

Parcel 12

BCDC Subcommittee Meeting 02

MAY 14, 2019

**Samuels
Associates &**

ELKUS | MANFREDI
ARCHITECTS

EPNF Proposal



MASSACHUSETTS
INSTITUTE OF
TECHNOLOGY

CHARLES RIVER

PUBLIC
GARDEN

PARCEL 12

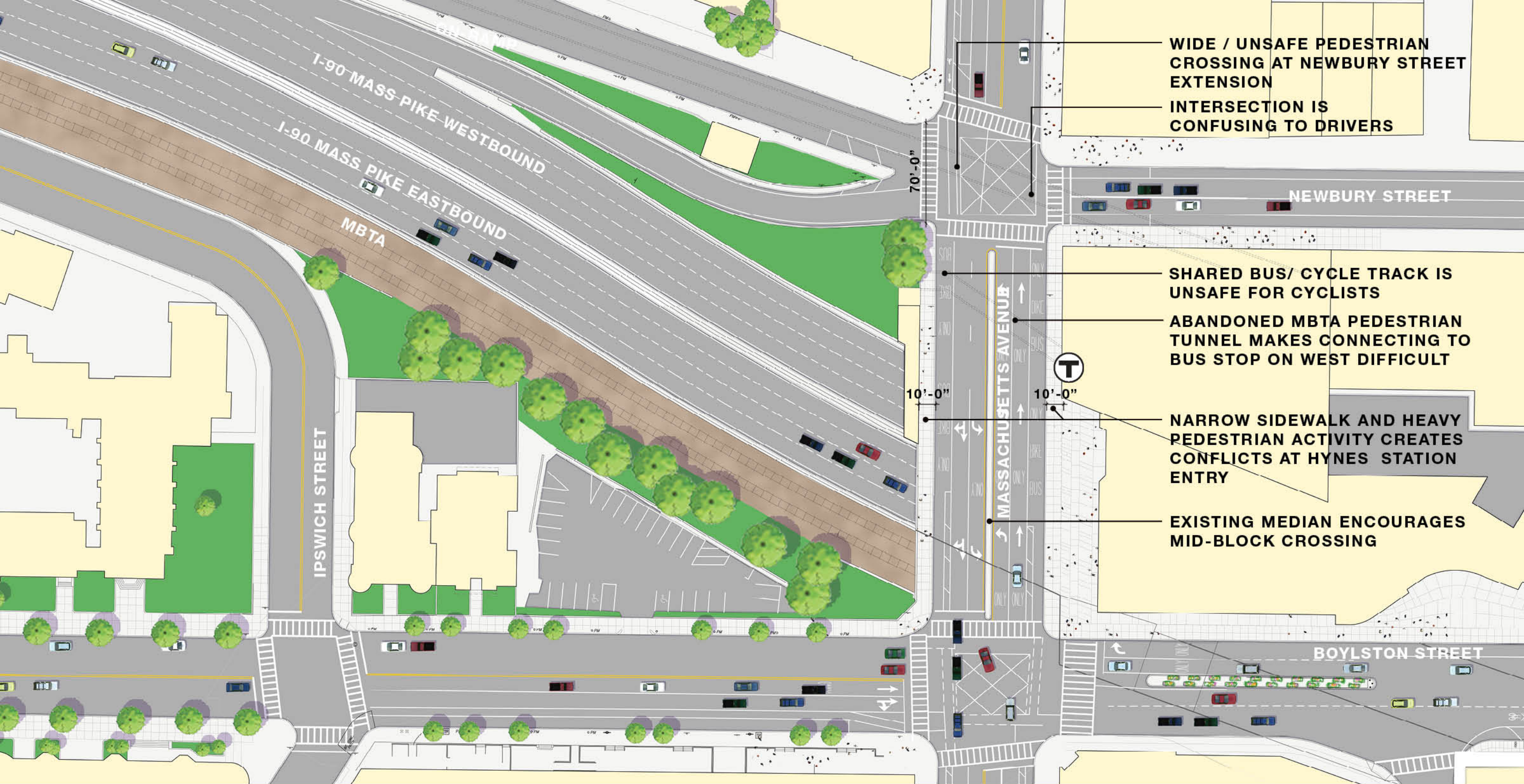
BACK BAY FENS

LOCUS PLAN



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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

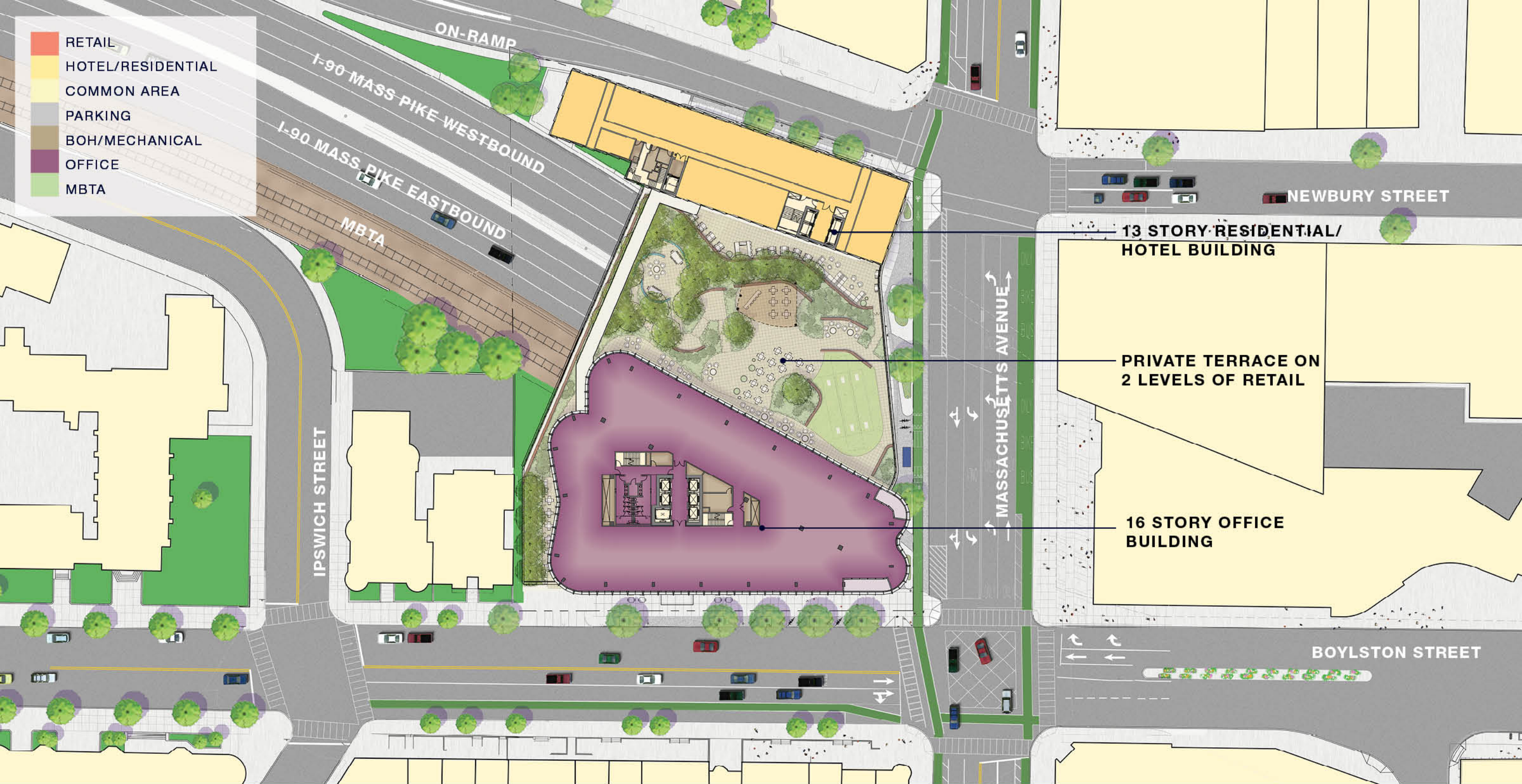
EXISTING CONDITIONS



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- RETAIL
- HOTEL/RESIDENTIAL
- COMMON AREA
- PARKING
- BOH/MECHANICAL
- OFFICE
- MBTA



PREVIOUS SITE PLAN

0 30 60 120



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VIEW FROM NEWBURY STREET



VIEW FROM BOYLSTON STREET LOOKING WEST



VIEW FROM MASS PIKE LOOKING EAST

WHAT WE HEARD

ARCHITECTURE & URBAN DESIGN

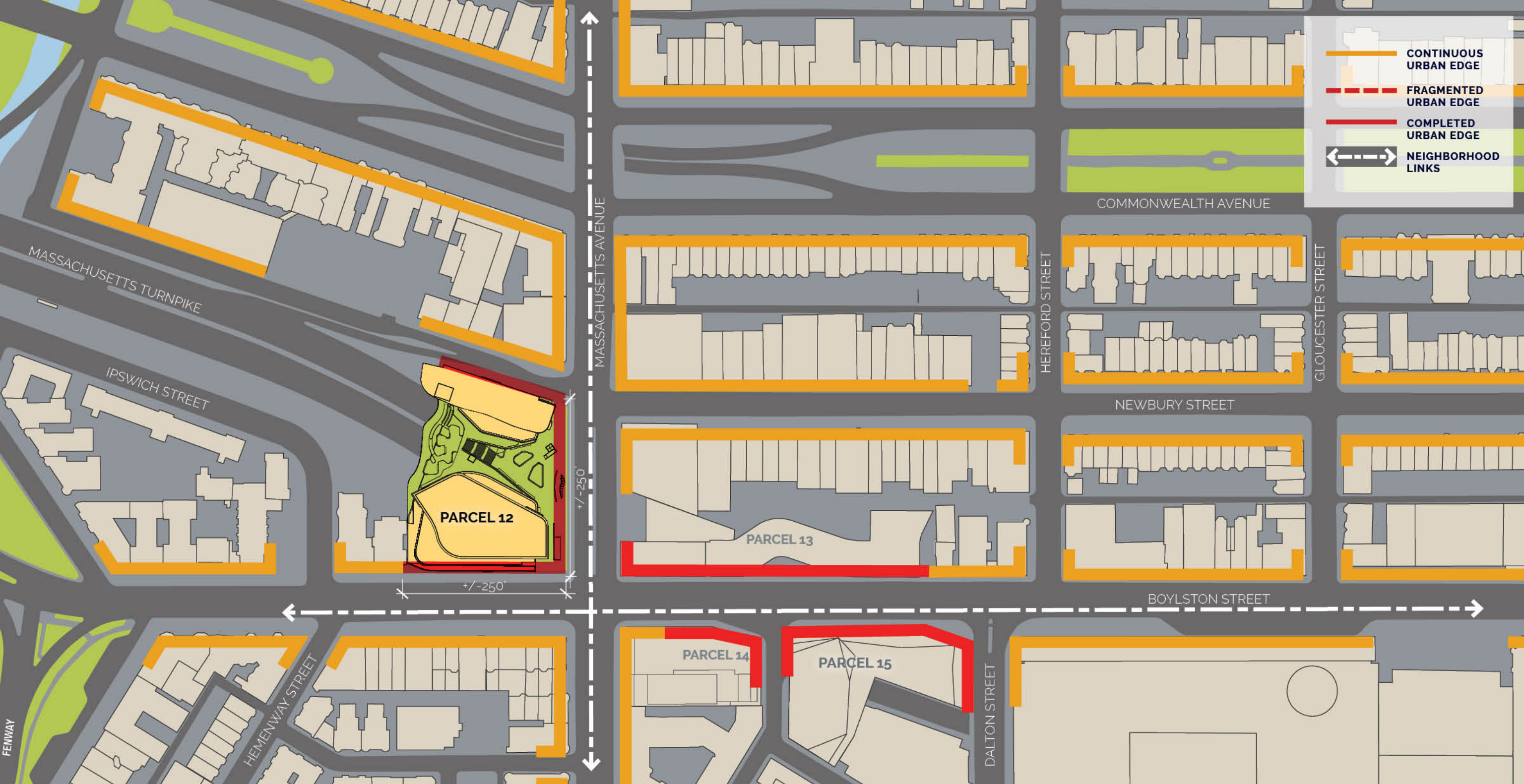
- Questioned the language of a podium with towers floating above. The vocabulary should be re-thought and not resort to an older paradigm.
- The towers should engage the ground and become rooted in the community.
- The direction of the massing and architectural expression of the two buildings needs further discussion. The buildings are too different and should talk more to one another.
- The MassPike view is critical view for the Project and the City. The Project should focus on the Gateway aspect of the massing.
- Regarding the project as a gateway into the city from the west, consider texture, green materials and the composition of the whole, not just massing of the elements.
- The diagonal recessed balconies detract from the office building. They appear to be in conflict with the vertical expression.

