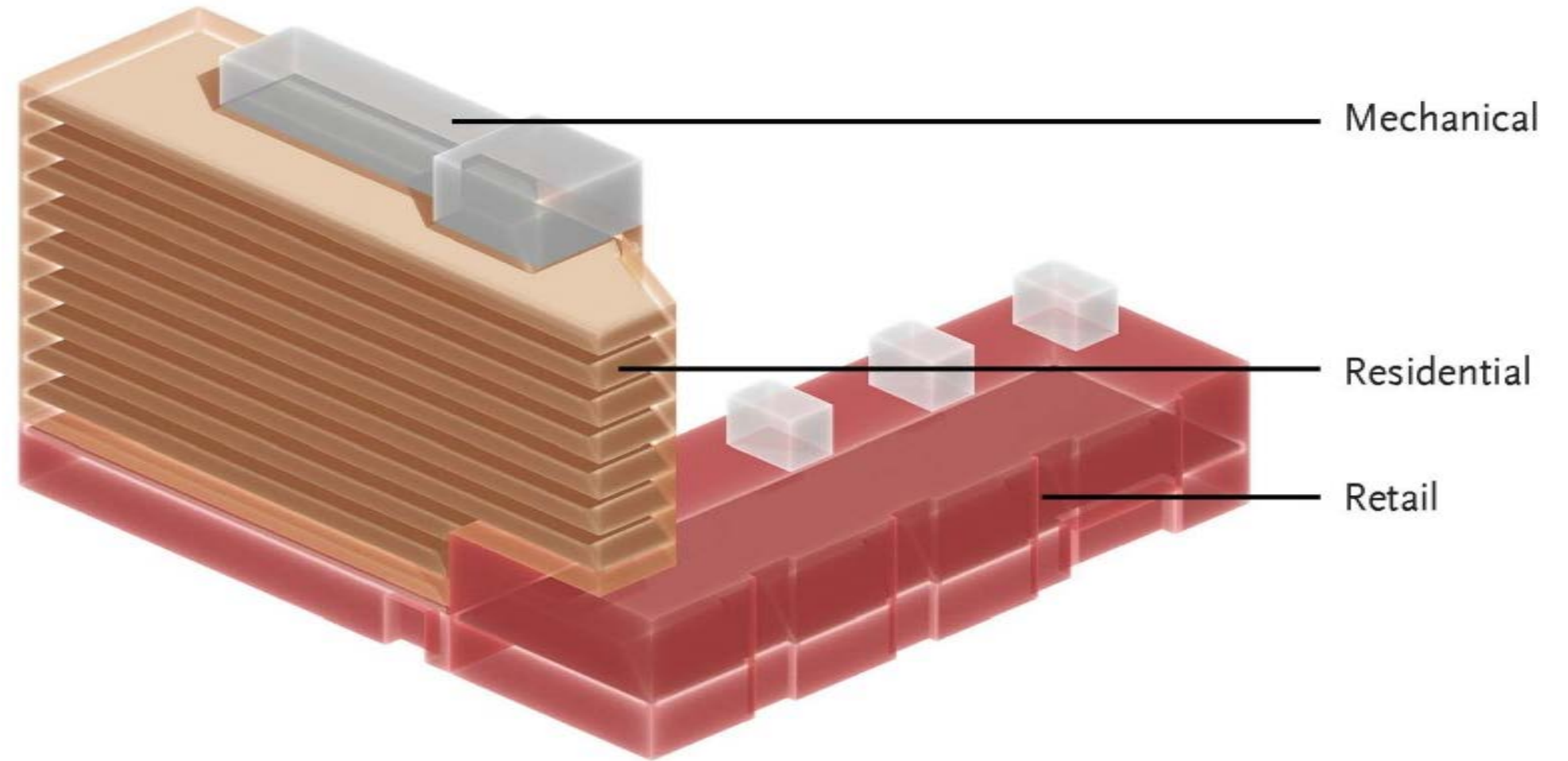
Bird's Eye View – P12 Today



Bird's Eye View – P12 After Samuels-Weiner



P12: Proposed Program Summary

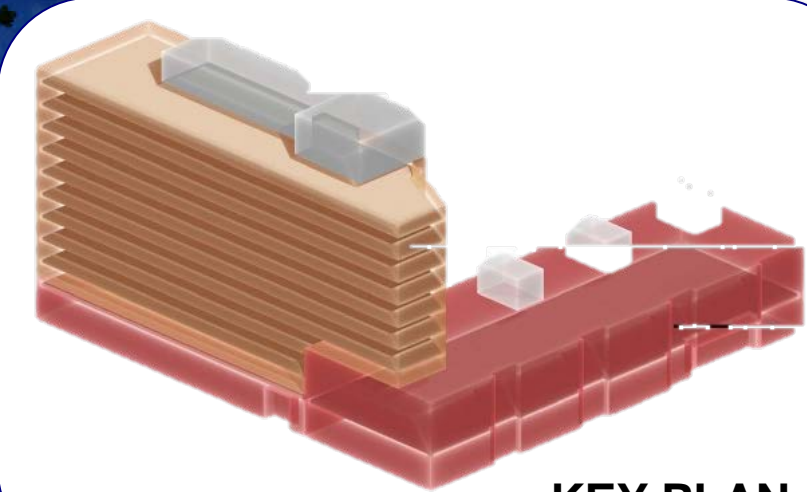


PARCEL 12		183,000SF ± Gross Development Area
Retail	40,000 SF ±	
Residential	90,000 SF ±	111 units ±
Parking	39,000 SF ±	98 spaces ±
Mech./Circ.	14,000 SF ±	

