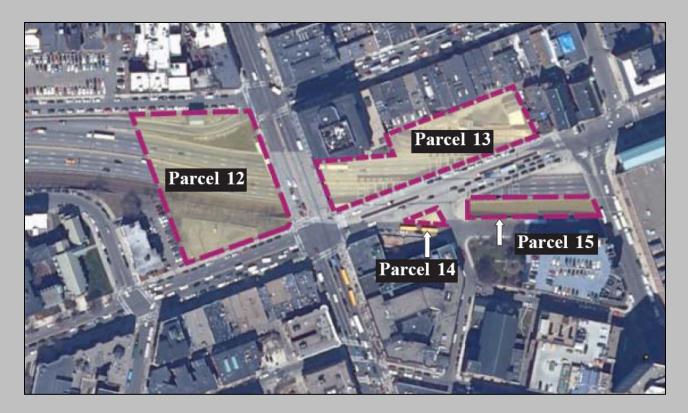




MassDOT Office of Real Estate and Asset Development Air Rights Parcels 12-15 Citizens Advisory Committee September 20, 2011



<u>Agenda</u>

- 1. History of the Turnpike and of Turnpike air rights development
- 2. Overview of the proposals for Parcels 12-15









EDITORIAL; OP-ED; Time to heal turnpike `scar'

Cohen, Rachelle. Boston Herald [Boston, Mass] 18 Nov 1998: 037.

Eliminating Boston's other big blight

Phelan, Kevin C 🔀; Tsipis, Yanni 🛣. Boston Globe [Boston, Mass] 14 June 2008: .11.

Smaller projects that "reconnect" divided neighborhoods in the South End and Chinatown on the east side of the Copley/Prudential complex, and in Fenway alongside Lansdowne Street and Fenway Park on the west side.
 A park to reestablish the Emerald Necklace system at the point where the Mass. Pike crosses the Muddy River just before Kenmore Square.



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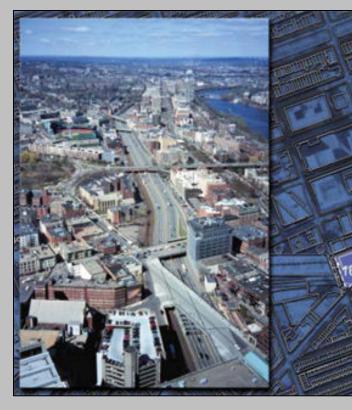
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 A park to reestablish the Emerald Necklace system at the point where the Mass. Pike crosses the Muddy River

just before Kenmore Square. Massachusetts Turnpike. When completed, something once expected to happen in 2010, it would reconnect the Back Bay and South End neighborhoods, which are separated by the turnpike.





A. HISTORY AND ITS LESSONS

To understand the influence of history in planning for Turnpike air rights, it is important to look at two themes that intersect in the work of the SDSC: the Boston extension of the Turnpike and Boston's zoning.

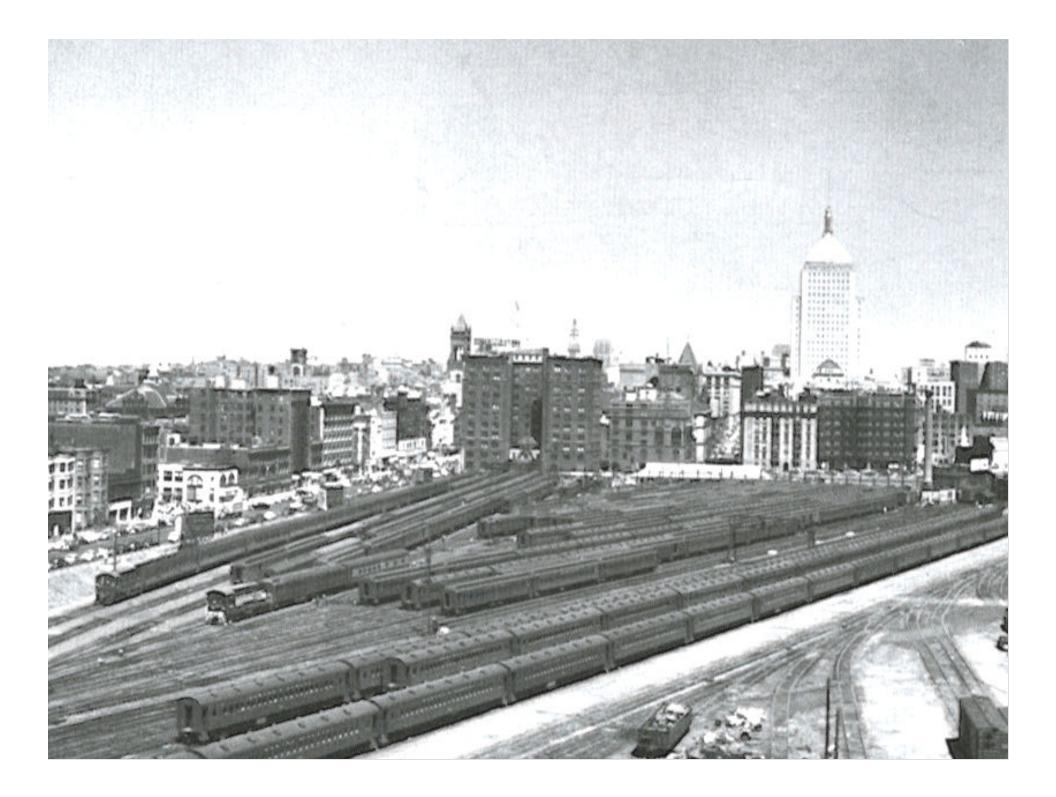
THE BOSTON EXTENSION OF THE TURNPIKE

The Boston extension of the Massachusetts Turnpike was built along side the Boston and Albany mainline of the New York Central Railroad. The railroad tracks, which date to the mid-19th century, represented a significant barrier that dictated the street pattern and configuration of entire neighborhoods and formed a barrier dividing the South End from the Back Bay, Bay Village, Chinatown, and downtown. Land adjacent to the railroad became an industrial corridor that further separated neighborhoods and extended almost continuously from downtown to Allston-Brighton.