WHAT WE HEARD

URBAN REALM & OPEN SPACE

- The open space is critical to the neighborhood. Public open space is scarce in this location and does not exist until you get to Christian Science.
- Would like to know if a pocket park has been studied to meet the neighborhood's need for public open space. An alcove or area of respite would be welcomed.
- The roof terrace green space being exclusive and closed to the public is troubling. The civic vision spoke of the public benefits of the projects.
- What thought has been given to the view from the terrace looking west, over the Pike?
- The pedestrian experience of the public realm along Mass Ave seems very complex. Would like to understand this experience further with additional pedestrian views.
- The bicycle connection along Boylston St. is also a critical path and should not be overlooked.

Massing & Architecture

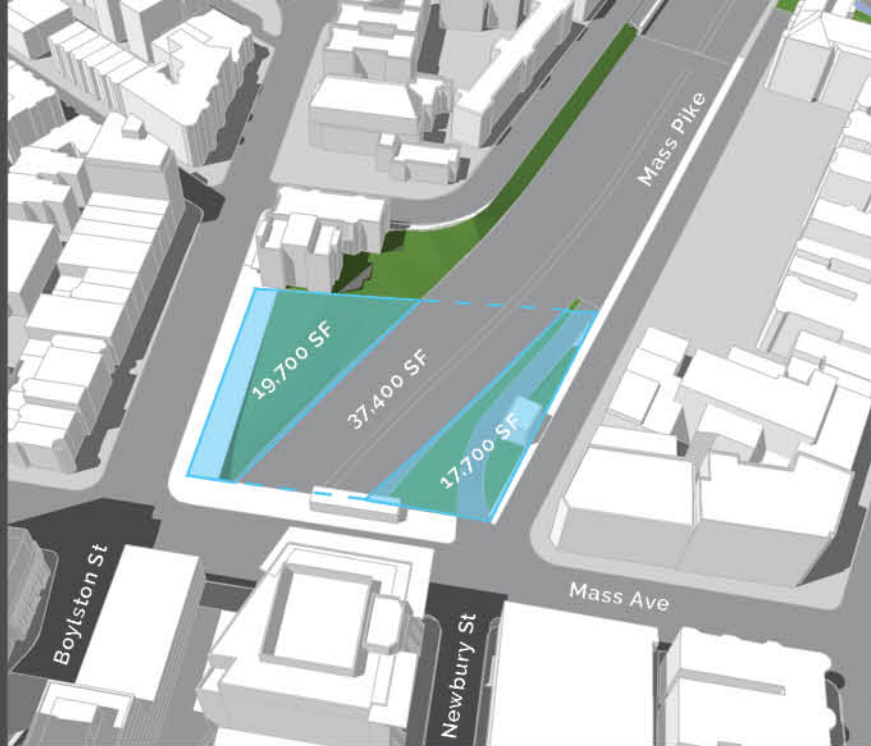


CONTEXT PLAN

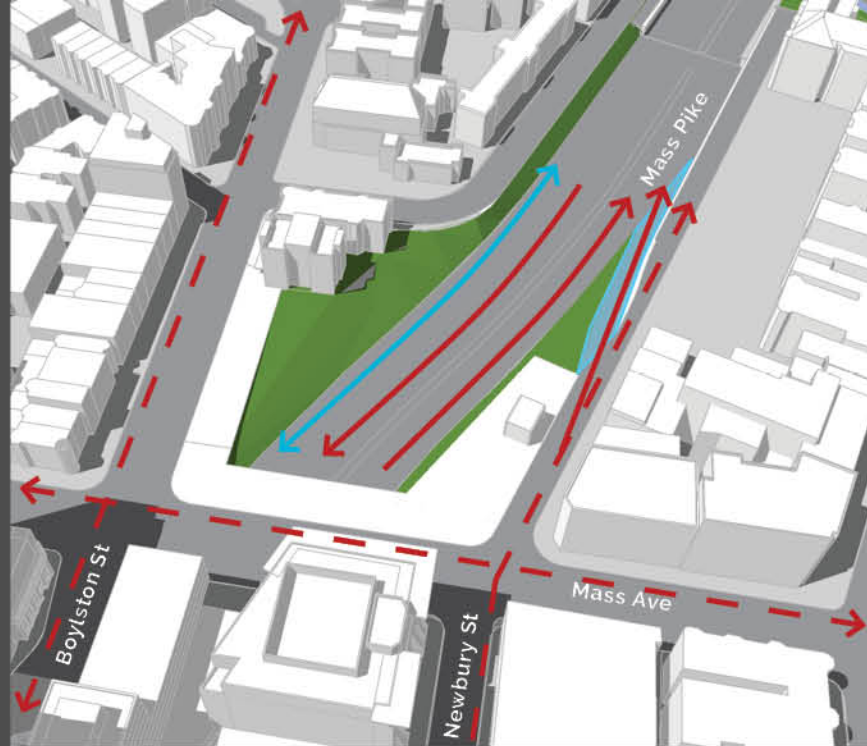


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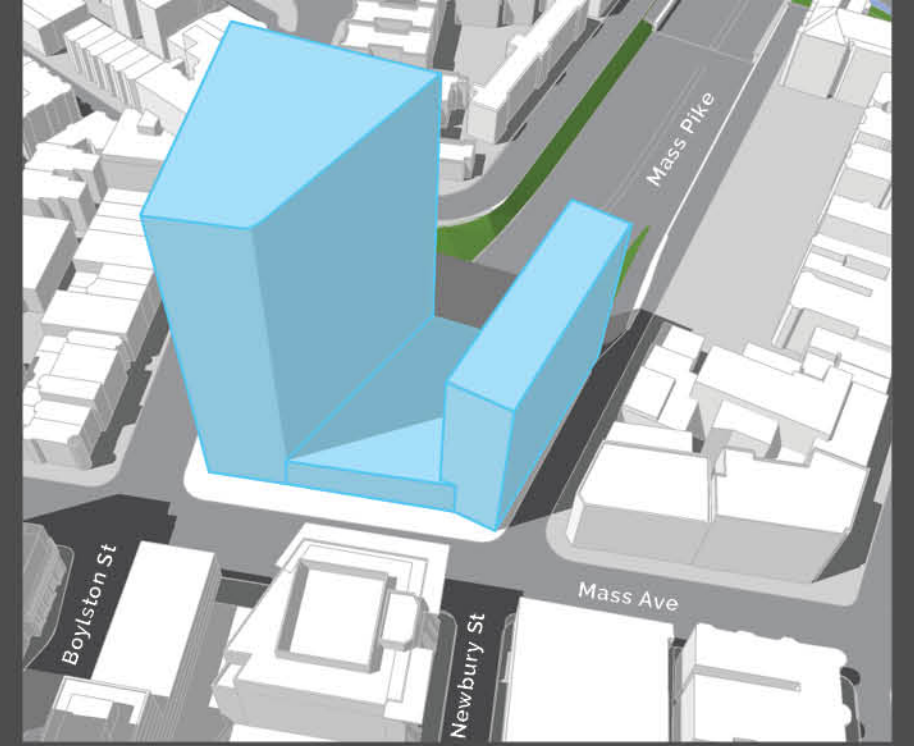
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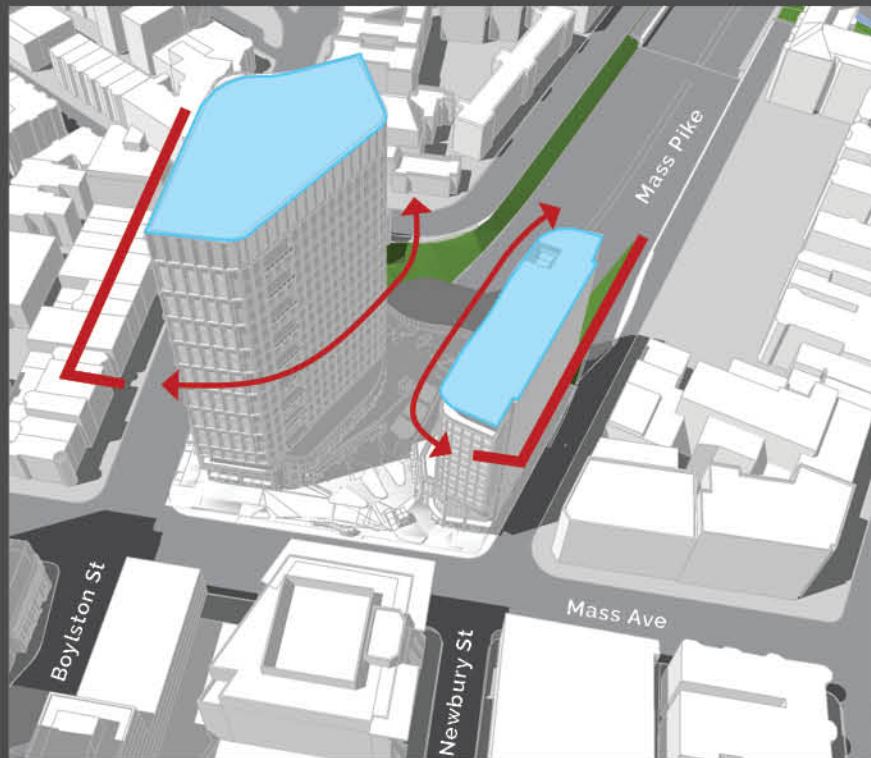
1 PARCEL



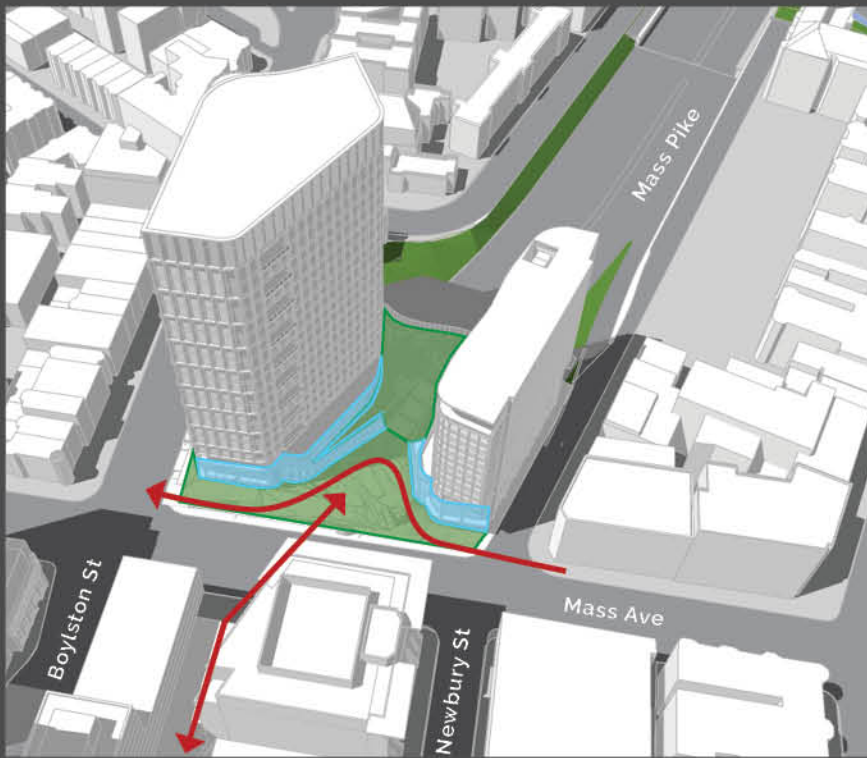
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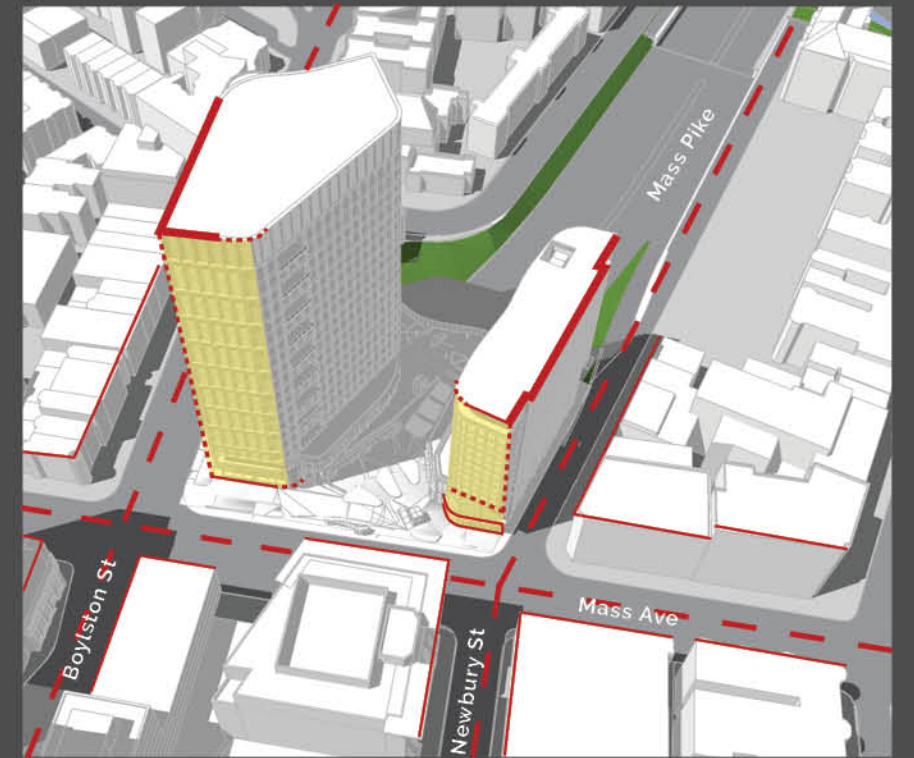
3 MASSING



