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)
PARCEL 12 AIR RIGHTS PROJECT
BOSTON, MASSACHUSETTS

PROPOSED PUBLIC REALM IMPROVEMENTS

- Reopened MBTA Tunnel
- New headhouse within Parcel 12
- New bus shelter
- Dedicated bus lane
- Dedicated cycle track
- Street trees and site furnishing
- Bicycle racks
- Quality street frontage and vibrant ground floor uses
- Reduced crossing distance (safer for pedestrians and cyclists)
- Relocated ramp - safer driver and pedestrian experience
- Potential to increase sidewalk width
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.
- 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

<table>
<thead>
<tr>
<th>Project Element</th>
<th>Approx Program</th>
<th>Height</th>
</tr>
</thead>
<tbody>
<tr>
<td>Retail Podium</td>
<td>70,000 SF</td>
<td>2 stories / 40 feet</td>
</tr>
<tr>
<td>Office</td>
<td>325,000 SF</td>
<td>14 stories / 237 feet</td>
</tr>
<tr>
<td>Residential</td>
<td>150,000 SF</td>
<td>11 stories / 154 feet</td>
</tr>
<tr>
<td>Hotel (alt)</td>
<td>125,000 SF</td>
<td>11 stories / 154 feet</td>
</tr>
<tr>
<td>Hotel Alternative</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total GFA</td>
<td>520,000 sf</td>
<td></td>
</tr>
<tr>
<td>Residential Alternative</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total GFA</td>
<td>545,000 sf</td>
<td>approx 150 units</td>
</tr>
<tr>
<td>Parking Garage</td>
<td></td>
<td>up to 150 spaces</td>
</tr>
<tr>
<td>Office and Resi/Hotel</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Amenity Space</td>
<td>24,000 SF</td>
<td></td>
</tr>
<tr>
<td>Floor Area Ratio</td>
<td></td>
<td>5</td>
</tr>
</tbody>
</table>