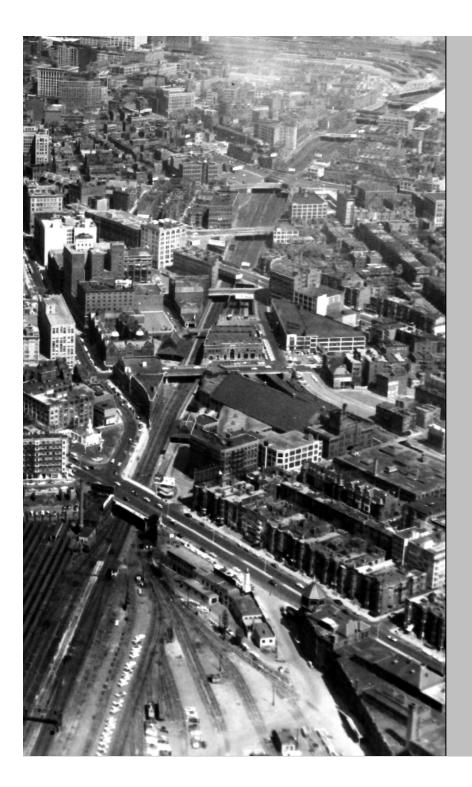




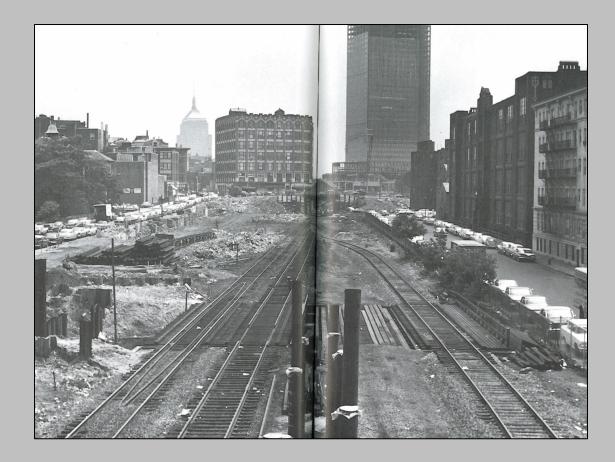


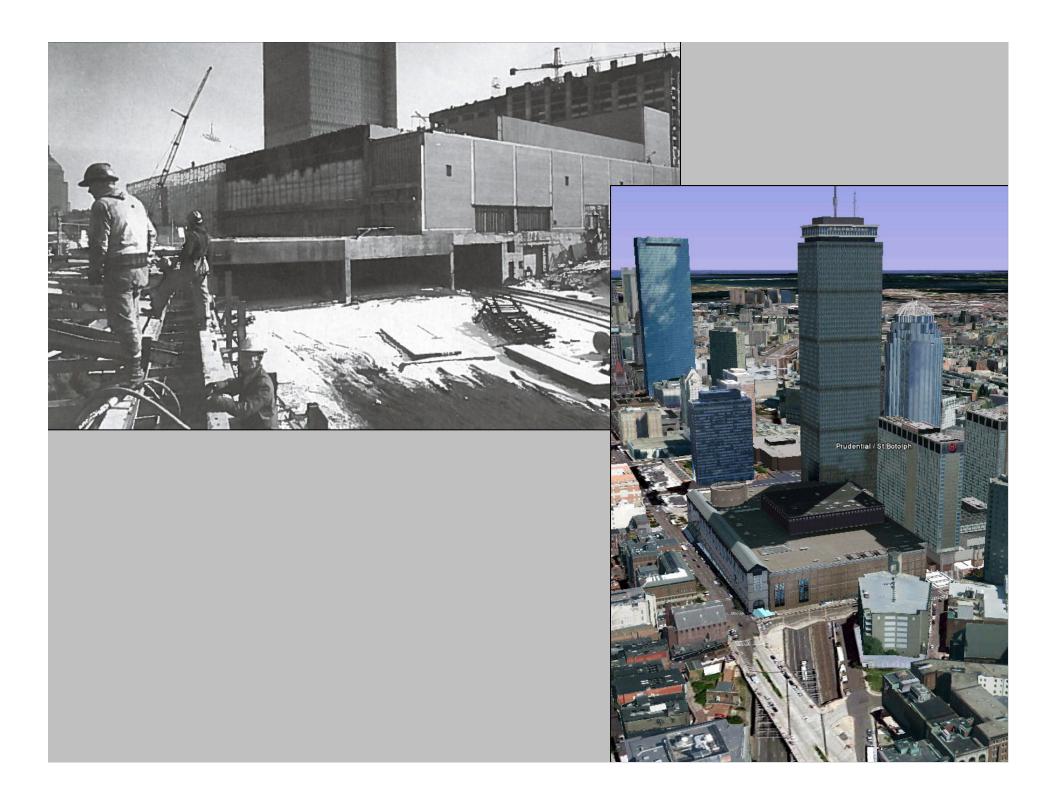


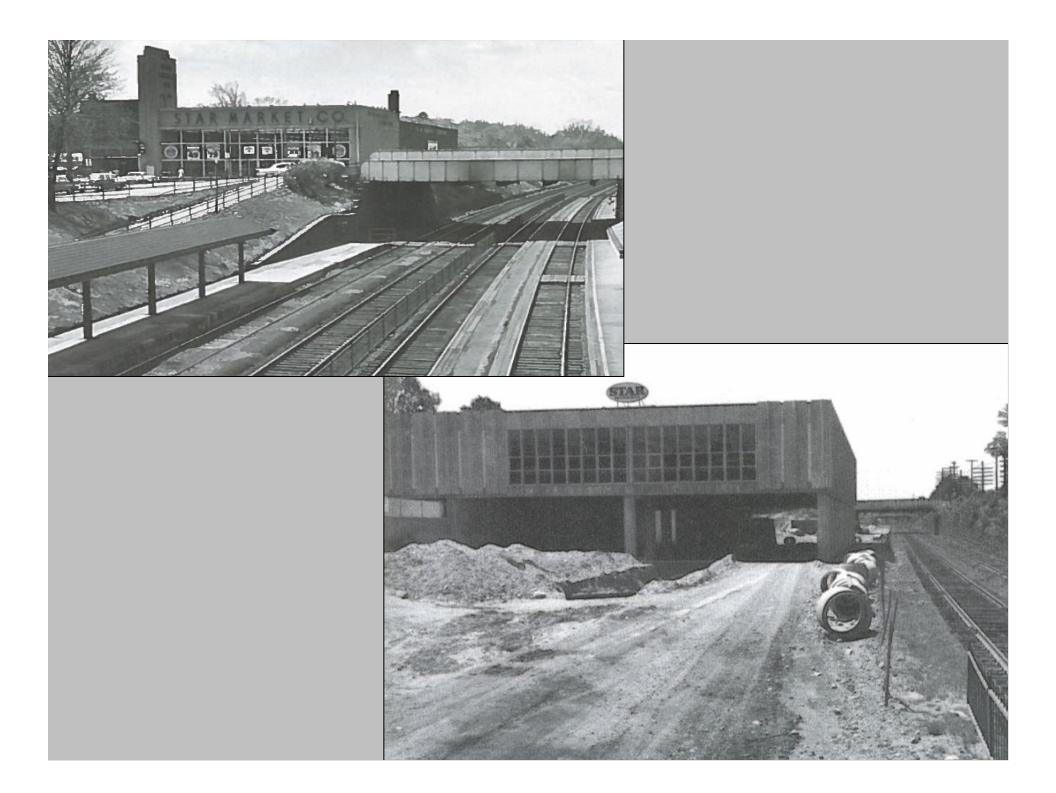












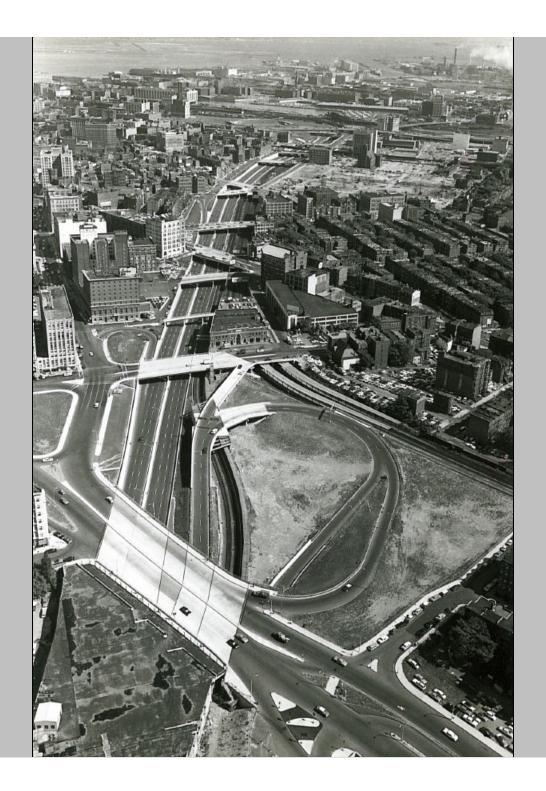




Timeline:

- 1957 Turnpike opens
- 1965 Boston extension opens
- 1968 Gateway Realty Trust Hotel, parking garage, and office building (a planned phase II of development never materialized)