P12: Mass/Boylston Intersection – View to Northwest



P12: Mass/Boylston Intersection – View to Southwest

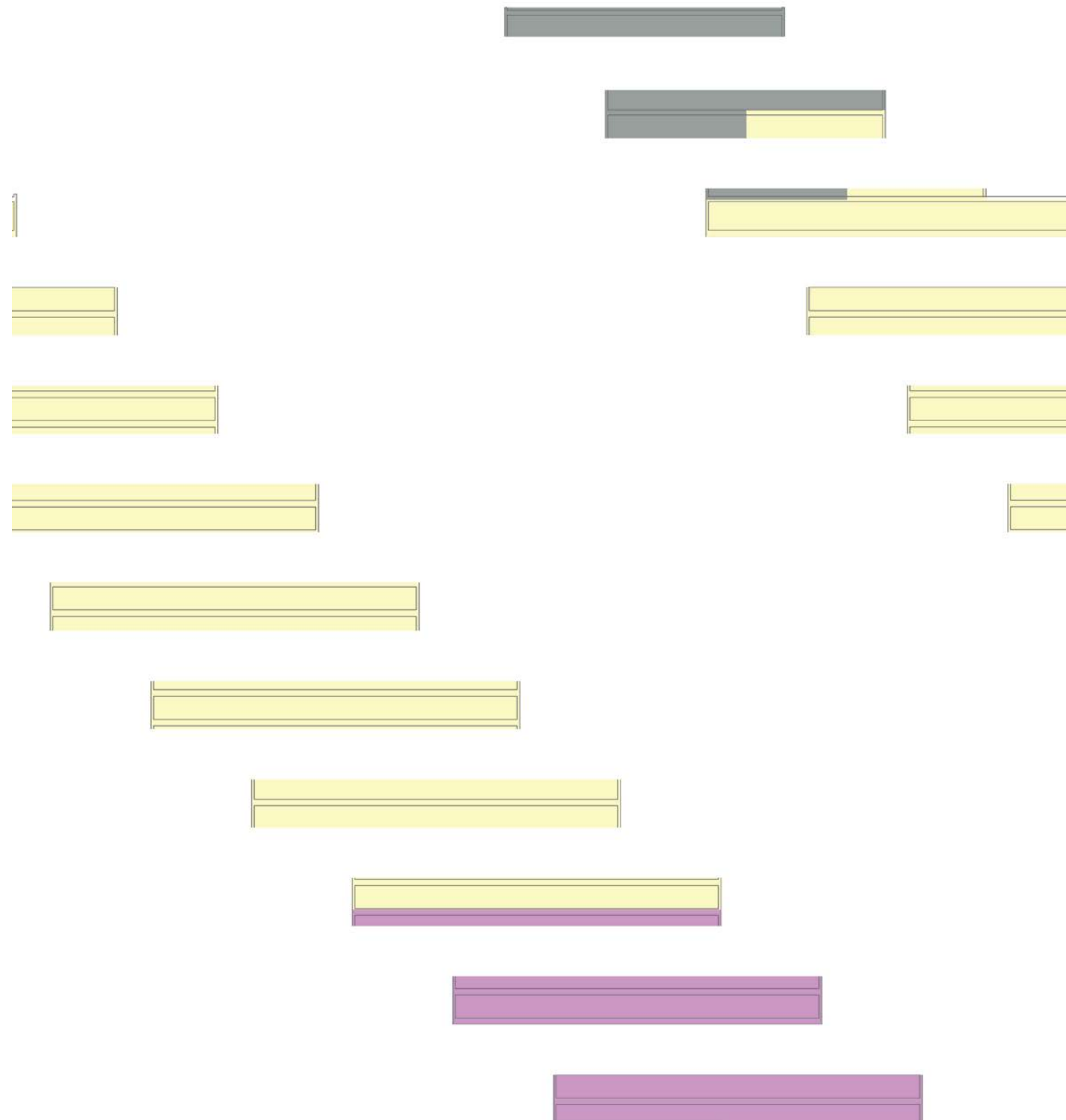


KEY PLAN