4 FORM



5 URBAN PARK & RAISED CIVIC PLAZA



6 URBAN STREET WALL



VIEW FROM MASS PIKE LOOKING EAST



VIEW FROM NEWBURY STREET



VIEW FROM BOYLSTON STREET LOOKING WEST

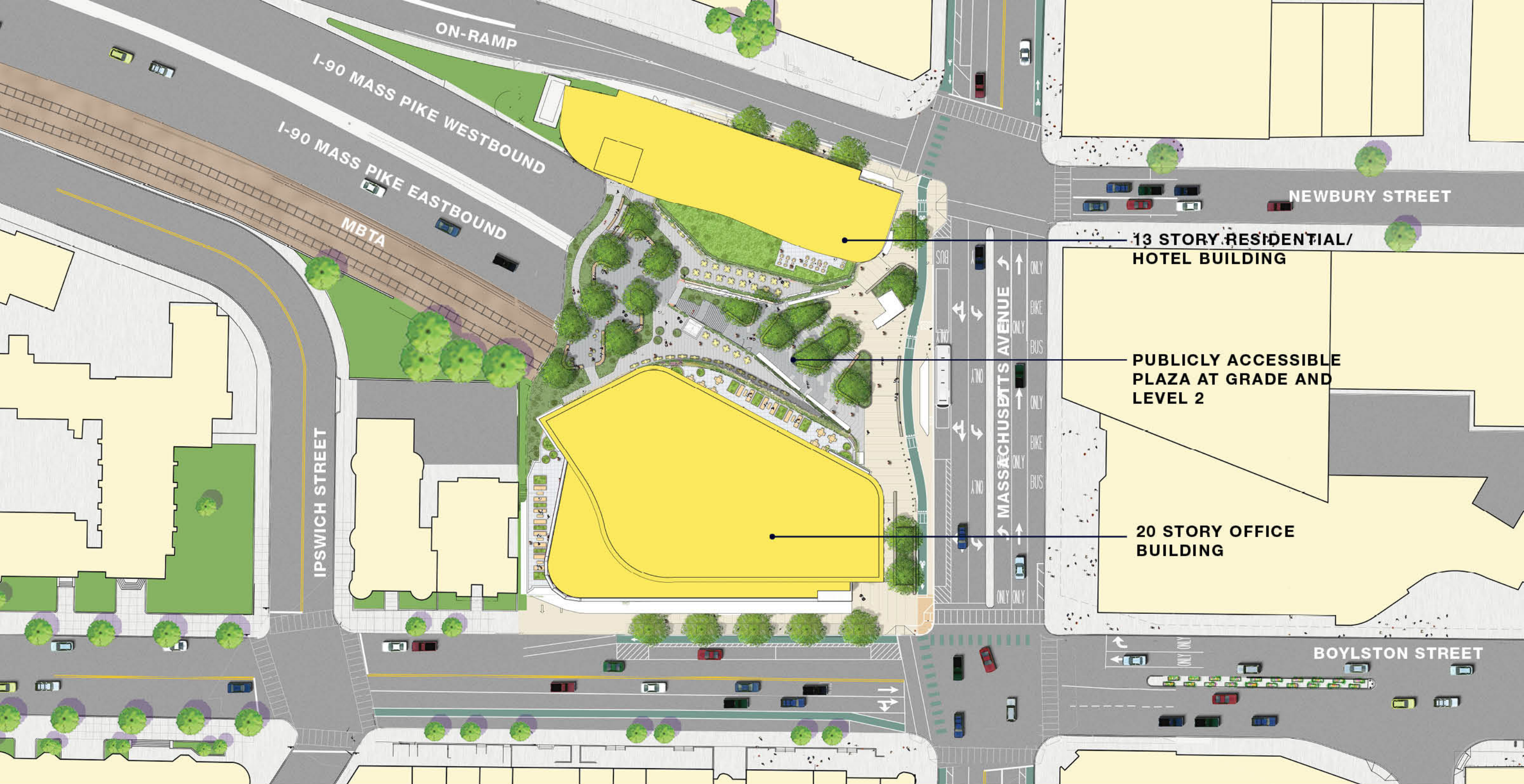


VIEW OF PODIUM FROM BOYLSTON STREET



VIEW OF PLAZA LOOKING WEST





ROOF PLAN

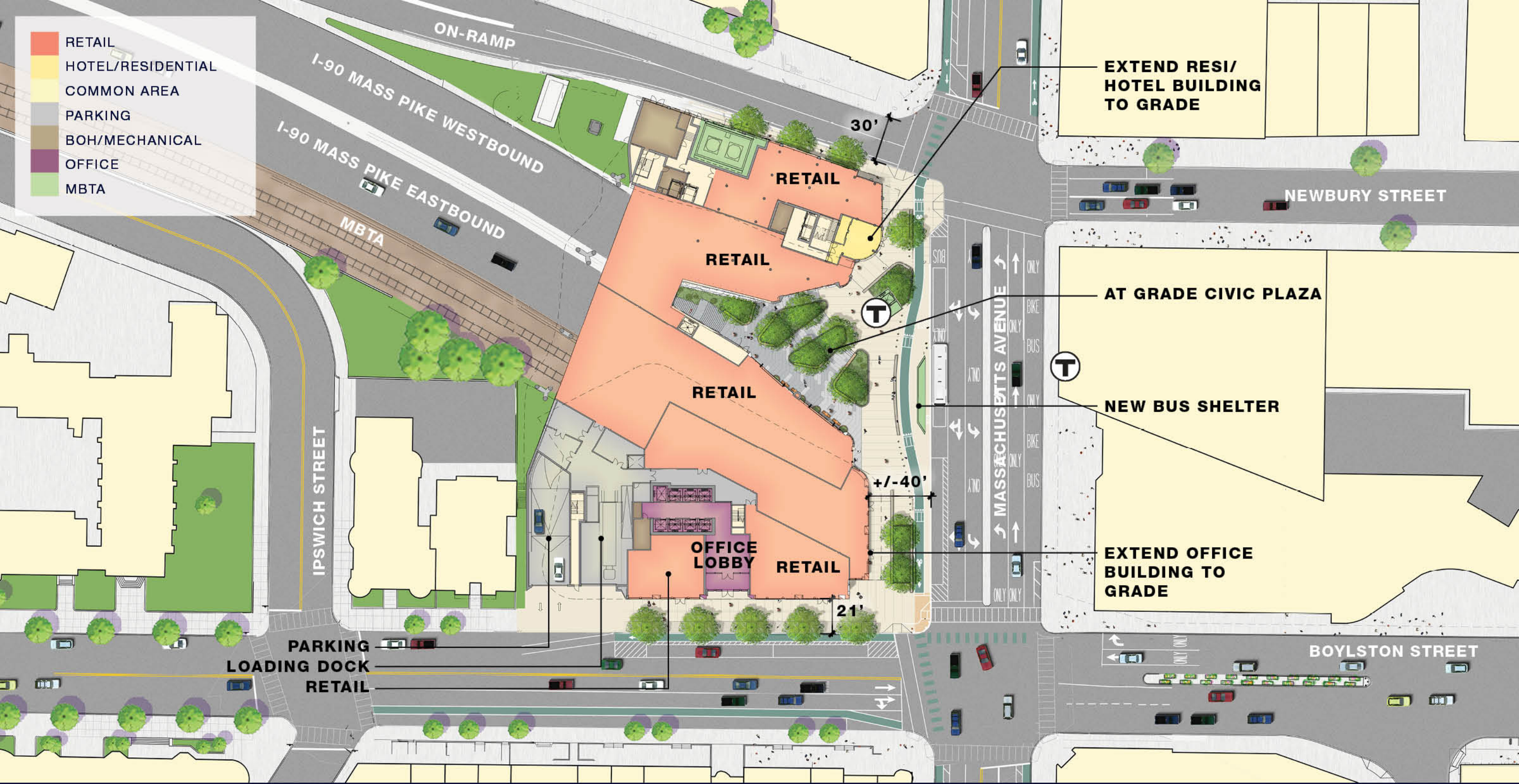
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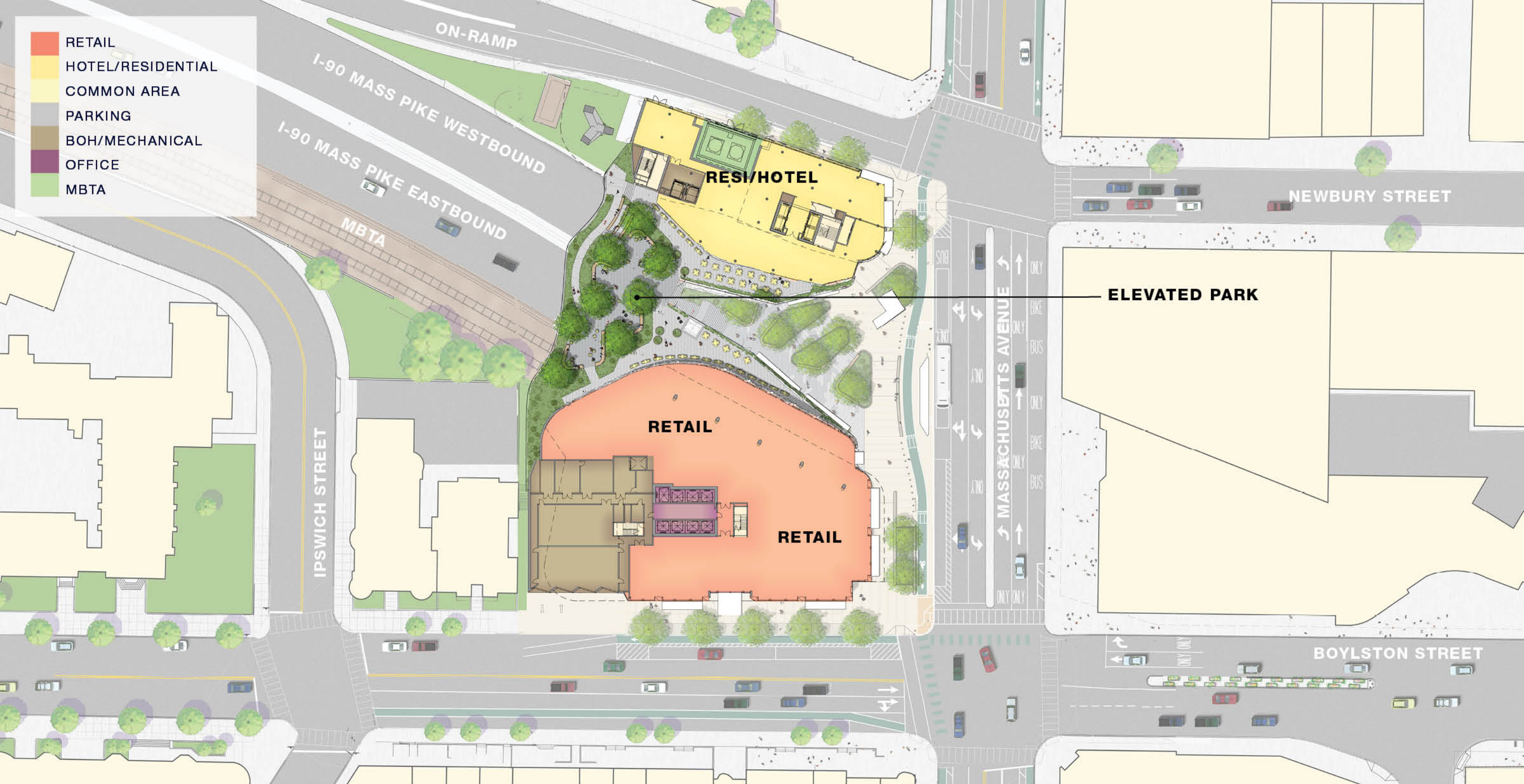
- RETAIL
- HOTEL/RESIDENTIAL
- COMMON AREA
- PARKING
- BOH/MECHANICAL
- OFFICE
- MBTA