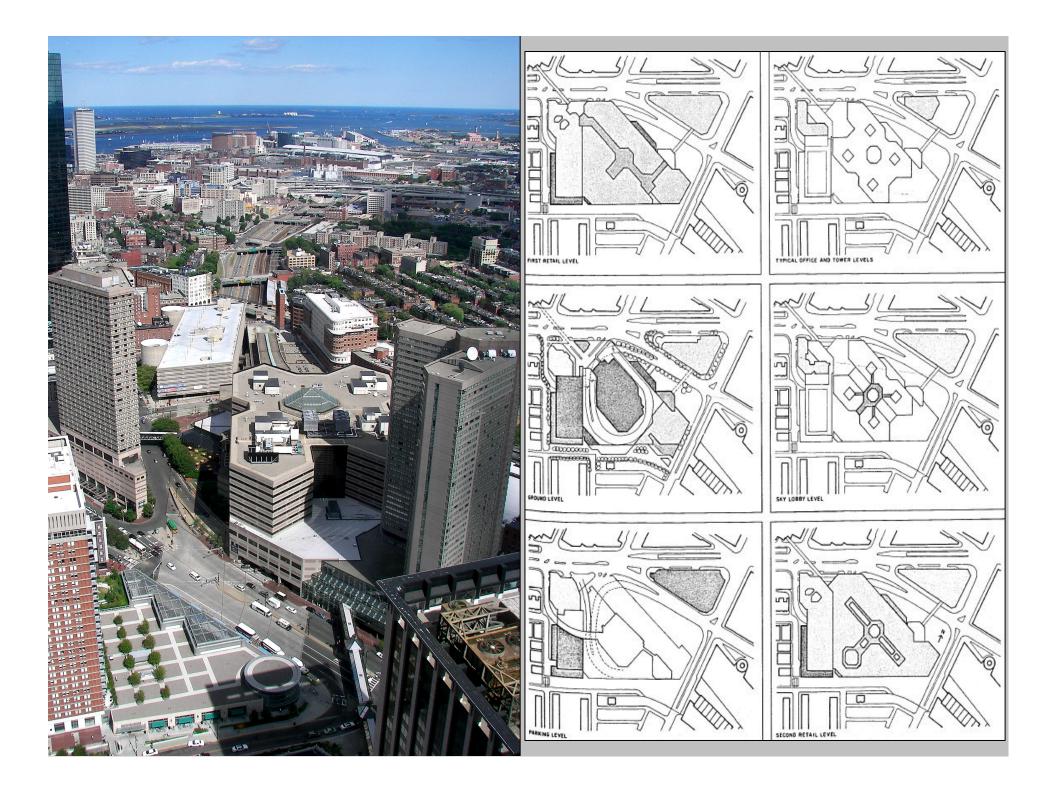


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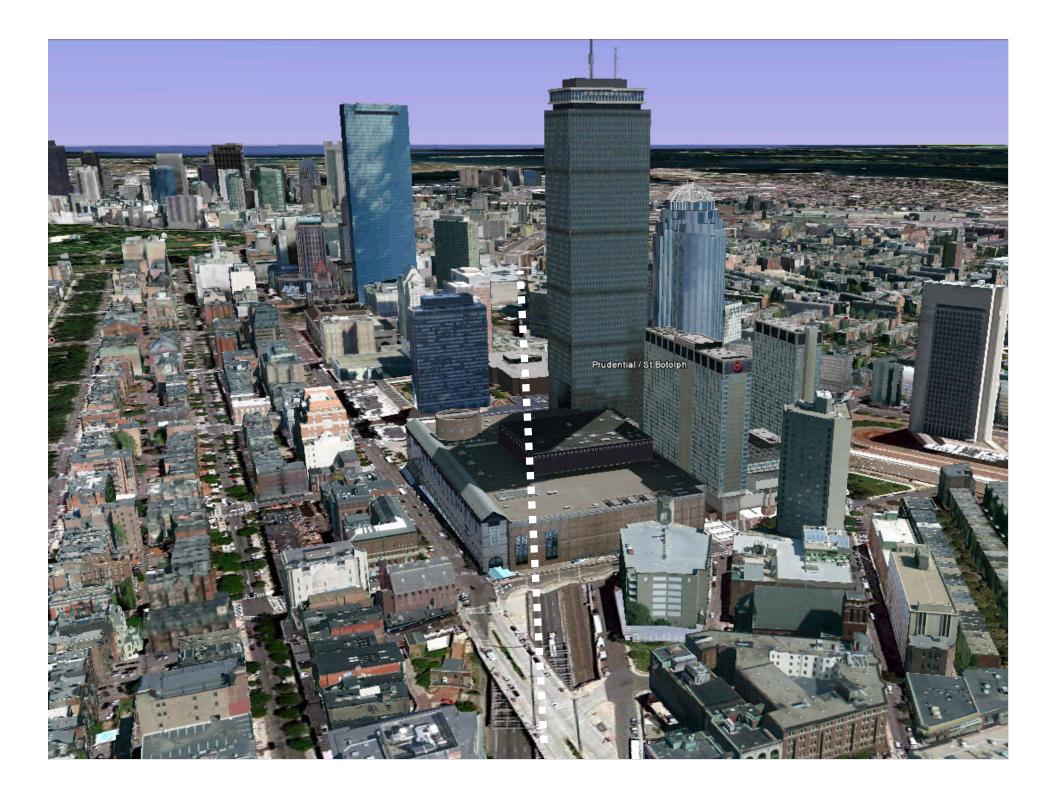
1957 – Turnpike opens
1965 – Boston extension opens
1976 – Hancock Garage
(built concurrently with tower)



... **Timeline:** 1957 – Turnpike opens 1965 – Boston extension opens 1984 – Copley Place









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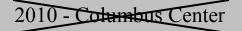
Columbus Center's plug pulled

Developer backs out after 13 years



The five-building Columbus Center development was to be built over a section of the Massachusetts Turnpike and link the South End and the Back Bay. The site is shown in an overhead view from Clarendon Street. (Dina Rudick/Globe Staff)

By Casey Ross Globe Staff / March 11, 2010





WEDNESDAY, MAY 5, 2010

Columbus Center neighbors: Fix our community first

MassDOT told to clean up surface parcel aesthetics before working on infrastructure

By Kate Vander Wiede

The Boston Globe

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The five-building Columbus Center development was to be built over a section of the Massachusetts Turnpike and link the South End and the Back Bay. The site is shown in an overhead view from Clarendon Street. (Dina Rudick/Globe Staff)