PARCELS 12 & 15 CONSTRUCTION / DECKING SUMMARY

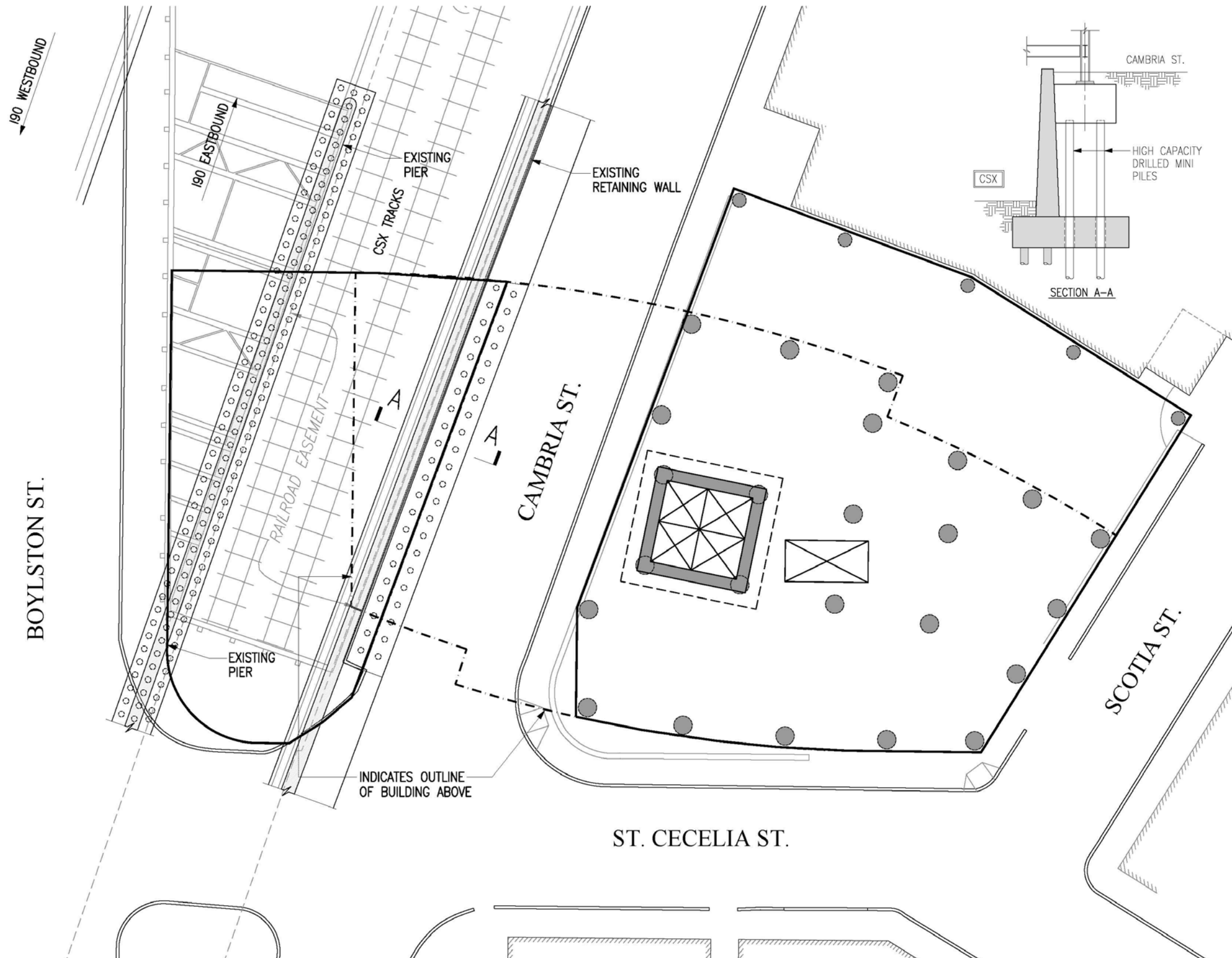


P15: Deck Foundation Section View

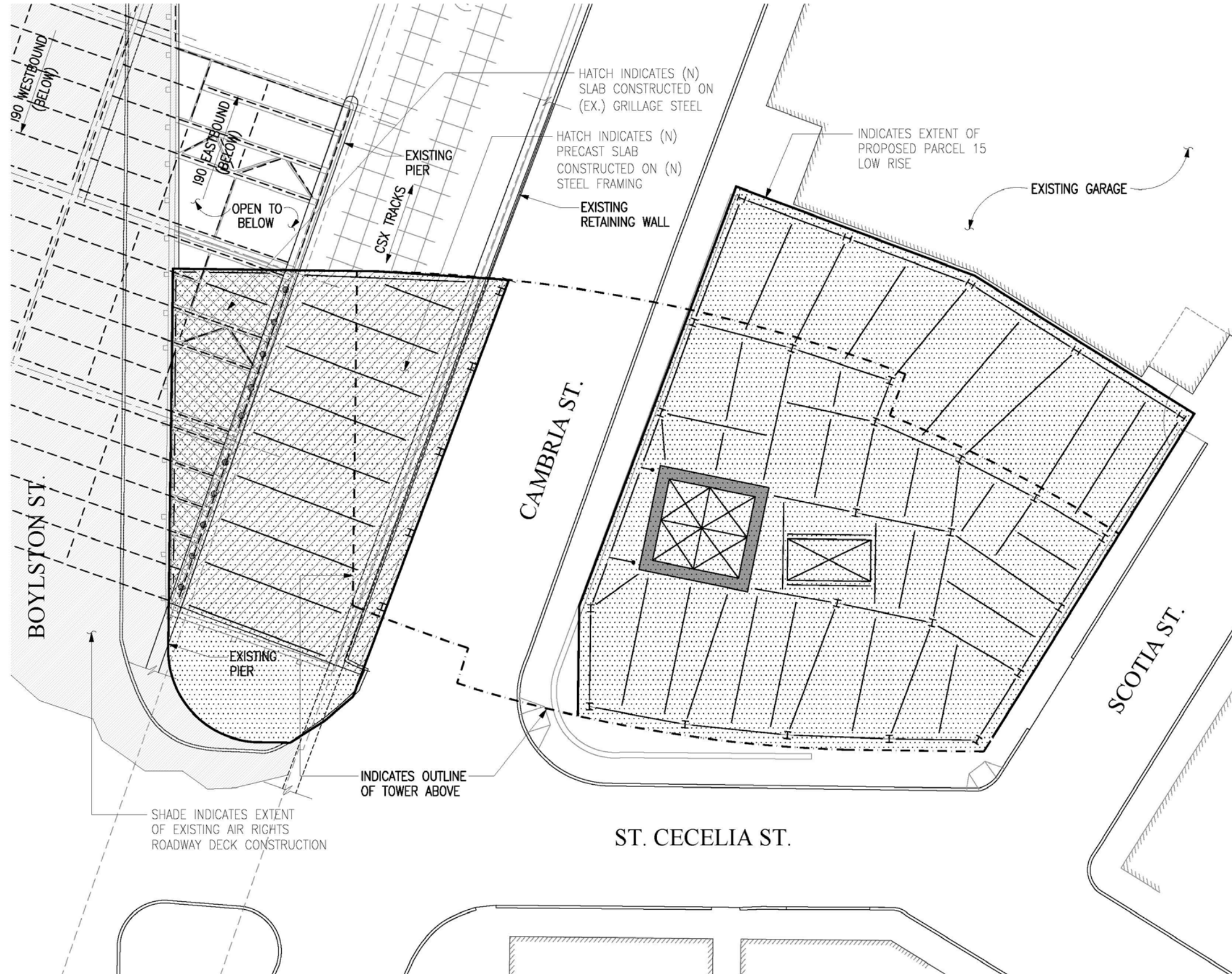


- Limited work on Turnpike right of way.
- Vast majority of load on terra firma.
- Relatively straightforward construction techniques.
- Avoids potential tunnel ventilation and other code issues.