STREET LEVEL PLAN



- RETAIL
- HOTEL/RESIDENTIAL
- COMMON AREA
- PARKING
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- MBTA



PUBLIC TERRACE LEVEL PLAN

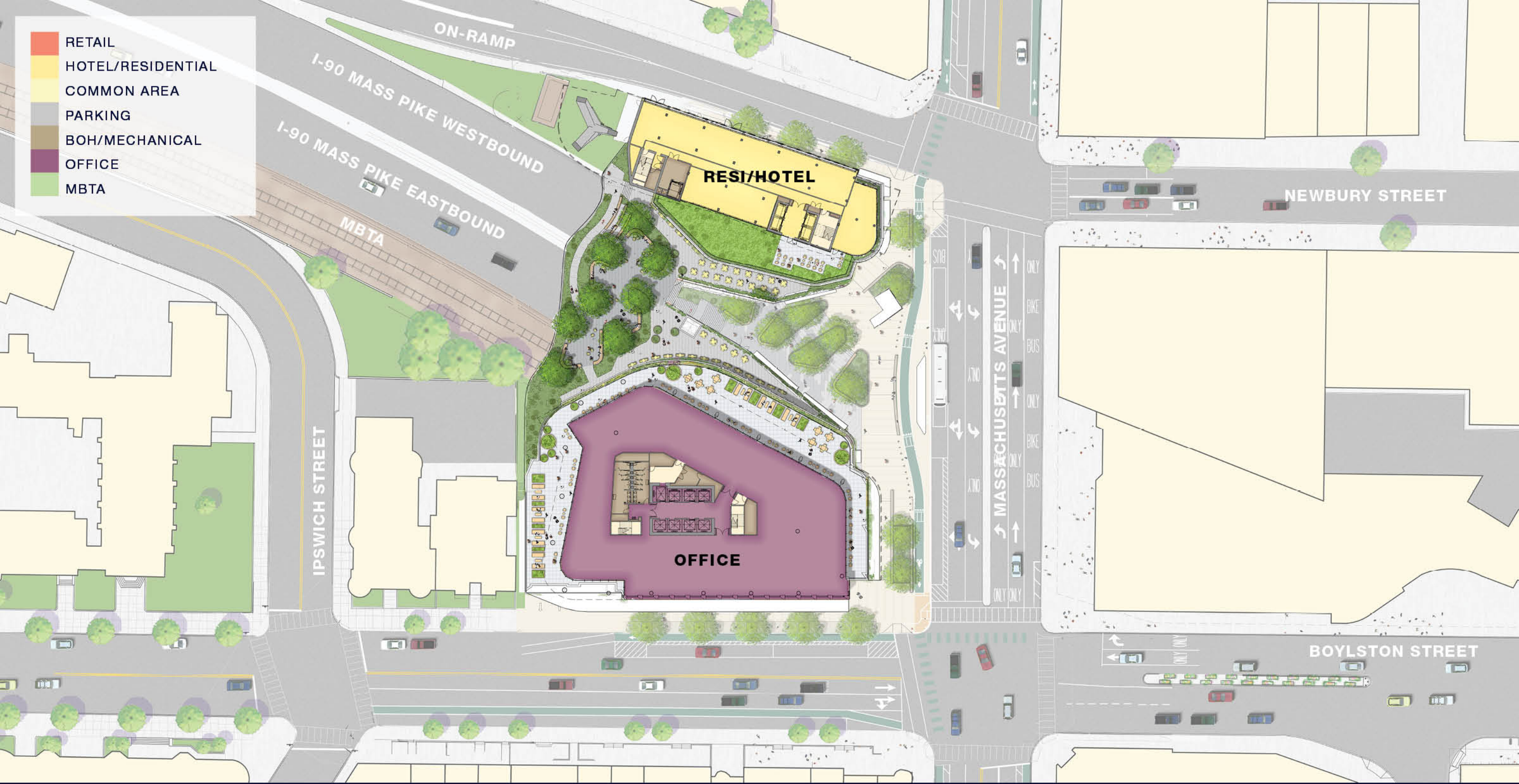
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LEVEL 3 PLAN

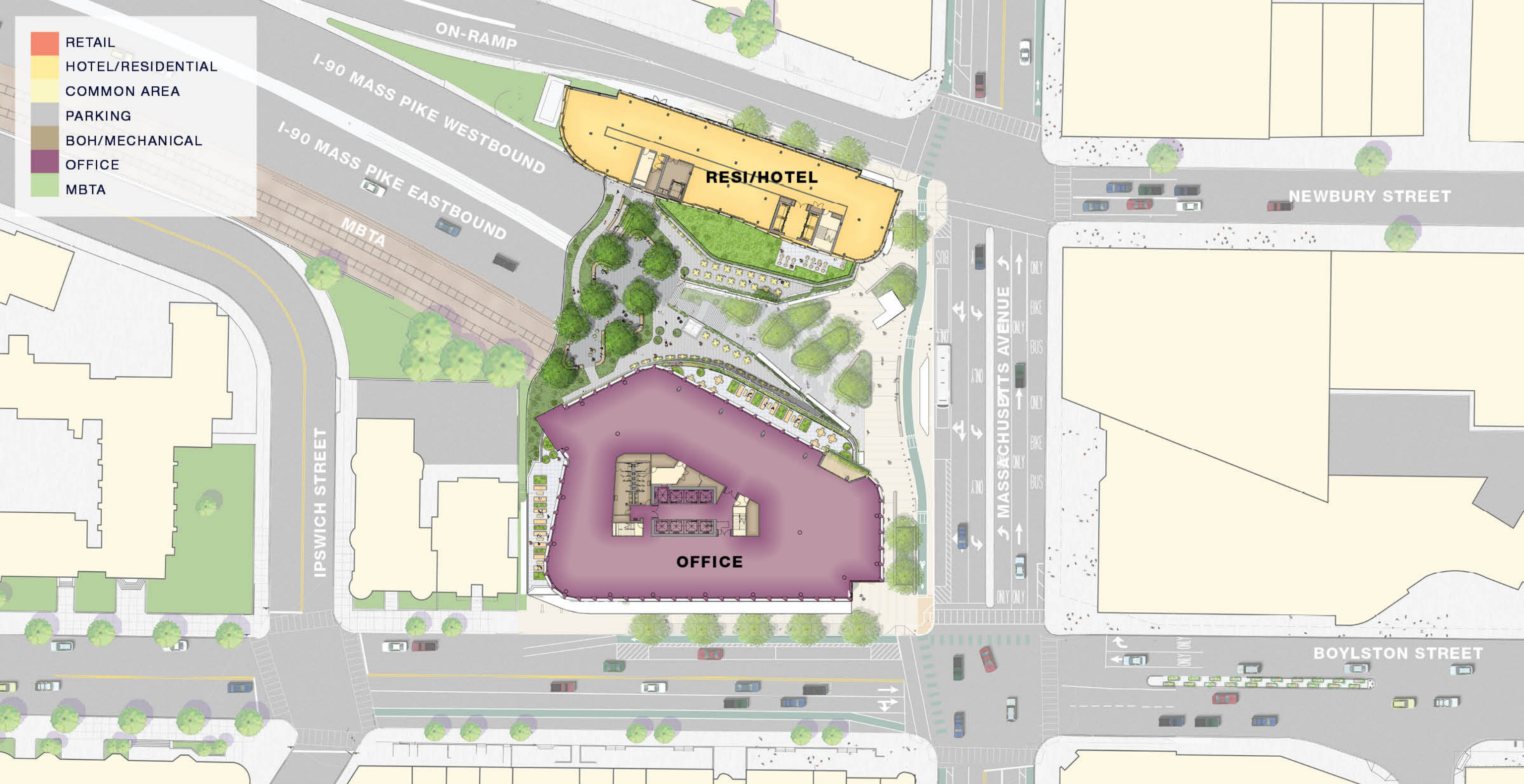
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TYPICAL UPPER FLOOR PLAN

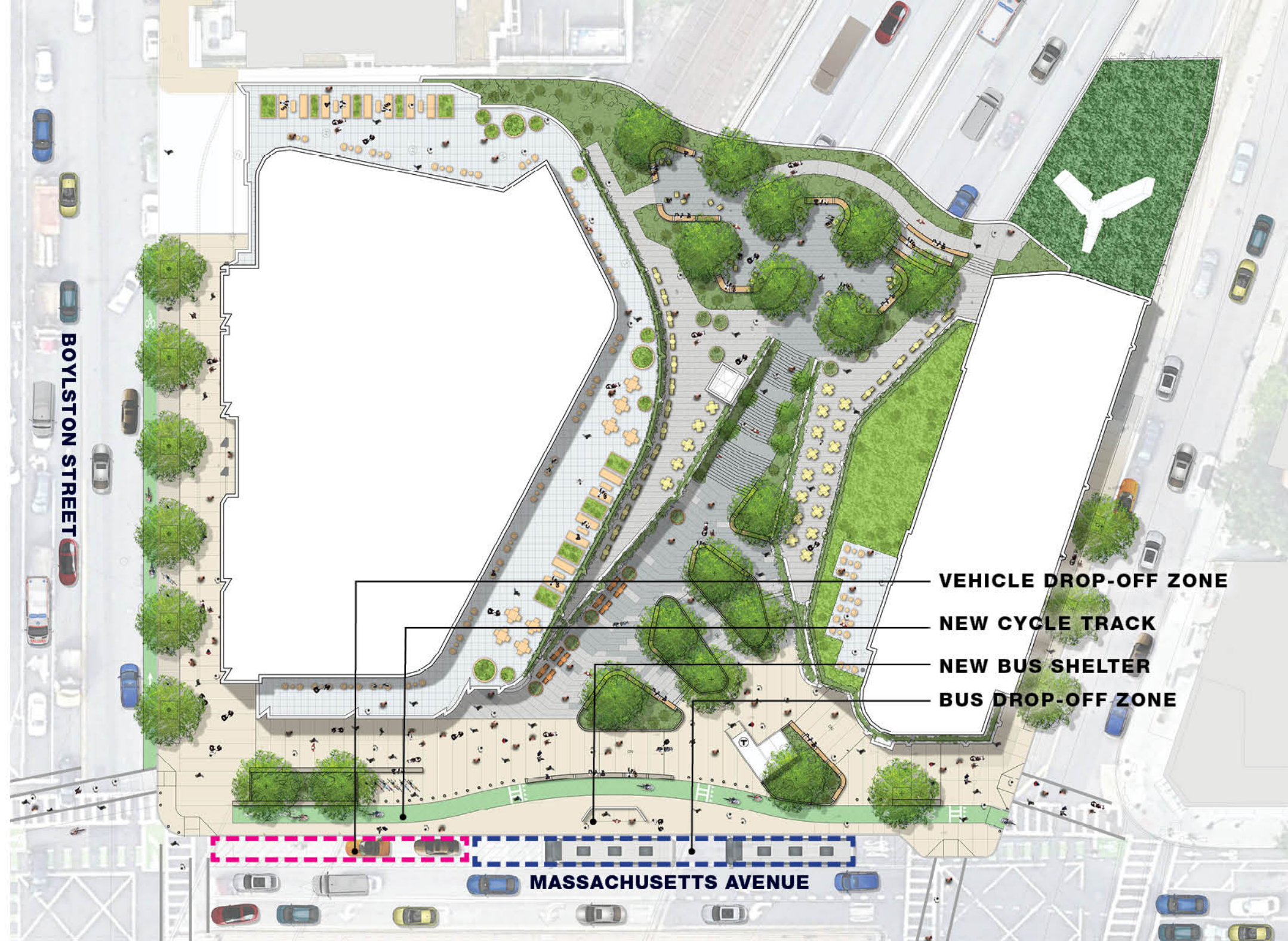
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Urban Realm & Civic Space