By Casey Ross Globe Staff / March 11, 2010

2010 - Columbus Center

State, Columbus Center developers in \$5.5m accord

By Casey Ross Globe Staff / November 24, 2010





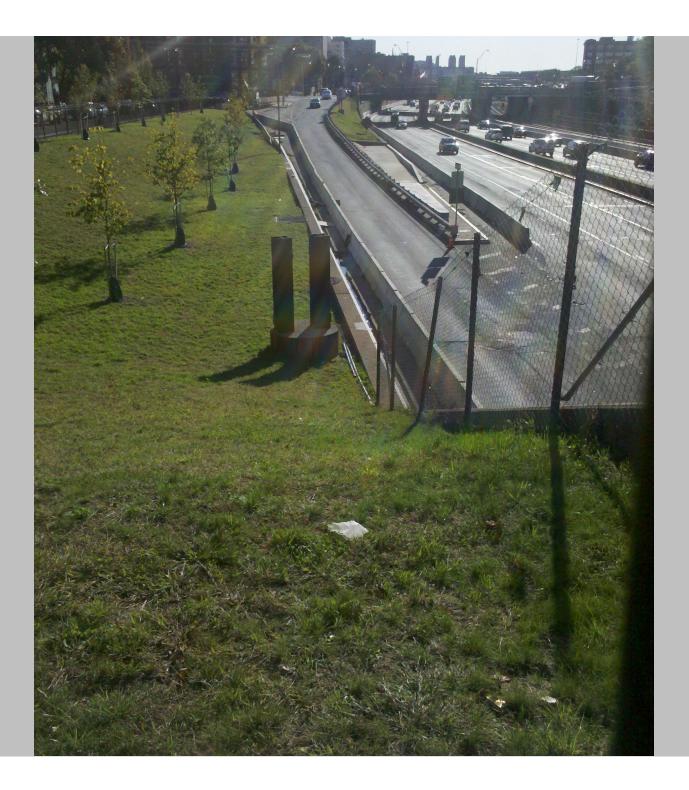
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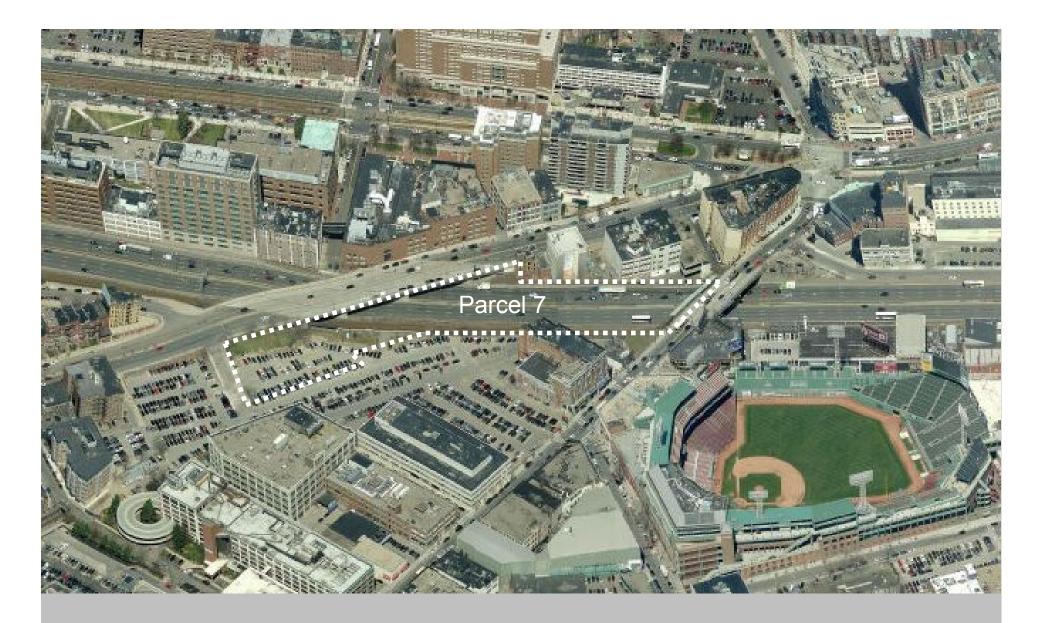
By Kate Vander Wiede



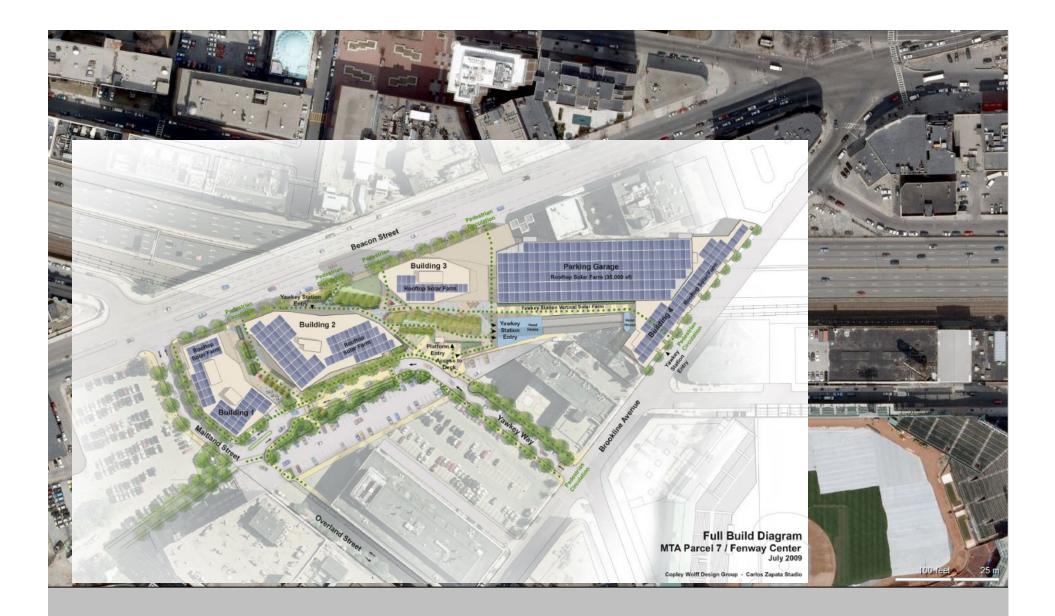








2012 – Fenway Center



2012 – Fenway Center



2012 – Fenway Center

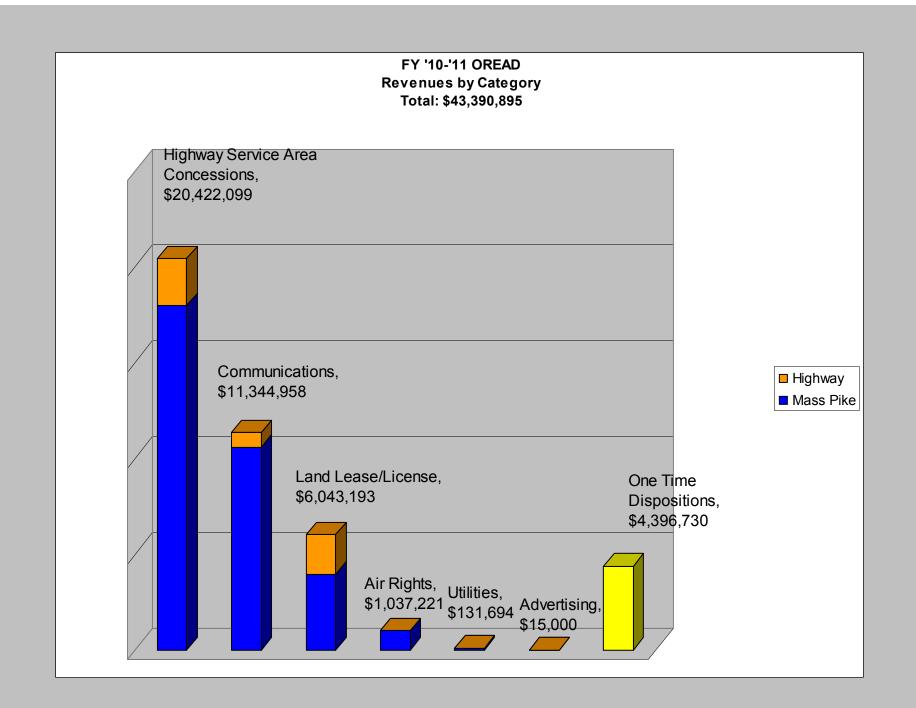
The travails of Fenway developer John Rosenthal

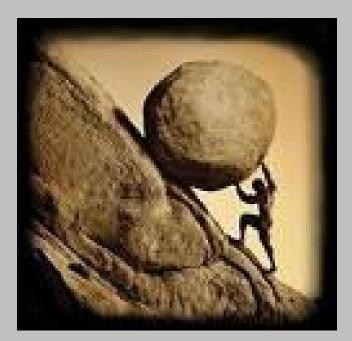
Can this guy ever catch a break?

CommonWealth REIT, formerly known as HRPT, is suing the city of Boston and city zoning officials to stop Rosenthal's One Fenway plan and the revamp of the Yawkey commuter rail stop into a major rail and bus hub, the Boston Courant reports.