P15: Foundation Plan



P15: Deck Plan



P15: Deck / Construction Sequence

MASS PIKE
WEST

MASS PIKE
EAST

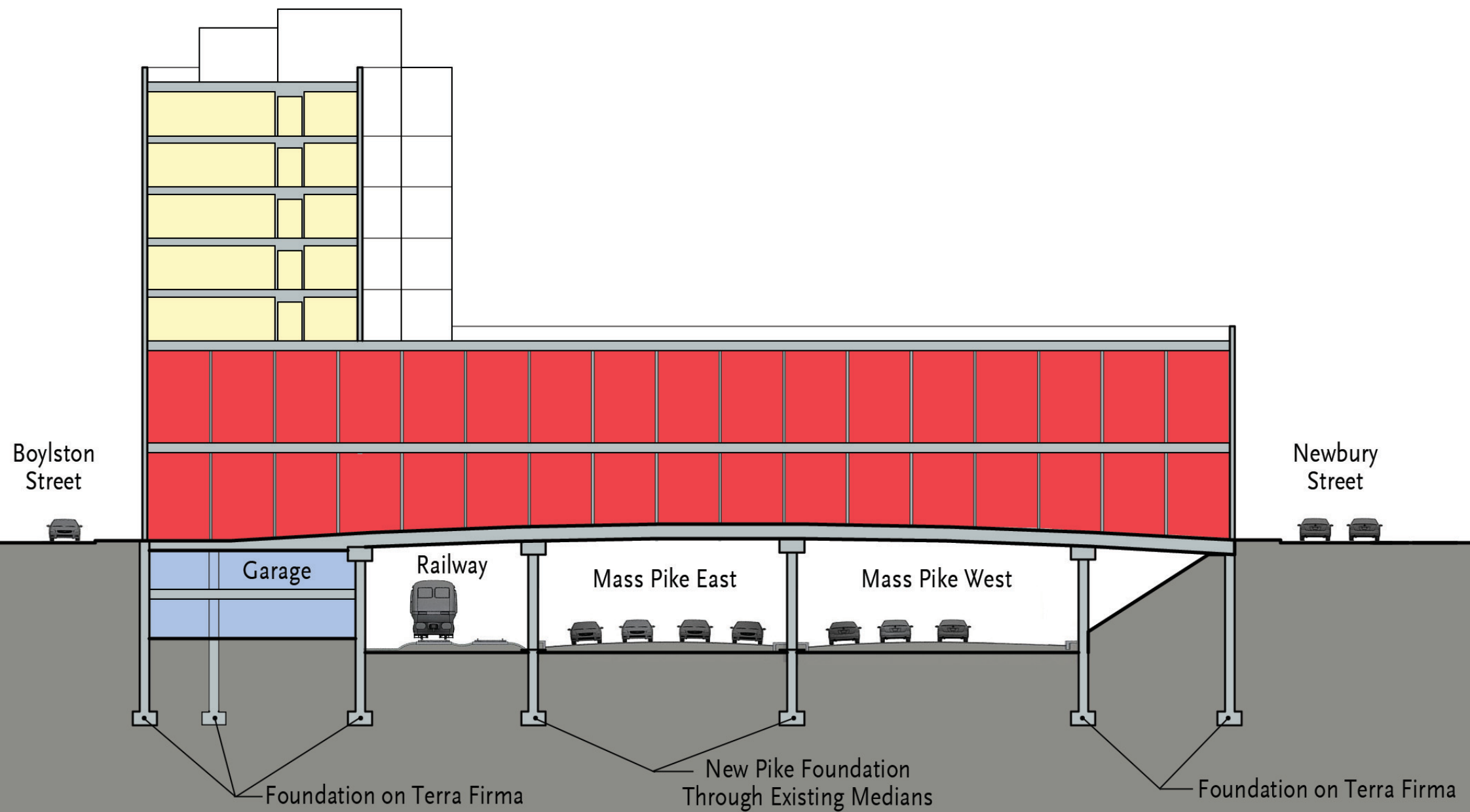
① EXISTING CONDITIONS

MASS PIKE
WEST

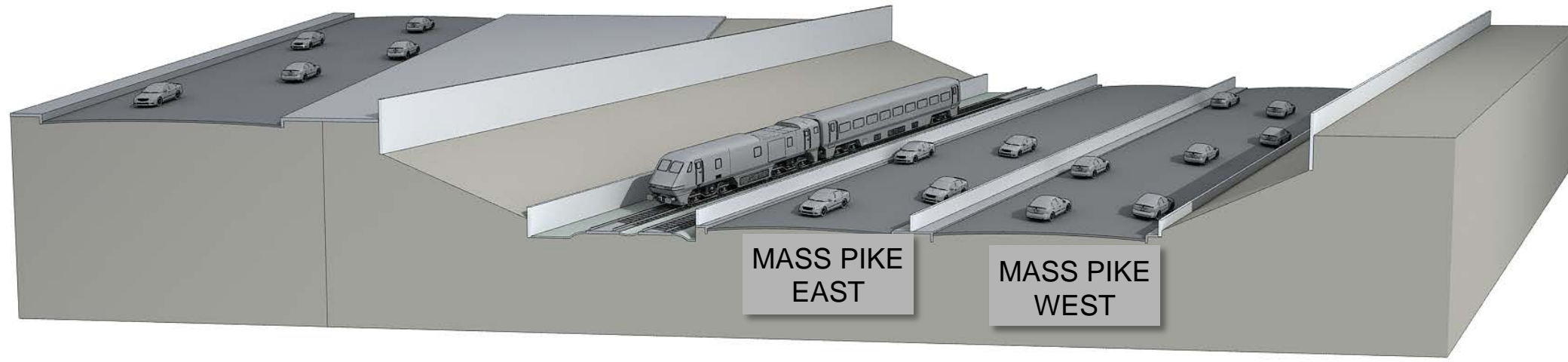
MASS PIKE
EAST

② NEW CONSTRUCTION

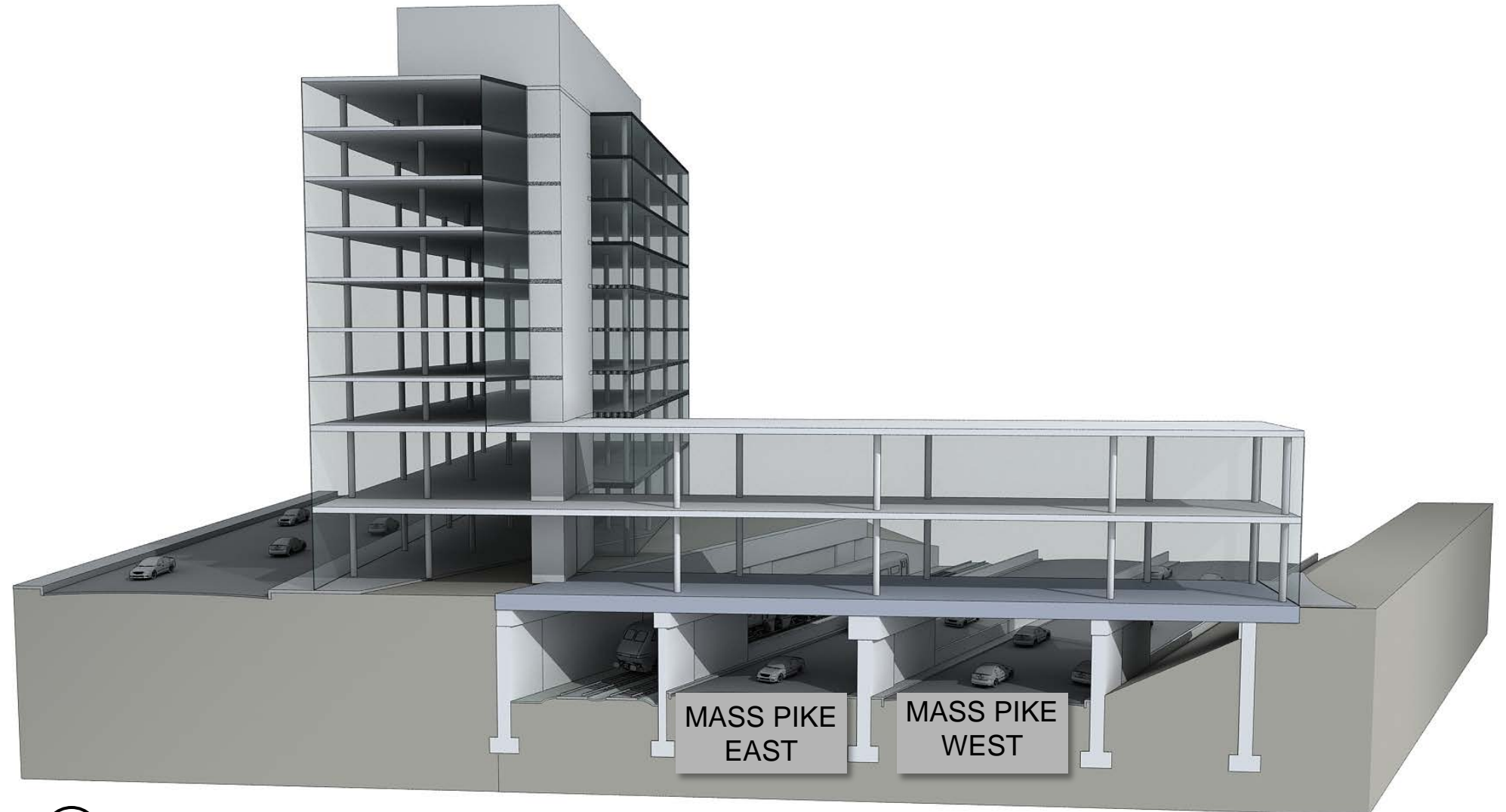
P12: Deck Foundation Section View



P12: Deck / Construction Sequence



① EXISTING CONDITIONS



② NEW CONSTRUCTION

SAMUELS – WEINER: REASONS TO DESIGNATE THE TEAM AS DEVELOPER



Samuels-Weiner: Why Designate as Developer

- Community-oriented approach
- Responsive to Civic Vision priorities
- Constructability
 - We own a key terra firma parcel

Parcel 15	Only 25% of building footprint on Turnpike Air Rights
Parcel 12	Residential: 100% of building footprint on terra firma
	Retail: 100% of building footprint on new deck
	Overall P12 project: 45% of building footprint on Turnpike Air Rights

- Economically-viable projects as proposed
- Manageable work scope attractive to required capital / financing needs
- Optimal massing and orientation
- Comprehensive approach to multiple air-rights parcels

THE END