BOYLSTON STREET

MASSACHUSETTS AVENUE

VEHICLE DROP-OFF ZONE

NEW CYCLE TRACK

NEW BUS SHELTER

BUS DROP-OFF ZONE

MASS AVE STREETSCAPE IMPROVEMENTS



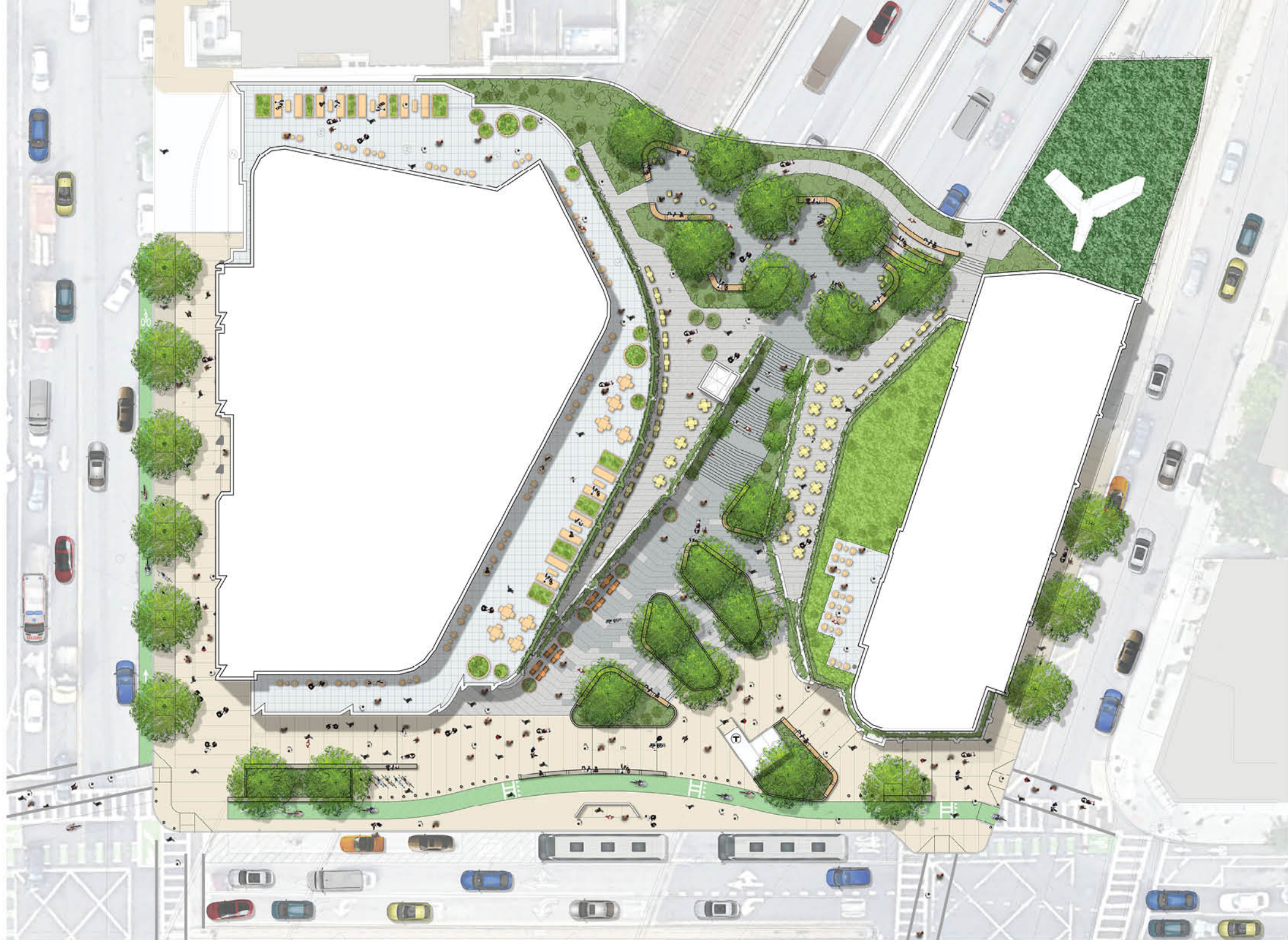
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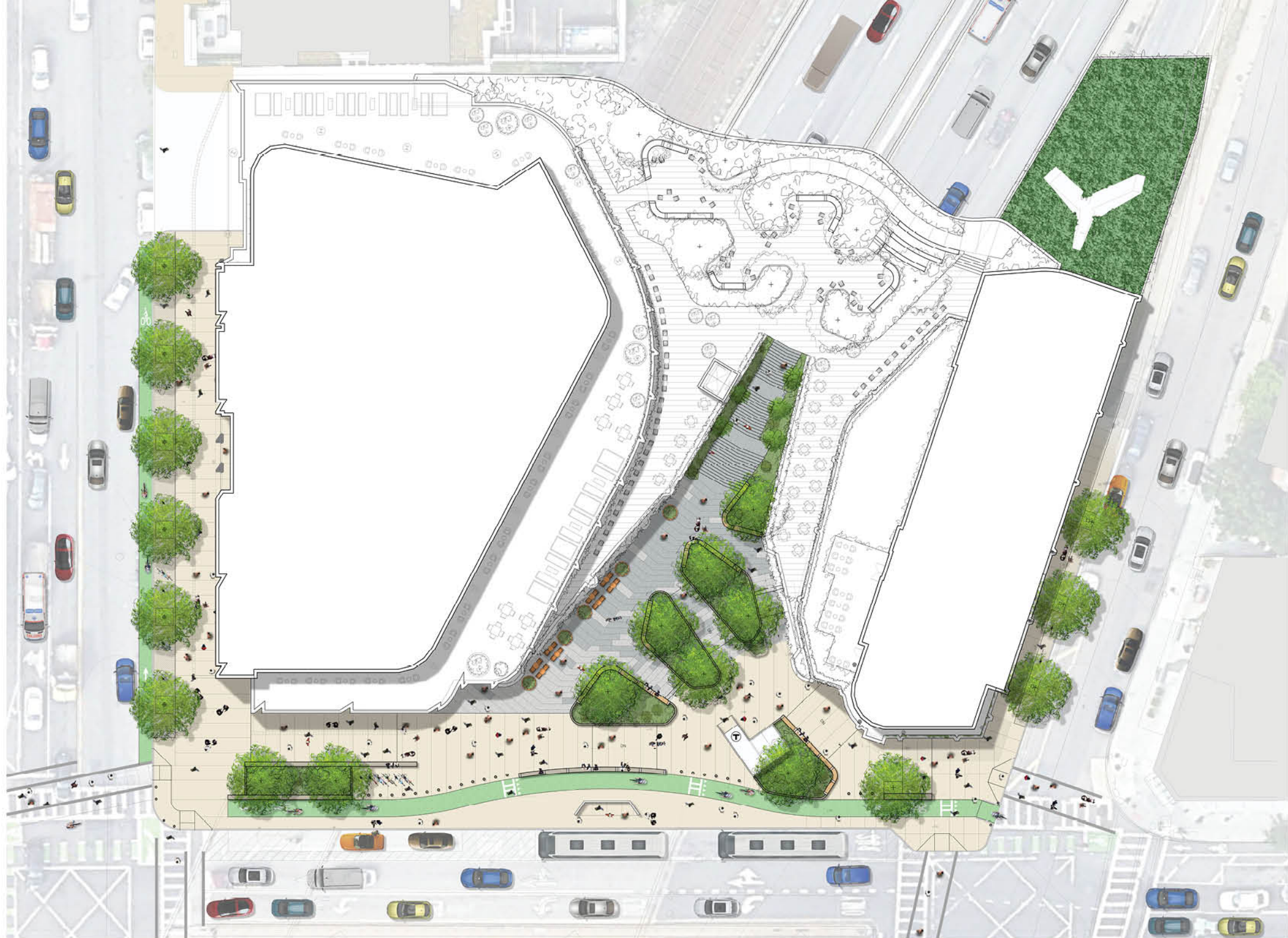


BOYLSTON STREET STREETScape IMPROVEMENTS



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STREET LEVEL PLAN



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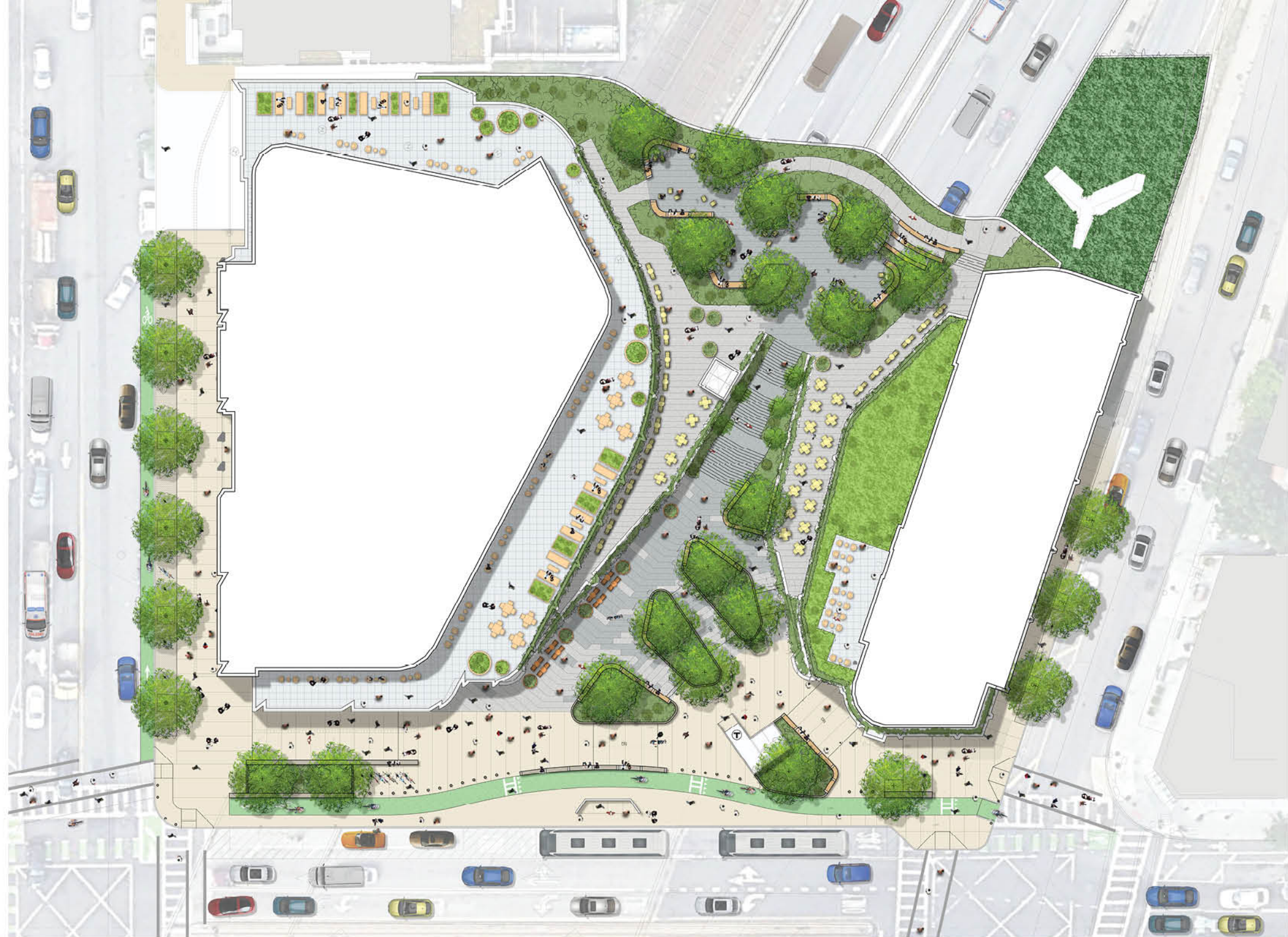