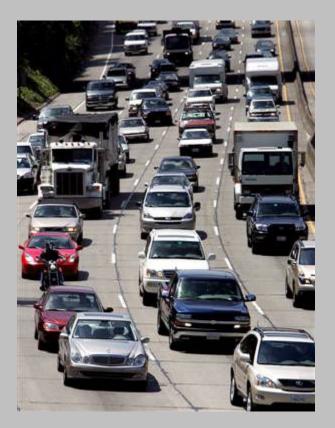










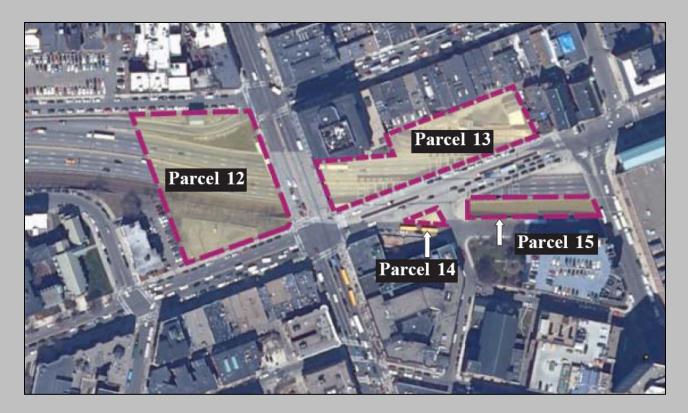












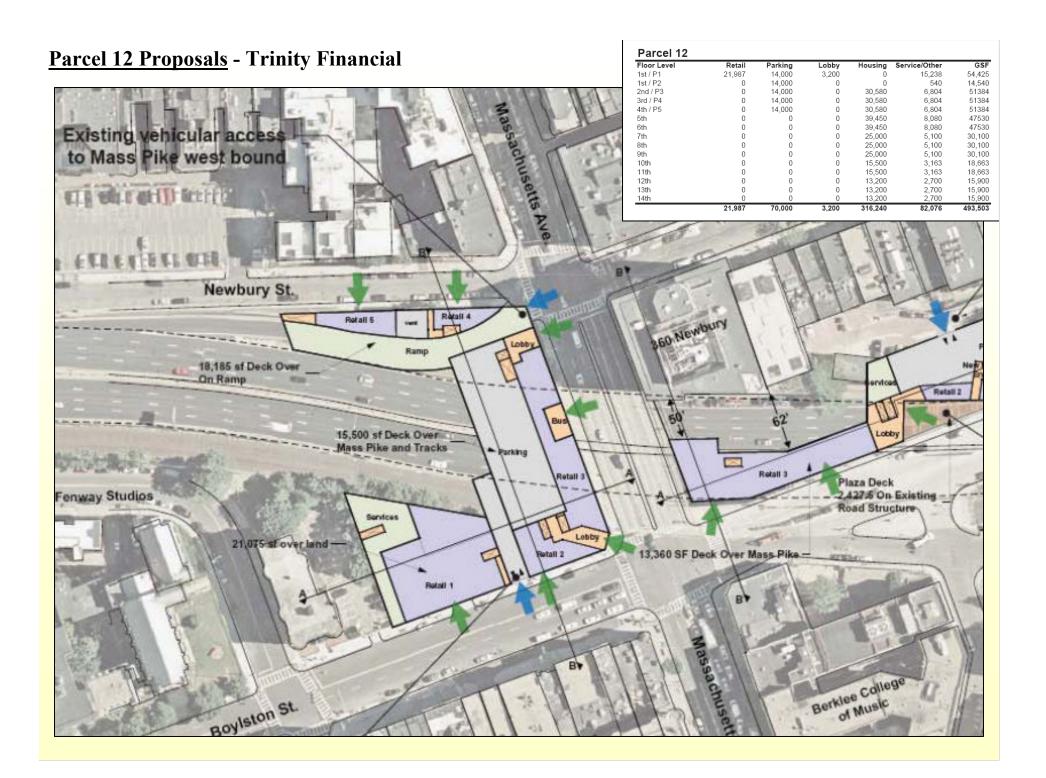
<u>Agenda</u>

- 1. History of the Turnpike and of Turnpike air rights development
- 2. Overview of the proposals for Parcels 12-15

Parcel 12 Proposals:

- 1. Trinity Financial
- 2. Weiner Ventures

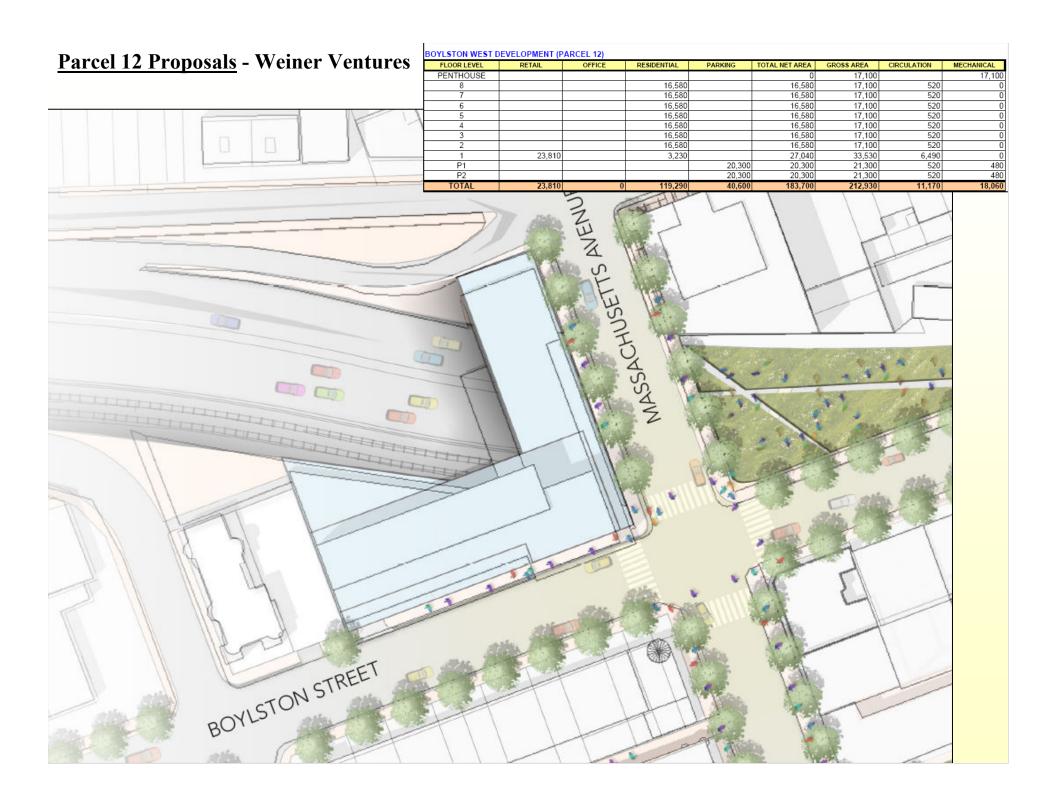




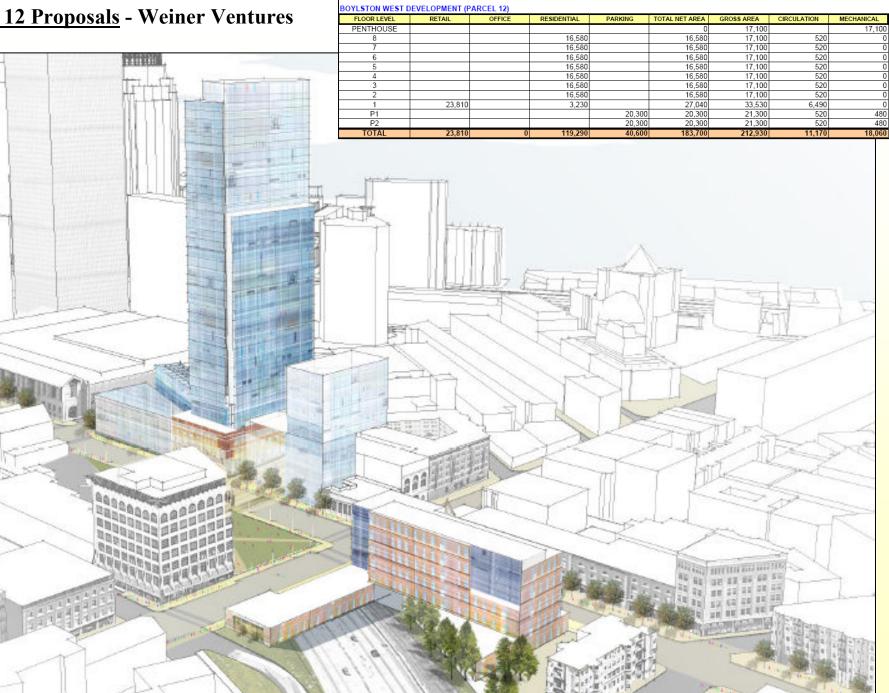
Parcel 12 Proposals - Trinity Financial

Floor Level	Retail	Parking	Lobby	Housing	Service/Other	GSF
1st / P1	21,987	14,000	3,200	0	15,238	54,425
1st / P2	0	14,000	0	0	540	14,540
2nd / P3	0	14,000	0	30,580	6,804	51384
3rd / P4	0	14,000	0	30,580	6,804	51384
4th / P5	0	14,000	0	30,580	6,804	51384
5th	0	0	0	39,450	8,080	47530
6th	0	0	0	39,450	8,080	47530
7th	0	0	0	25,000	5,100	30,100
8th	0	0	0	25,000	5,100	30,100
9th	0	0	0	25,000	5,100	30,100
10th	0	0	0	15,500	3,163	18,663
11th	0	0	0	15,500	3,163	18,663
12th	0	0	0	13,200	2,700	15,900
13th	0	0	0	13,200	2,700	15,900
14th	0	0	0	13,200	2,700	15,900
	21,987	70,000	3,200	316.240	82,076	493,503





Parcel 12 Proposals - Weiner Ventures

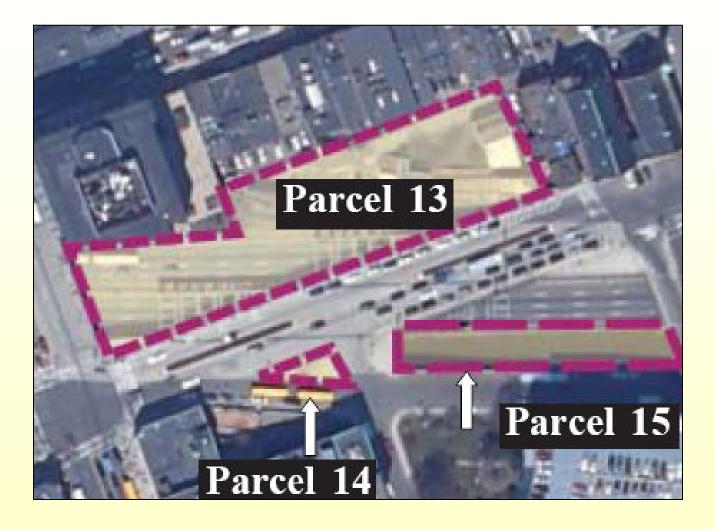


Parcel 12 Proposals - Weiner Ventures

	BOYLSTON WEST DEVELOPMENT (PARCEL 12)								
	FLOOR LEVEL	RETAIL	OFFICE	RESIDENTIAL	PARKING	TOTAL NET AREA	GROSS AREA	CIRCULATION	MECHANICAL
	PENTHOUSE					0	17,100		17,100
	8			16,580		16,580	17,100	520	0
	7			16,580		16,580	17,100	520	0
[6			16,580		16,580	17,100	520	0
[5			16,580		16,580	17,100	520	0
- [4			16,580		16,580	17,100	520	0
	3			16,580		16,580	17,100	520	0
1	2			16,580		16,580	17,100	520	0
	1	23,810		3,230		27,040	33,530	6,490	0
	P1				20,300	20,300	21,300	520	480
[P2				20,300	20,300	21,300	520	480
	TOTAL	23,810	0	119,290	40,600	183,700	212,930	11,170	18,060

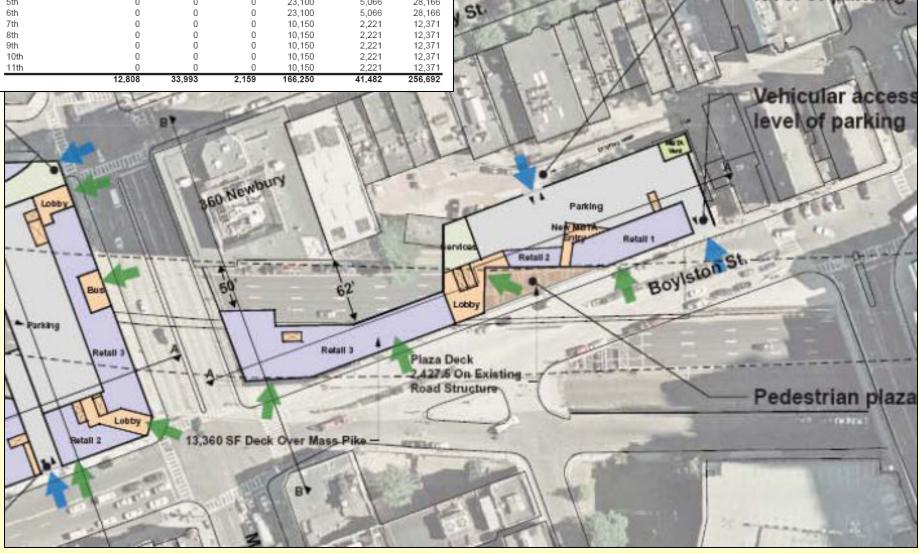


<u>Parcel 13 Proposal</u> - Trinity Financial

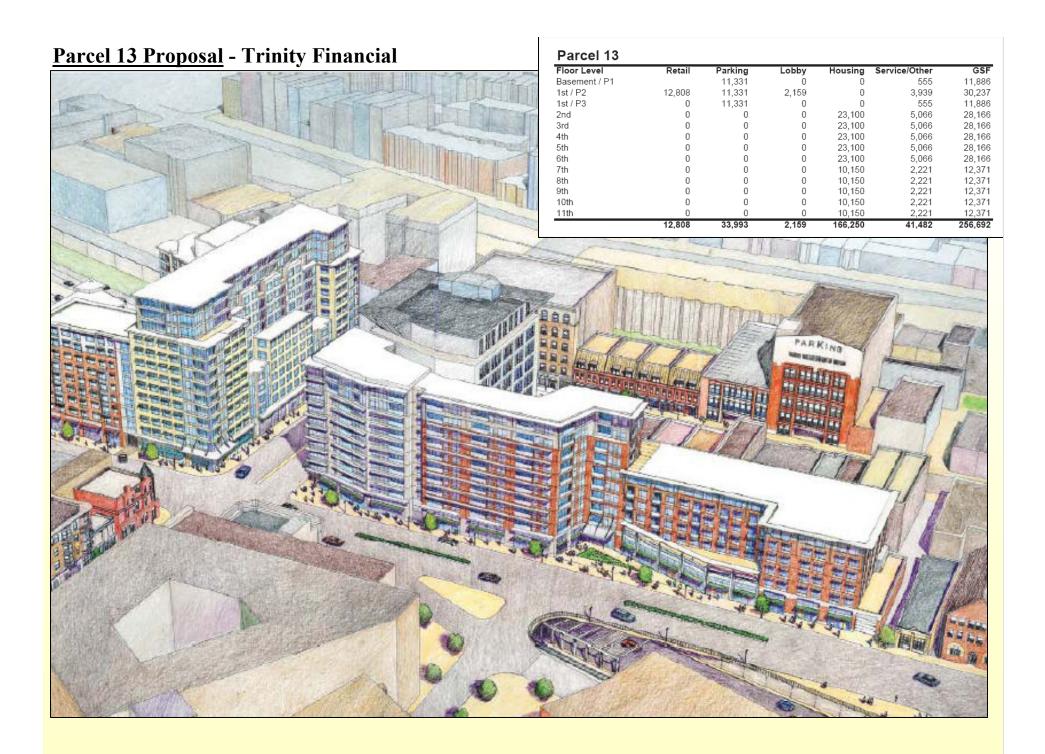


<u>Parcel 13 Proposal</u> - Trinity Financial

Floor Level	Retail	Parking	Lobby	Housing	Service/Other	GSF
Basement / P1		11,331	0	0	555	11,886
1st / P2	12,808	11,331	2,159	0	3,939	30,237
1st / P3	0	11,331	0	0	555	11,886
2nd	0	0	0	23,100	5,066	28,166
3rd	0	0	0	23,100	5,066	28,166
4th	0	0	0	23,100	5,066	28,166
5th	0	0	0	23,100	5,066	28,166
6th	0	0	0	23,100	5,066	28,166
7th	0	0	0	10,150	2,221	12,371
8th	0	0	0	10,150	2,221	12,371
9th	0	0	0	10,150	2,221	12,371
10th	0	0	0	10,150	2,221	12,371
11th	0	0	0	10,150	2,221	12,371
	12,808	33,993	2,159	166,250	41,482	256,692



