

# Component I Development Proposal

Air Rights Parcel 15 | December 5, 2008



tat | the architectural team

**THE  
CHIOFARO  
Company**

Real Estate Development and Management

December 5, 2008

Stephen J. Hines  
Chief Development Officer  
Massachusetts Turnpike Authority  
State Transportation Building  
10 Park Plaza, Suite 4160  
Boston, MA 02116

Dear Steve:

We are pleased to submit along with the Prudential Insurance Company of America (PICA), through their advisors, Prudential Real Estate Investors (PREI), our proposal for development of MTA Parcel 15 in the Back Bay. Our team is uniquely qualified to develop the parcel because, as you know, The Prudential Insurance Company of America owns the adjacent parcel containing 10,921 square feet, enabling the combination with Parcel 15 into a developable site of 23,441 square feet with frontage on Boylston Street and Dalton Street.

Together PREI and Chiofaro own both International Place and the soon to be redeveloped Harbor Garage in the Financial District. We offer the combination of a sophisticated and long standing institutional equity source and an accomplished hands-on developer of high-quality properties.

We think we have offered an attractive package which includes a generous value for the Turnpike's development rights and a straightforward development concept which can be completed expeditiously and with certainty enabling the Authority to monetize this potential value.

We look forward to working with you and we welcome meeting with you to answer any questions you may have after reading this proposal.

Sincerely,



Theodore Oatis



**Prudential**

**Catherine Marcus**  
Managing Director

**Prudential Real Estate Investors**  
8 Campus Drive, Parsippany, NJ 07054  
Tel 973 683.1601 Fax 973 683.1794

December 3, 2008

Stephen J. Hines  
Chief Development Officer  
Massachusetts Turnpike Authority  
State Transportation Building  
10 Park Plaza, Suite 4160  
Boston, MA 02116

Re: Air Rights Parcel 15

Dear Mr. Hines,

We are pleased to join with The Chiofaro Company in proposing a development on Air Rights Parcel 15 located in Boston's Back Bay neighborhood.

PREI, a business division of Prudential Investment Management, Inc, is investment advisor to the general account portfolio of Prudential Insurance Company of America. It is investment advisor to numerous third party funds. One or more of these funds is currently, or has in the past, invested in real estate with entities owned or controlled by the respondent to this RFP.

Sincerely,

A handwritten signature in black ink, appearing to read "C Marcus", with a long horizontal flourish extending to the right.

**Proposal Form**

Reference is herein made to a certain Request for Proposals dated September, 2008 issued by the Massachusetts Turnpike Authority relating to Air Rights Parcels 12, 13, 14, and 15, Massachusetts Avenue/Boylston Street intersection Area, Boston (together with all figures, appendices and schedules, the "RFP"). Initial capitalized terms, unless otherwise defined herein, shall have the meanings assigned to such terms in the RFP.

The undersigned (the "Proposer") affirms that it has read and fully understands the terms and conditions set forth in the RFP, and hereby agrees to the terms and conditions thereof.

1. The Proposer hereby irrevocably submits its Lease Proposal(s) for Air Rights Parcels known as Parcel(s) 15 (~~INSERT APPLICABLE Parcel number(s) 12, 13, 14, 15 any or all or any combination~~) to MassPike subject to the lease terms and conditions of the RFP.
2. The Proposer herewith submits a Submission Deposit in the amount of Seventy-Five Thousand Dollars (\$ 75,000), which shall be held and disposed of in accordance with Section IV.C(2) of the RFP.
3. The Proposer agrees that all of the Proposer's expenses related to the preparation of this Proposal for Air Rights Parcel 12, 13, 14, and 15 and (if applicable) the consummation of the transaction contemplated hereby, including any costs related to any third party representation engaged by the Proposer, are the Proposer's sole responsibility.

Executed under seal by the duly authorized President of the Proposer:

Name of Proposer: The Chiofaro Company, Inc.

Signature: [Handwritten Signature] Date: December 5, 2008

Print Name: Donald J. Chiofaro Title: President

Section 40J Disclosure Statement

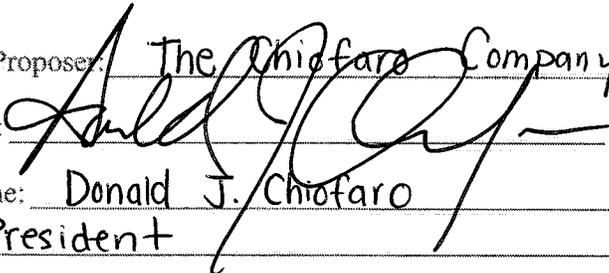
DISPOSITION OF REAL PROPERTY

For the purposes of disclosure pursuant to the Massachusetts General Laws, Chapter 7, Section 40J, the undersigned (the "Proposer") does hereby provide the following statement giving the true names and addresses of all persons who have or will have a direct or indirect beneficial interest in the real property defined as "Air Rights Parcels 12, 13, 14, and 15" in that certain Request for Proposals dated September, 2008, issued by the Massachusetts Turnpike Authority. If there are no such persons, the Proposer has indicated this by inserting the word "NONE" in the space below.