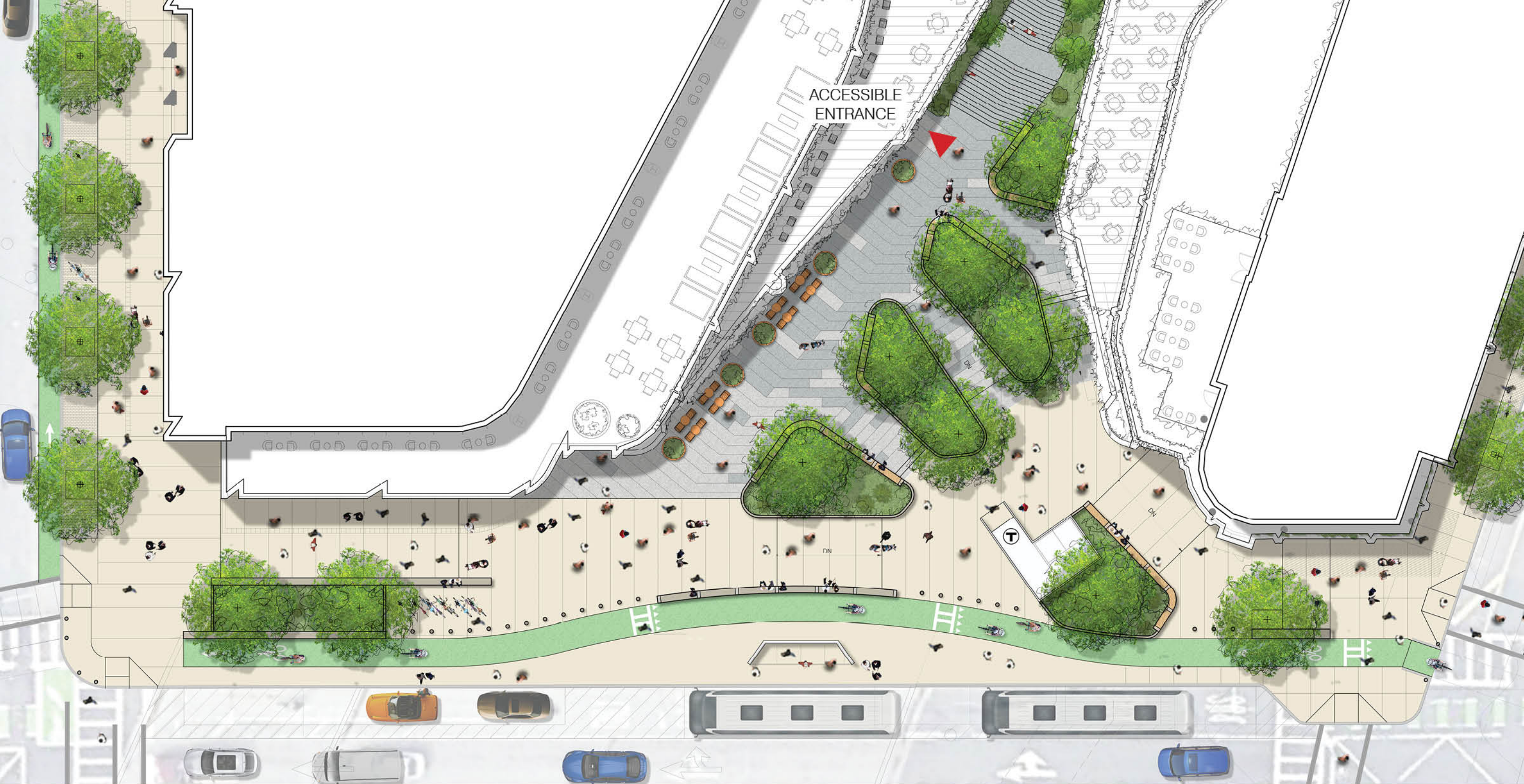
LEVEL 2 PLAN



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ACCESSIBLE
ENTRANCE

PLAZA ENLARGEMENT



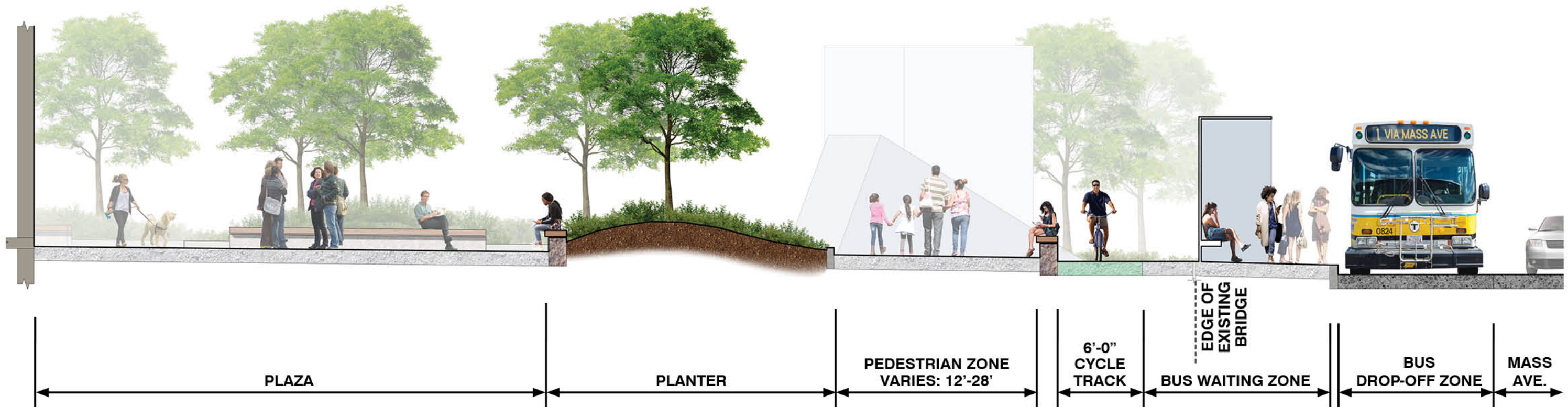
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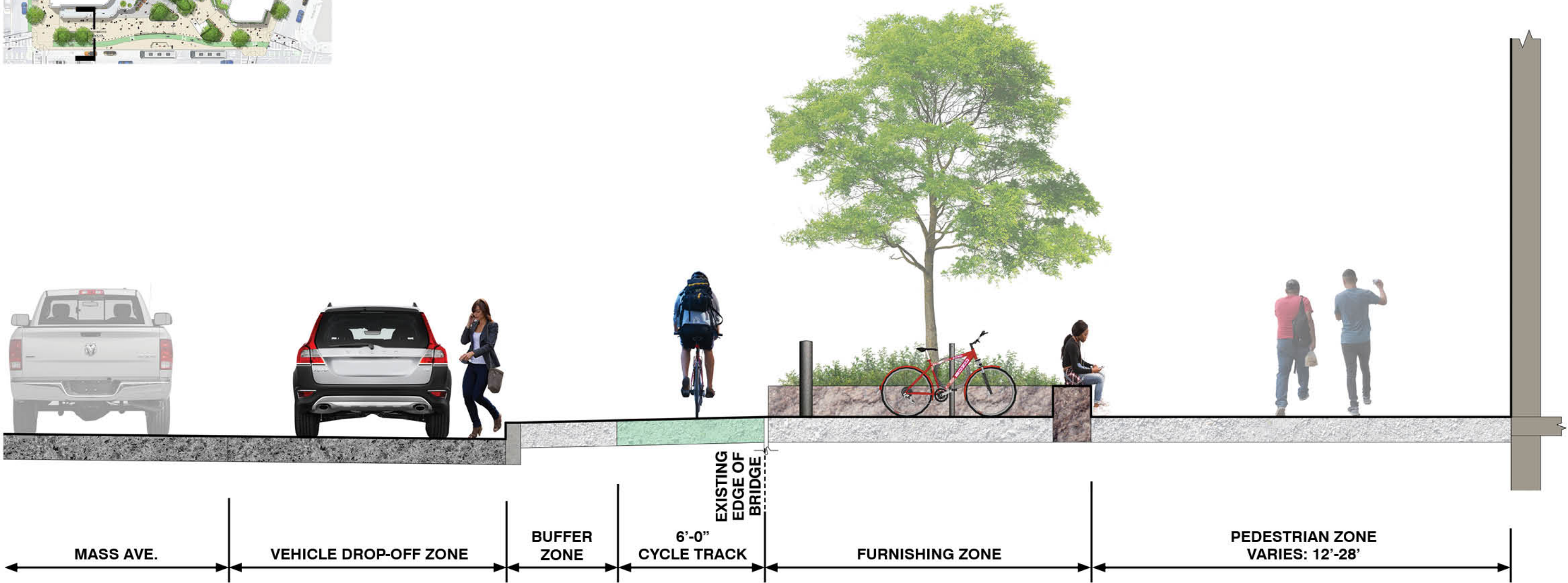
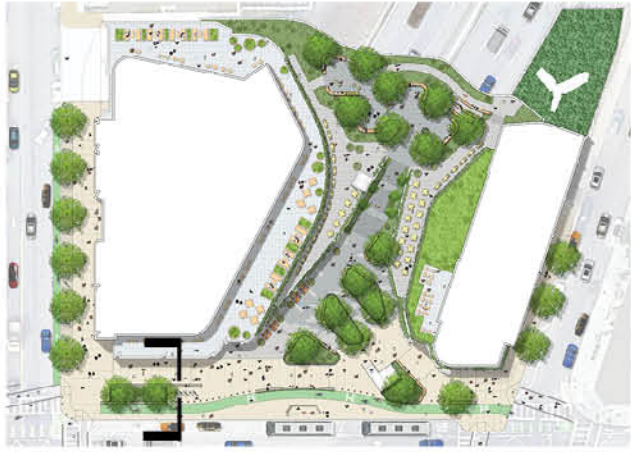
LEVEL 2 ENLARGEMENT



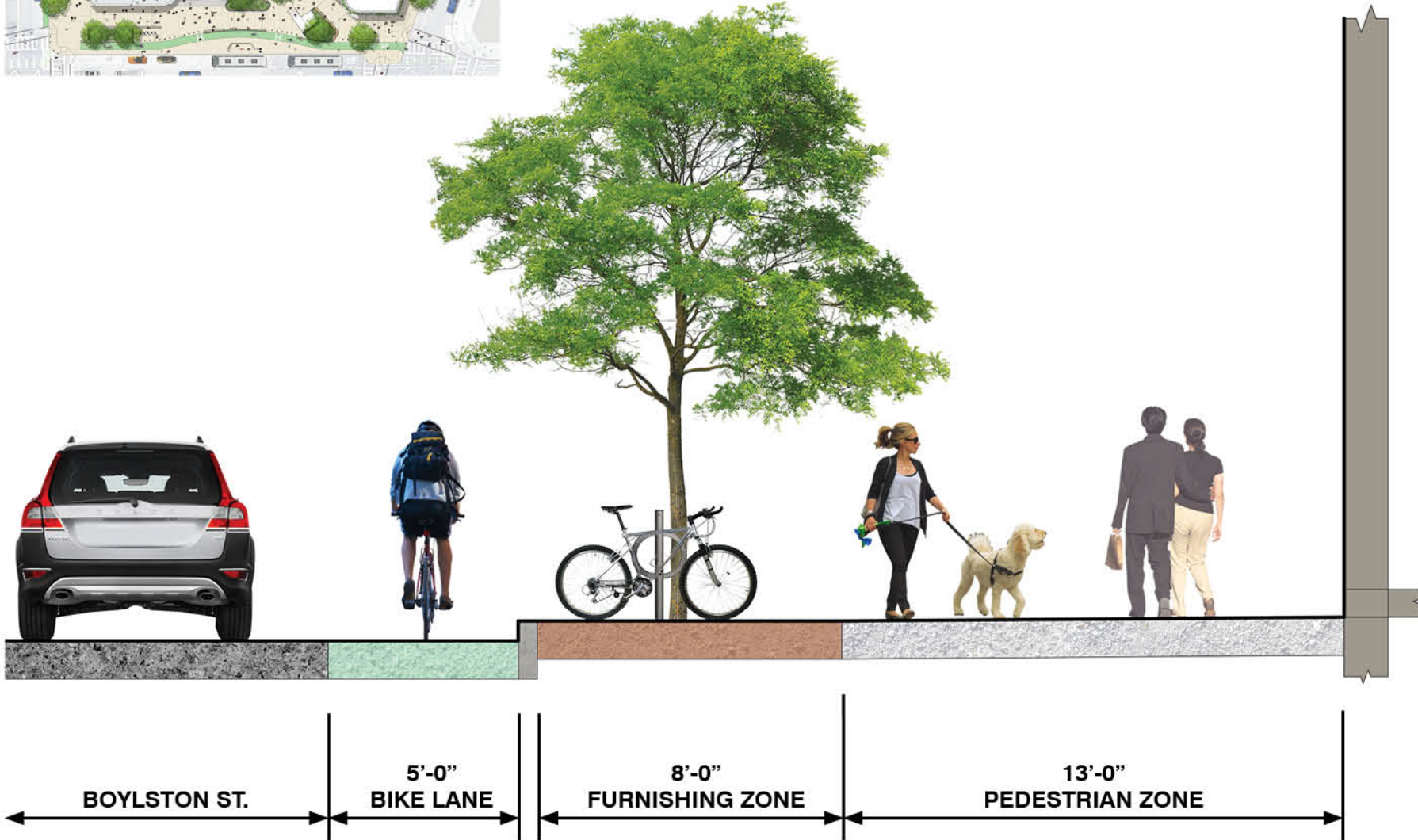
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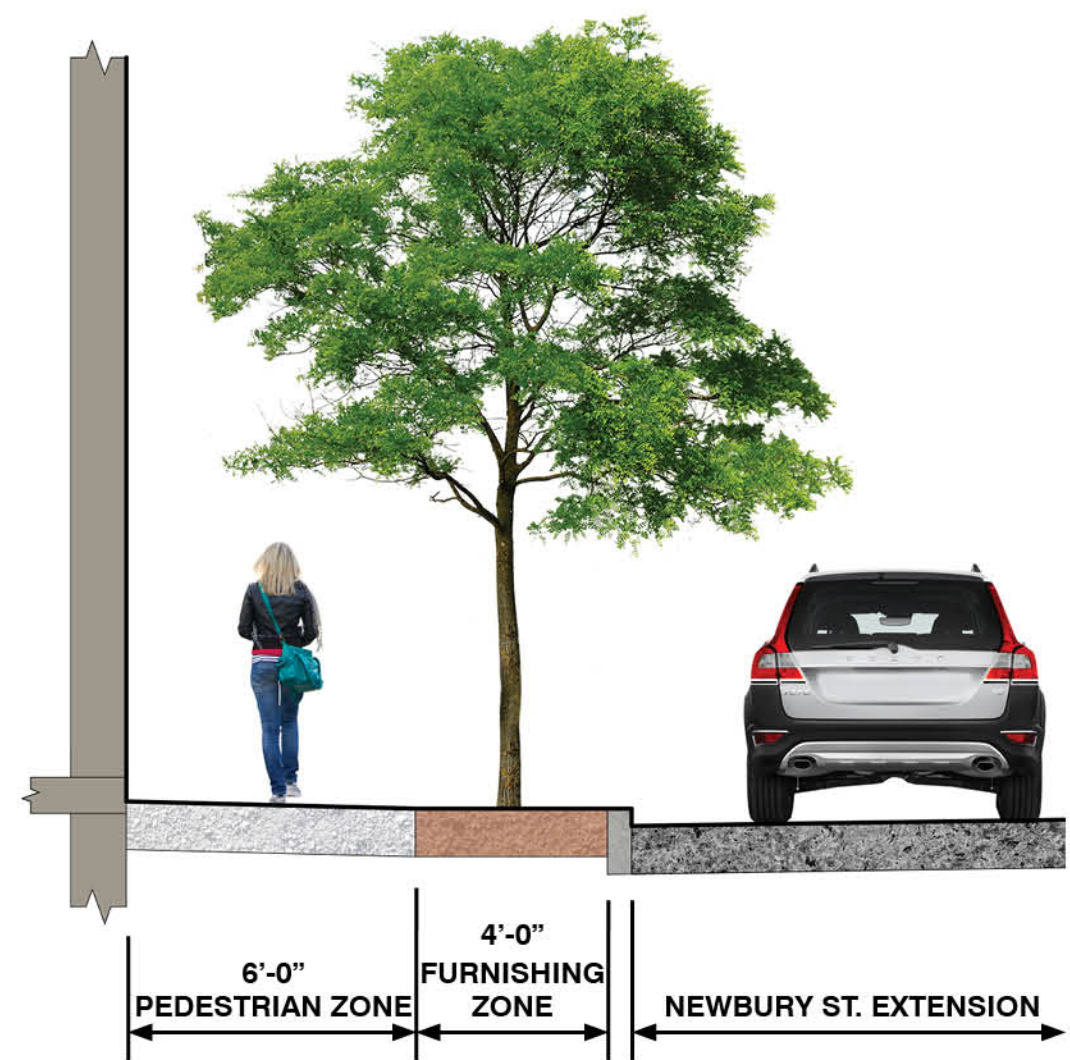
PLAZA SECTION AT MASS AVE