Vehicular access level of parking



<u>Parcel 13 Proposal</u> - Trinity Financial

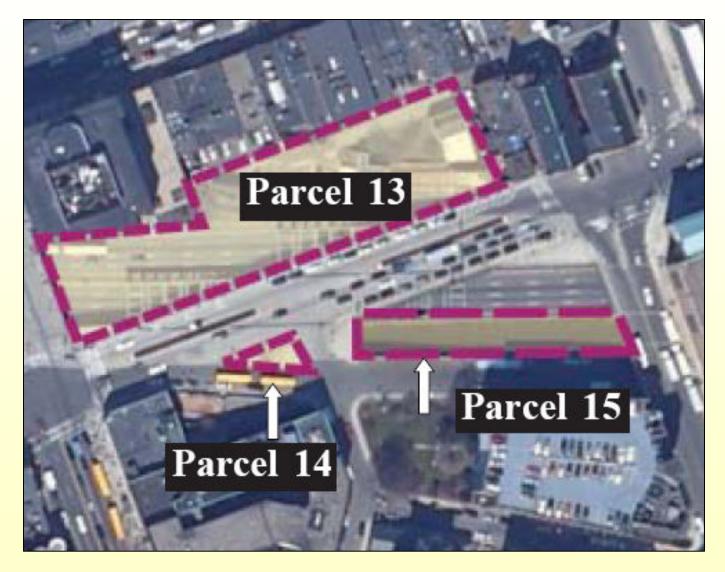


Floor Level	Retail	Parking	Lobby	Housing	Service/Other	GSF
Basement / P1		11,331	0	0	555	11,886
1st / P2	12,808	11,331	2,159	0	3,939	30,23
1st / P3	0	11,331	0	0	555	11,886
2nd	0	0	0	23,100	5,066	28,166
3rd	0	0	0	23,100	5,066	28,166
4th	0	0	0	23,100	5,066	28,166
5th	0	0	0	23,100	5,066	28,166
6th	0	0	0	23,100	5,066	28,160
7th	0	0	0	10,150	2,221	12,371
8th	0	0	0	10,150	2,221	12,371
9th	0	0	0	10,150	2,221	12,371
10th	0	0	0	10,150	2,221	12,37
11th	0	0	0	10,150	2,221	12,37
	12,808	33,993	2,159	166,250	41,482	256,692



Parcel 15 Proposals:

- 1. Weiner Ventures
- 2. Carpenter & Company
- 3. The Chiofaro Company

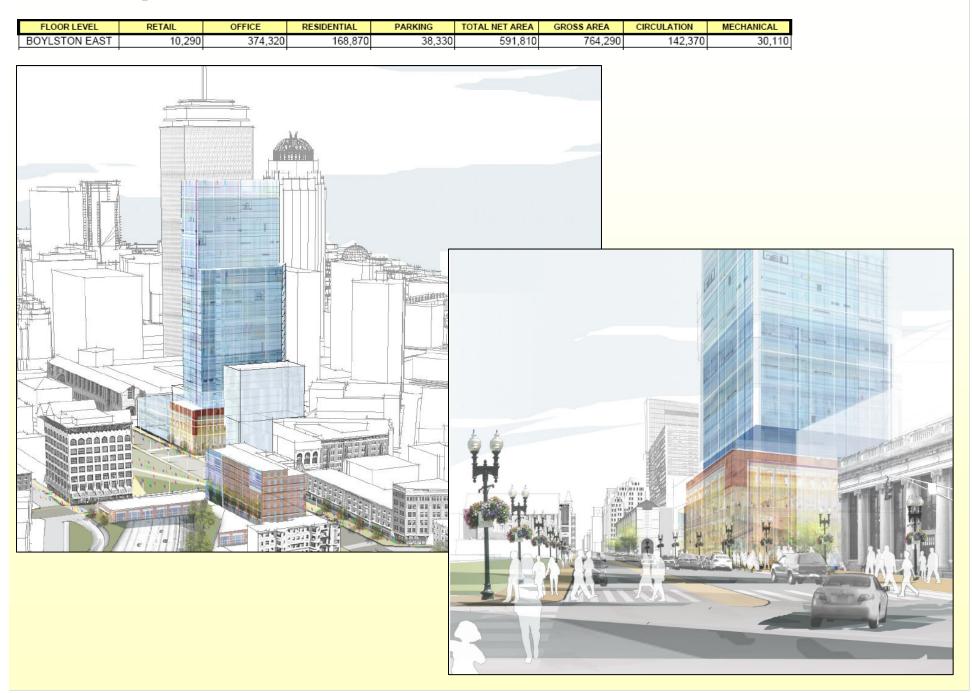


FLOOR LEVEL RETAIL OFFICE RESIDENTIAL PARKING TOTAL NET AREA GROSS AREA CIRCULATION MECHANICAL BOYLSTON EAST 10,290 374,320 38,330 591,810 168,870 764,290 142.370 30,110 BOYLSTON STREET

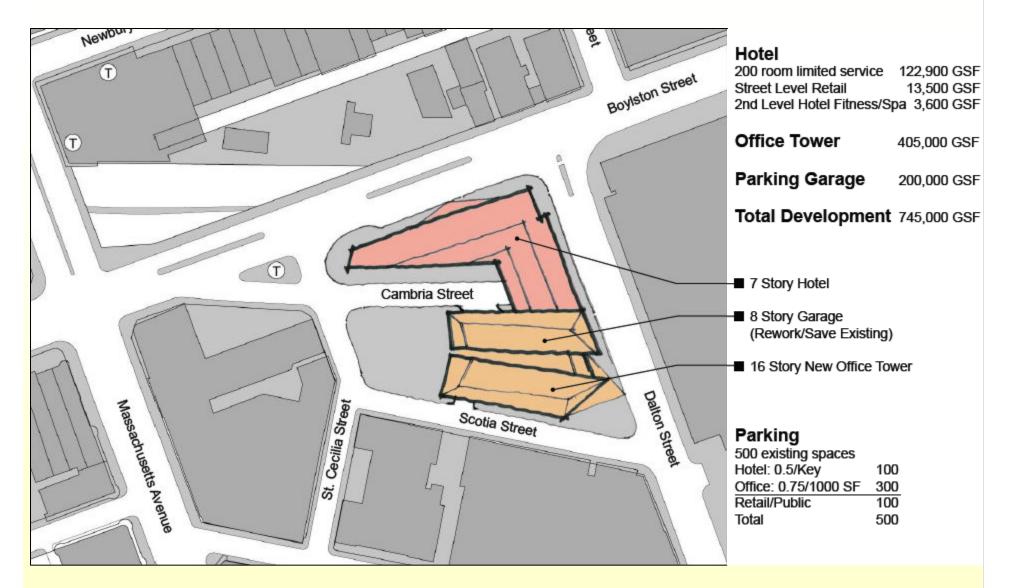
Parcel 15 Proposals - Weiner Ventures

Incorporates parcel 14, Cambria Street, and the development parcel owned by the developer at 0 Scotia Street (at the intersection of Scotia, Cambria, and Saint Cecilia streets.

Parcel 15 Proposals - Weiner Ventures

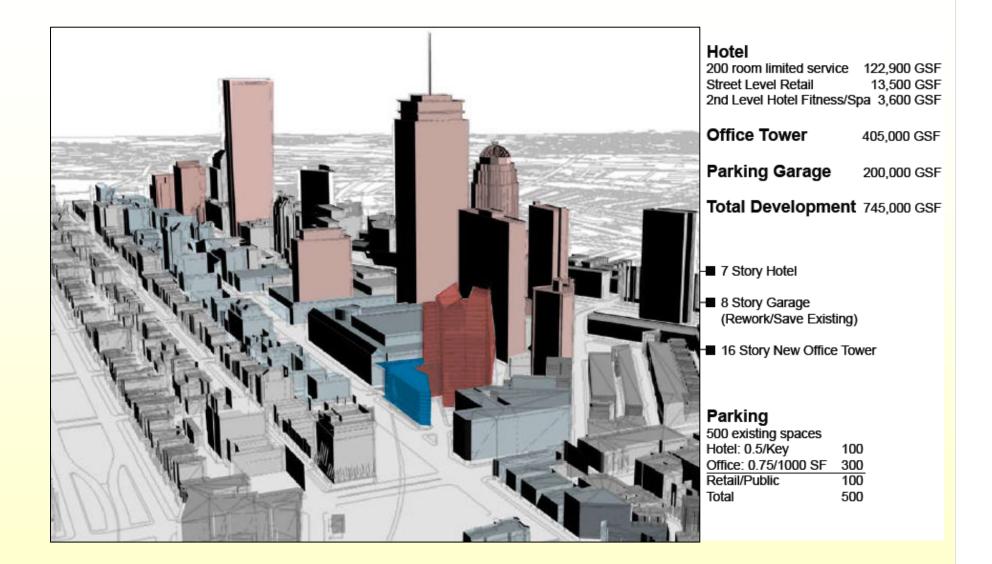


Parcel 15 Proposals – Carpenter & Company



Incorporates the existing garage owned by the developer on Cambria Street

<u>Parcel 15 Proposals</u> – Carpenter & Company



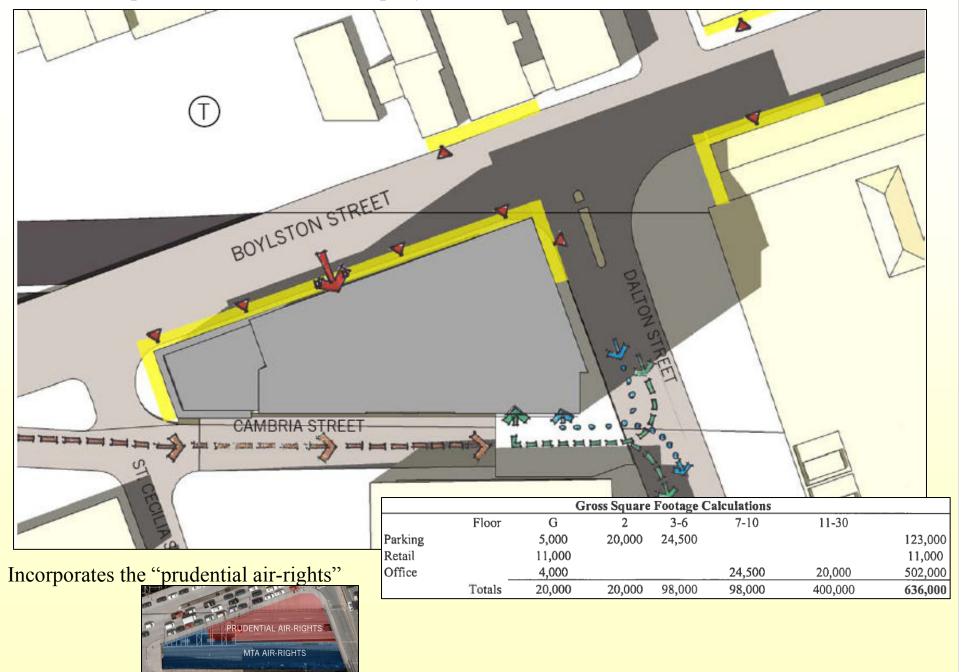
Parcel 15 Proposals – Carpenter & Company



Incorporates the existing garage owned by the developer on Cambria Street

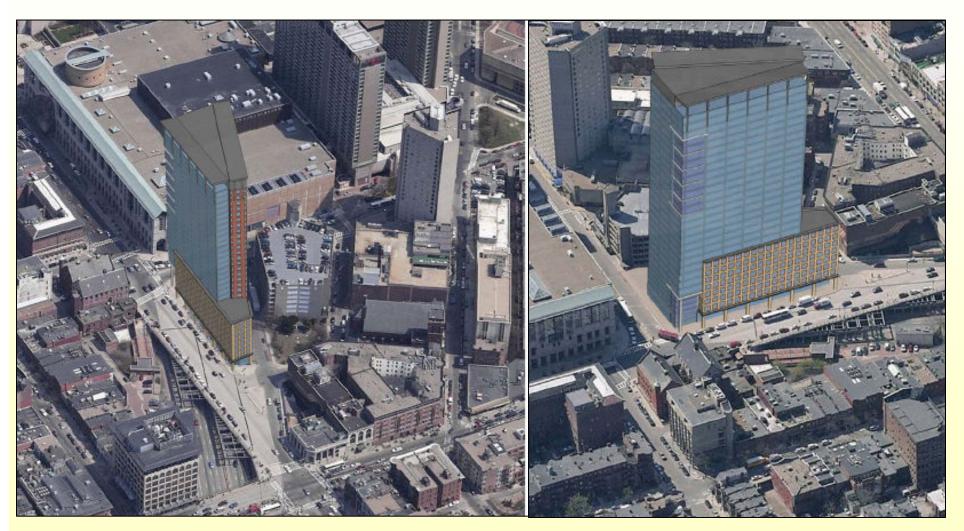
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<u>Parcel 15 Proposals</u> – The Chiofaro Company



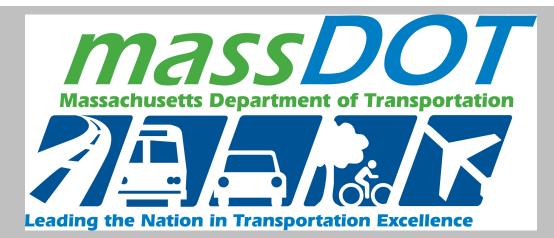
	<u>L</u>				L	•			
	Gross Square Footage Calculations								
	Floor	G	2	3-6	7-10	11-30			
Parking		5,000	20,000	24,500			123,000		
Retail		11,000					11,000		
Office		4,000			24,500	20,000	502,000		
	Totals	20,000	20,000	98,000	98,000	400,000	636,000		

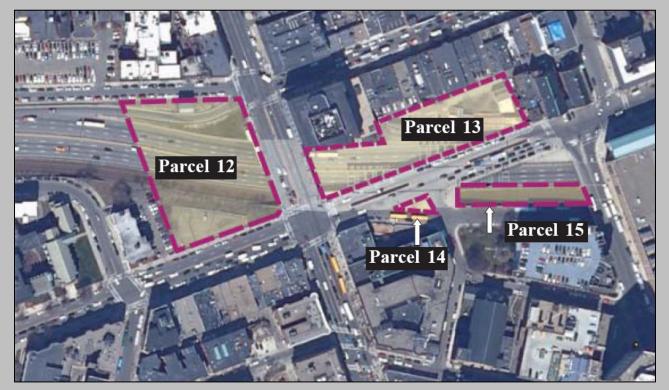
<u>Parcel 15 Proposals</u> – The Chiofaro Company



Incorporates the "prudential air-rights"

<u>Parcel 15 Proposals</u> – The Chiofaro Company





MassDOT Office of Real Estate and Asset Development