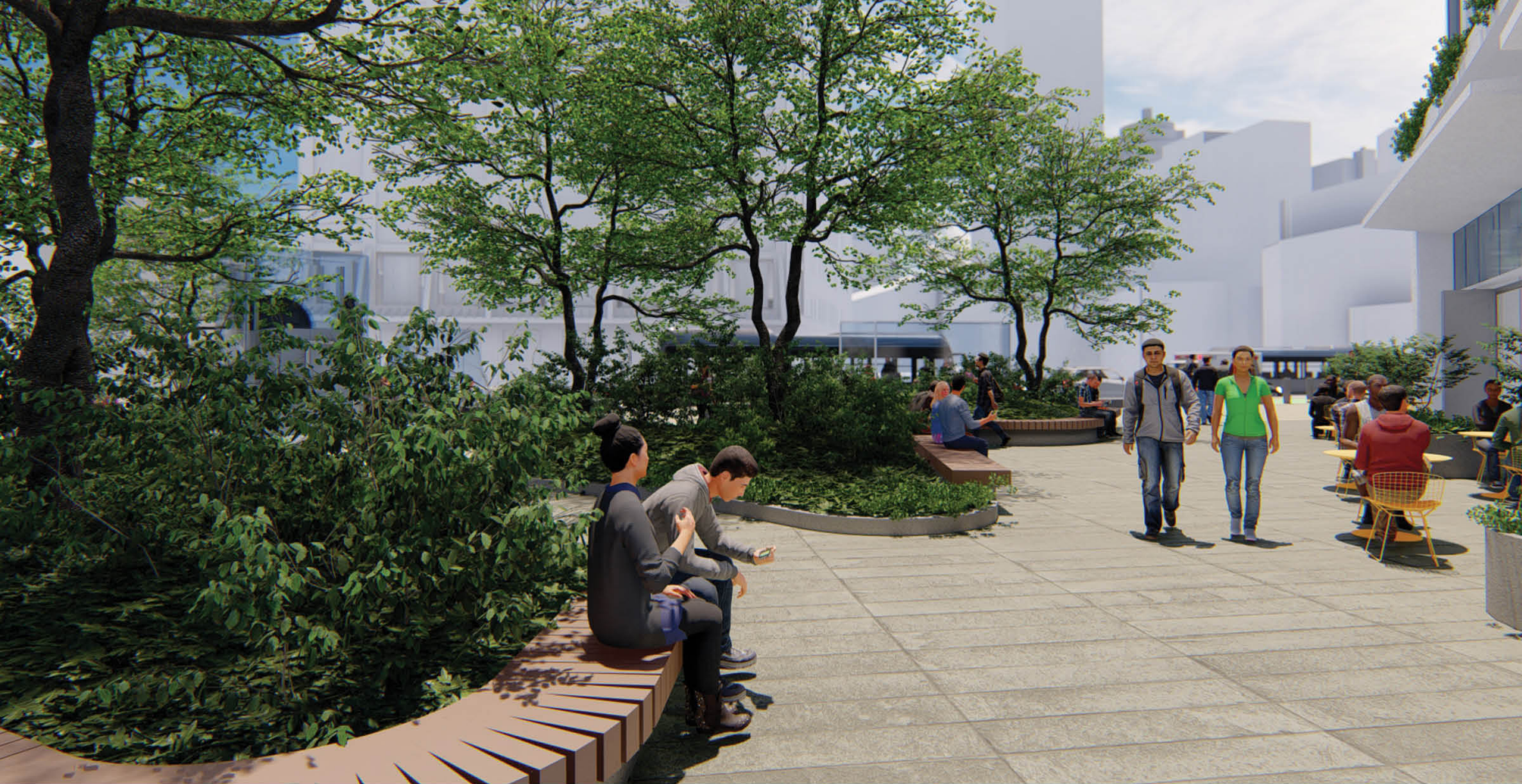
MASS AVE THROUGH PEDESTRIAN ZONE



A. BOYLSTON ST. SIDEWALK



B. NEWBURY ST. SIDEWALK



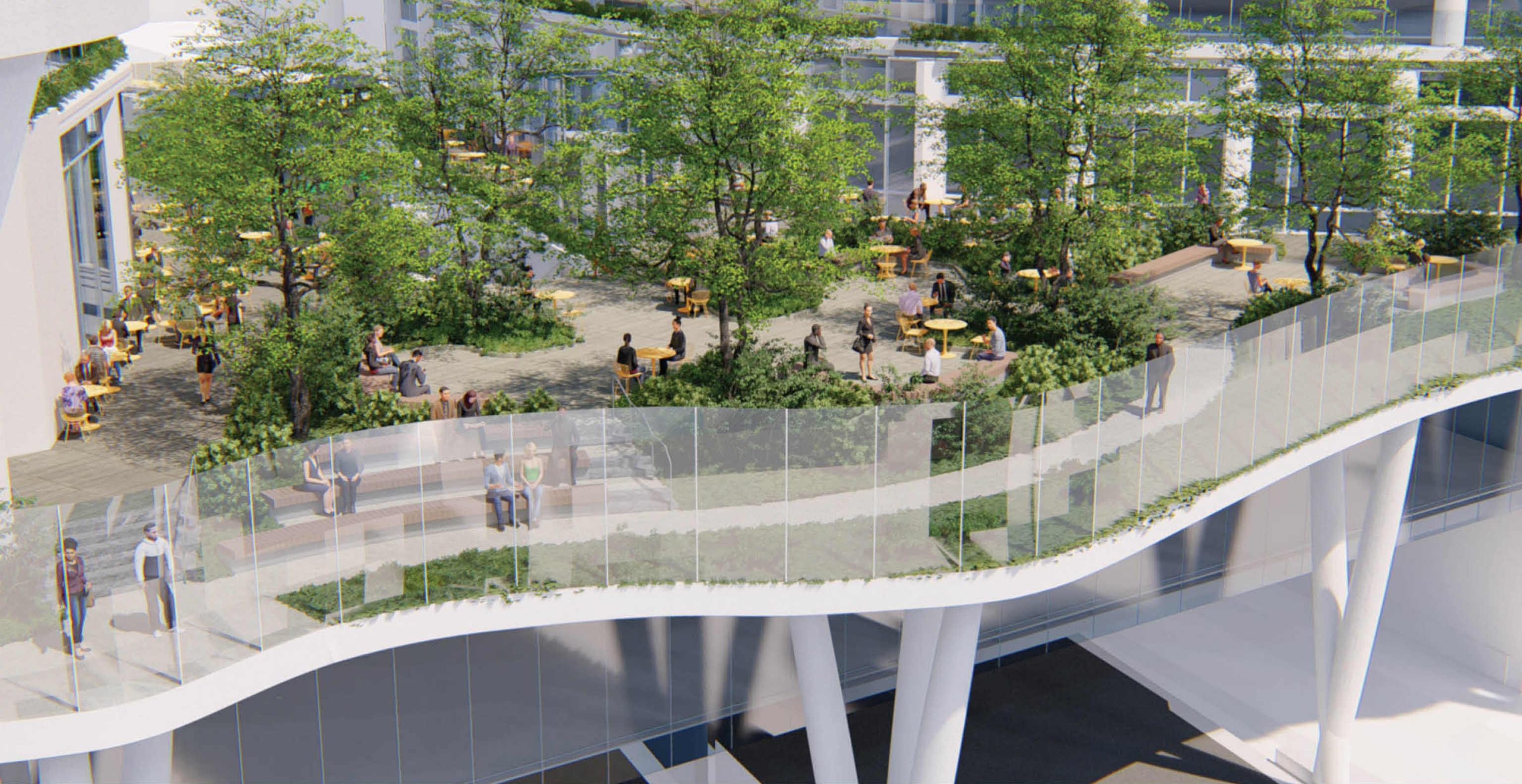


PERSPECTIVE VIEWS











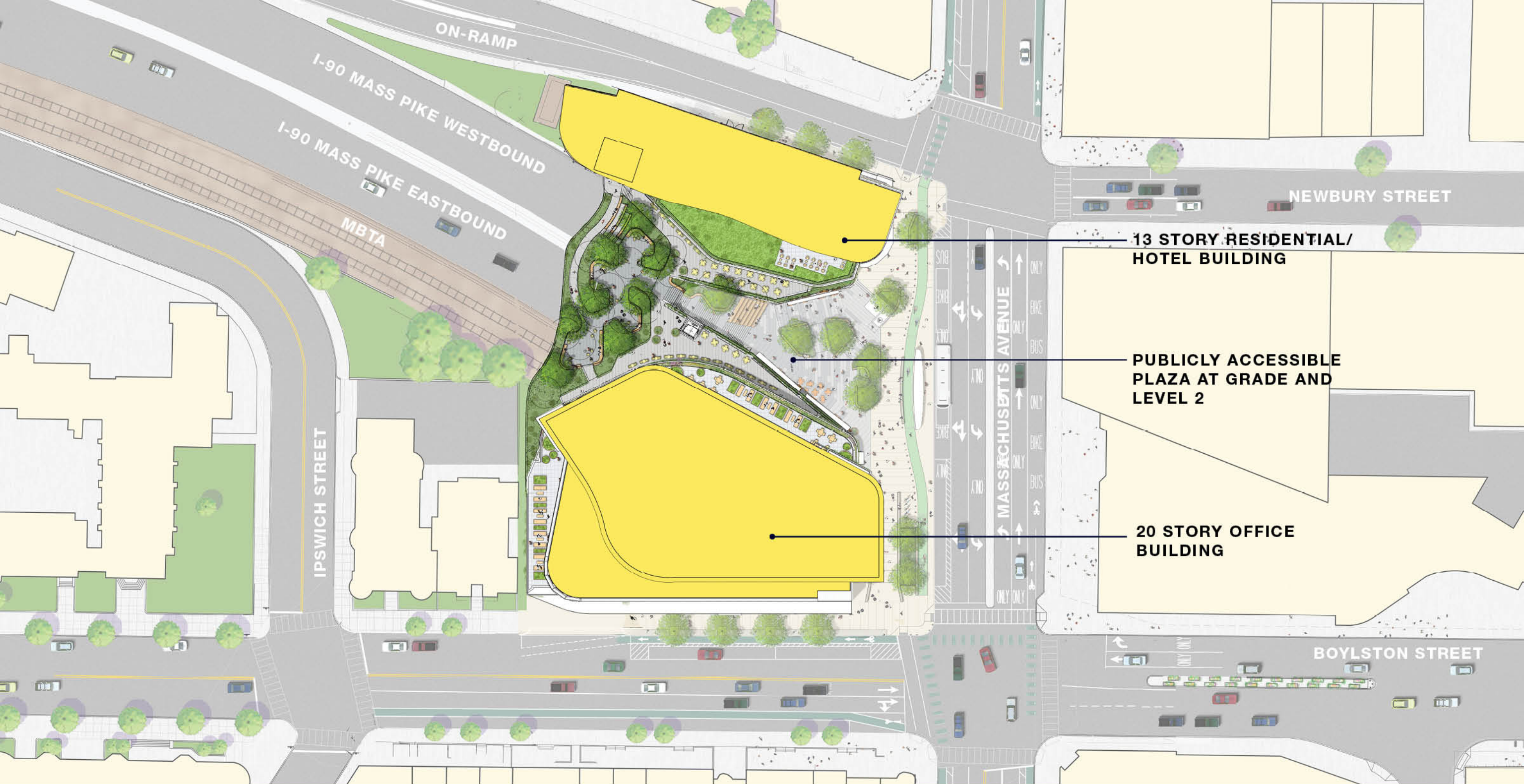


VIEW OF PLAZA LOOKING WEST

WHAT WE HEARD

SUBCOMMITTEE MEETING 01

- Study the placement of the T headhouse. Clarify the route for the pedestrian that wants to simply pass through without engaging the plaza
- Curved cycle track is a potential safety hazard; can be improved with straight sightlines
- Study the design of the MBTA head house; try integrating it into landscape elements
- The stair could be a bigger part of the design / experience
- Study the materiality of the western wind screen at the upper plaza; glass will get dirty
- Need more information on wind at the plaza; could be too cold and shady
- Study the relationship of the upper and lower plazas; the lower plaza has too much circulation and not enough plaza; seating on the stairs will want thinner trees for sightlines
- Study a connection from Boylston Street to the plaza



ON-RAMP

I-90 MASS PIKE WESTBOUND

I-90 MASS PIKE EASTBOUND

MBTA

IPSWICH STREET

NEWBURY STREET

13 STORY RESIDENTIAL/
HOTEL BUILDING

PUBLICLY ACCESSIBLE
PLAZA AT GRADE AND
LEVEL 2

20 STORY OFFICE
BUILDING

MASSACHUSETTS AVENUE

BOYLSTON STREET

ROOF PLAN

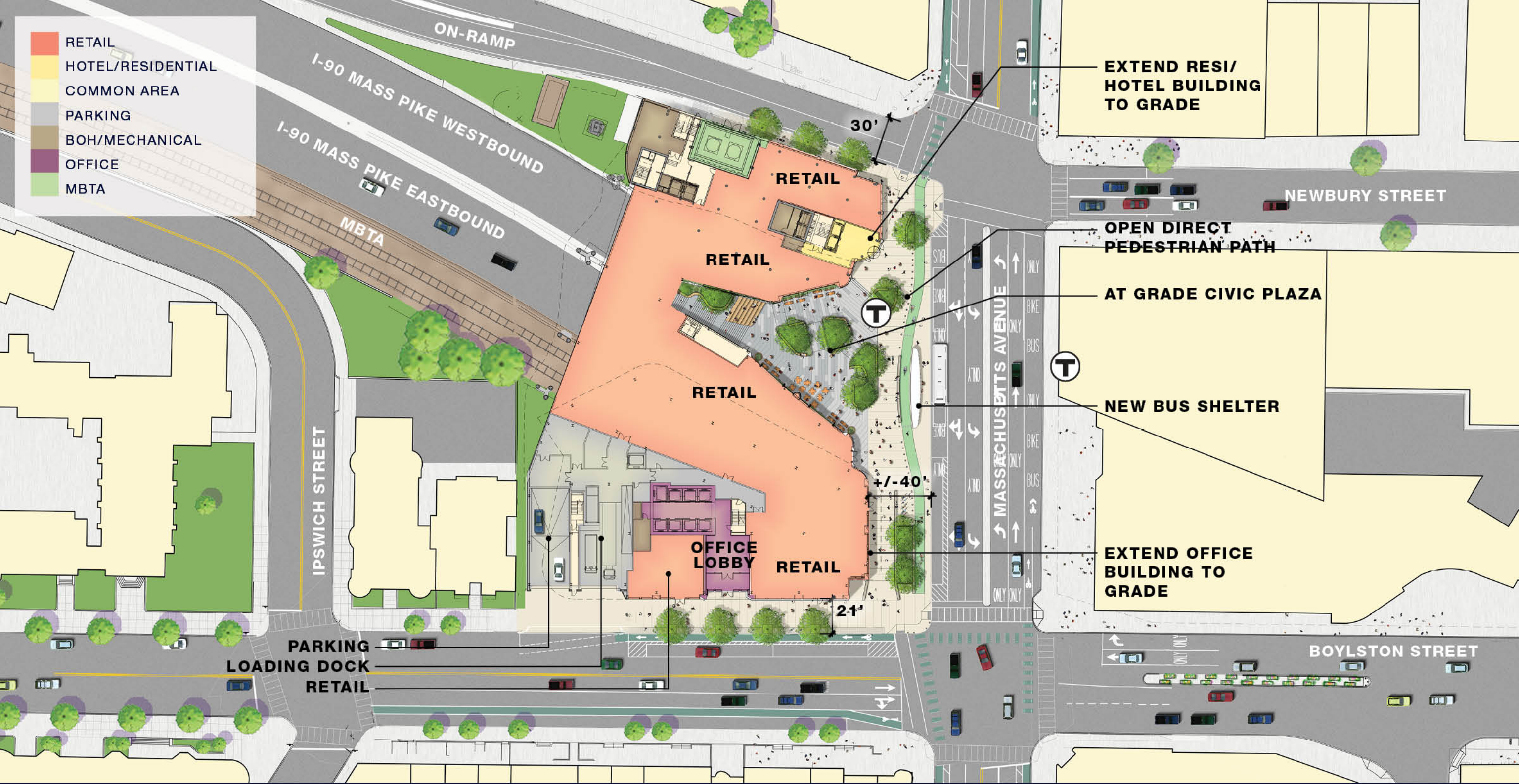
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STREET LEVEL PLAN

0 30 60 120



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PUBLIC TERRACE LEVEL PLAN



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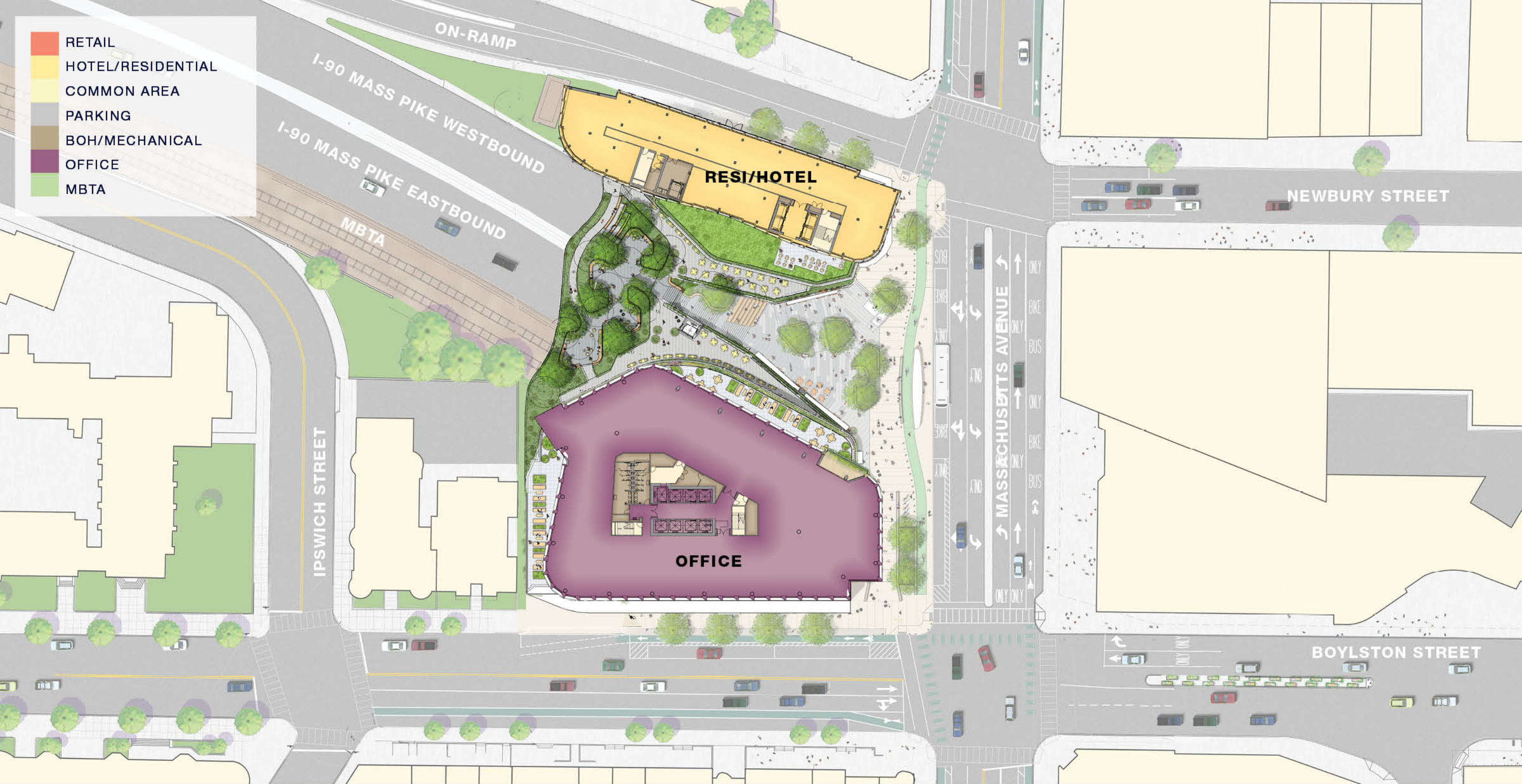
LEVEL 3 PLAN



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TYPICAL UPPER FLOOR PLAN



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VIEW FROM MASS PIKE LOOKING EAST



VIEW FROM NEWBURY STREET



VIEW FROM BOYLSTON STREET LOOKING WEST



VIEW OF PODIUM FROM BOYLSTON STREET



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VIEW OF PLAZA LOOKING WEST - BEFORE

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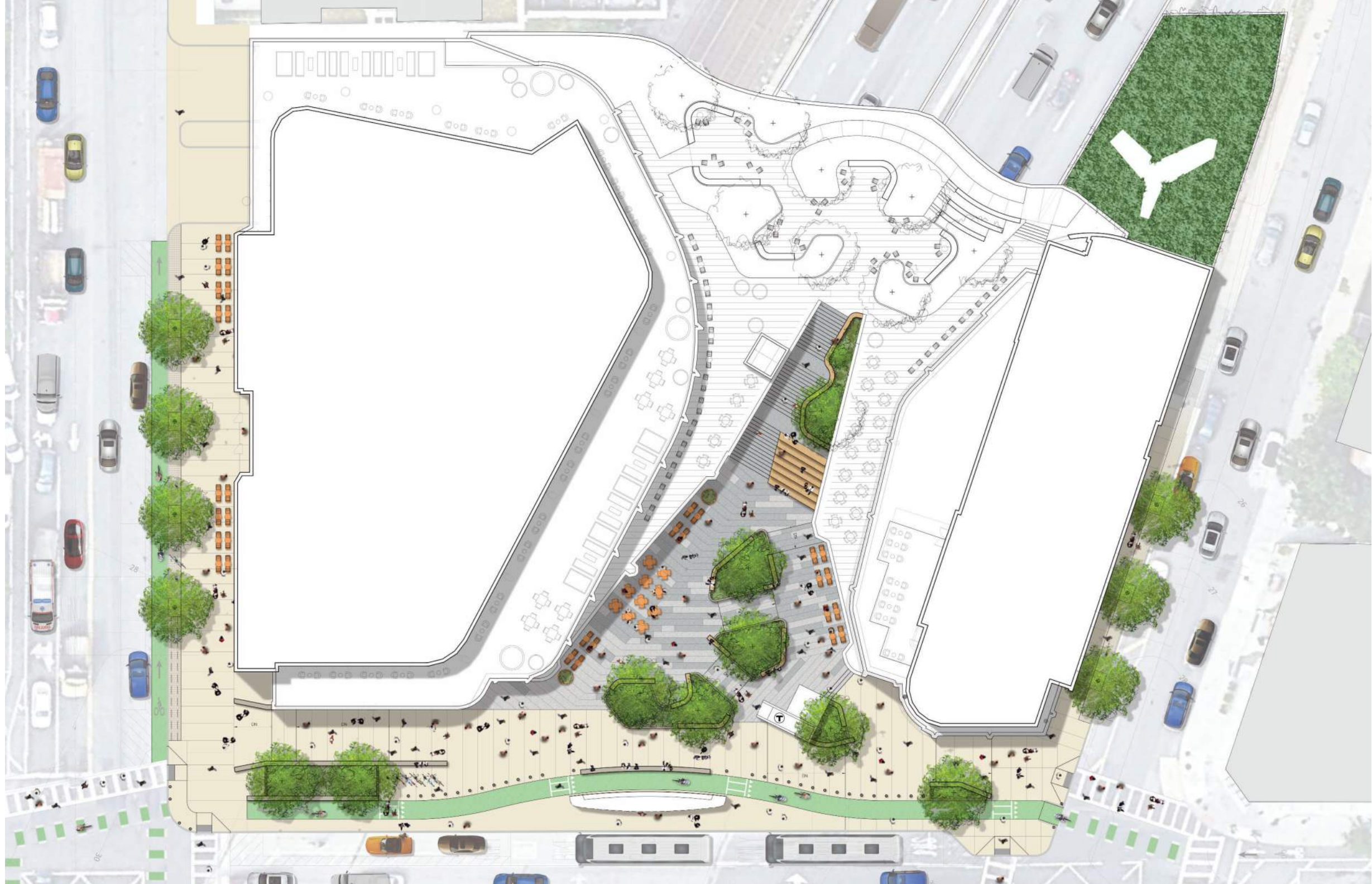
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VIEW OF PLAZA LOOKING WEST - CURRENT

Landscape Design





STREET LEVEL PLAN



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ACCESSIBLE
ENTRANCE

ENLARGEMENT: STREET LEVEL AND PLAZA



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ENLARGEMENT: LEVEL 2 PLAZA



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PERSPECTIVE VIEWS















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BCDC Subcommittee Meeting 02

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