Name	Address
<u>Donald J. Chiofaro</u>	<u>178 Marsh Street, Belmont, MA 02478</u>
<u>Theodore A. Oatis</u>	<u>44 Harvard Street, Charlestown, MA 02129</u>
_____	_____

*Note: If necessary, please attach additional names and addresses on a separate sheet of paper referencing this Statement.*

This Disclosure Statement is signed under the pains and penalties of perjury on this 5<sup>th</sup> day of December, 2008 by the duly authorized President of the Proposer:

Name of Proposer: The Chiofaro Company, Inc.  
Signature:  Date: December 5, 2008  
Print Name: Donald J. Chiofaro  
Title: President

## **Development Team**

### *a) Development Entity:*

The developer will be a special purpose entity with an affiliate of The Chiofaro Company acting as the operating partner executing all phases of the project.

#### ○ **THE CHIOFARO COMPANY**

The Chiofaro Company is a privately held, independent firm engaged in the development, investment, consulting, leasing, management and ownership of real estate properties of the highest quality. It is one of New England's leading developers and operators of first class commercial and research/development projects. The company's successful track record and its impressive client list are a direct result of its uncompromising focus on creating and maintaining workplaces of extraordinary value—workplaces that enhance the competitiveness of its clients. The Chiofaro Company is comprised of seasoned professionals with extensive experience who have worked successfully together through numerous economic and real estate cycles. The resulting perspective allows them to ask the right questions, define the right issues, assemble the right team and deliver the right solution.

The Chiofaro Company is responsible for highly successful and distinctive properties, both in major metropolitan areas and in the suburban marketplace. The company has secured equity and debt financing of over \$2 billion. The company's developments have been clear market leaders, consistently outperforming the competition in terms of both rental rates and occupancies achieved.

### *b) Other Development Team Members:*

#### • **The Architect**

The Architectural Team

Founded in 1971, The Architectural Team, Inc. (TAT) is a 50-person architectural firm that has successfully grown through its design excellence and commitment to responsive and collaborative client relationships. TAT has developed a portfolio of distinctive design solutions, which includes a broad range of building types and programs, and has earned the firm more than 60 awards for design excellence. These include the new construction of large urban mixed-use developments, residential, commercial, hospitality, recreational, and academic facilities, as well as a national reputation in the area of historic preservation and adaptive reuse. The majority of TAT's work is located in New England, but the firm routinely works throughout the eastern seaboard including, recently, New York, Washington, D.C., Louisiana, Maryland, Michigan, Illinois, Florida, Pennsylvania, among other states. Locally, The Architectural Team Inc. has extensive Article 80 (Large Project Review) experience in the City of Boston. Located on the water on Admiral's Hill in Chelsea, Massachusetts, The Architectural Team's office occupies the restored historic Commandant's House originally built in the 1840s, on the grounds of the former Chelsea Naval Hospital site.

- **The Construction Manager**

John Moriarty & Associates

John Moriarty & Associates, Inc. is a full service construction management firm providing preconstruction and construction services for commercial and institution clients in New England, Virginia and Florida. In business since 1985, JMA employs over three hundred staff and puts in place in excess of 800 million dollars worth of construction annually. Notable projects in and around Boston include; 111 Huntington Avenue, Russia Wharf, The Broad Institute, Museum of Fine Arts Expansion, Simches Labs at Massachusetts General Hospital, The Karp Family Research Center at Children's Hospital, Belvedere Condominium Building.

- **Structural Engineer**

McNamara/Salvia, Inc.

Robert J. McNamara and Joseph A. Salvia have been practicing structural engineering together in Boston for the past twenty-five years. Collectively, they have over seventy years of experience in virtually all types of buildings. Initially organized as a branch office of a nationally recognized engineering company, the Boston office grew to have a number of engineers and designers doing work throughout the country. In December 1987, Messrs McNamara and Salvia purchased the office to form McNamara/Salvia, Inc.

McNamara/Salvia, Inc. provides innovative and cost-effective structural engineering with full principal participation in each project from concept through construction stages. The firm brings to the design team extensive engineering expertise in all types of structural systems and materials for diversified projects such as medical and research facilities, urban and suburban office structures, commercial and retail complexes, air rights developments and residential developments.

The firm of McNamara/Salvia, Inc. currently comprises of a staff of 55 people of which 50 are technical personnel. The engineering staff includes 23 registered professional engineers and the document production team is supplemented by state-of-the-art CAD equipment.

McNamara/Salvia is registered to practice engineering in over 40 states.

- **Legal Counsel**

We anticipate the combination of DLA Piper and Goodwin Procter

- **Permitting Consultant**

Epsilon Associates

Founded in 1997, Epsilon is a mid-size environmental engineering and consulting firm that has extensive experience in environmental management and permitting services. Epsilon is the "go to" firm for complex and highly visible projects in New England and beyond. Epsilon has successfully gained approvals and permits for many of the largest and most complex projects in the region, including such projects as Columbus Center and South Station both of which involved air-rights.

## Development Approach

### a. Development Program

#### i. Program Areas

1. Overall GSF: 636,000
2. Table of Floor Areas

<b>Gross Square Footage Calculations</b>						
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	<b>636,000</b>
MTA Air-rights	12,520					
Prudential Air-Right	10,921					
Cambria Street	1,200					
<b>Site Total Area:</b>	<b>24,641</b>					

#### **Net Usable Square Footage Calculations for Office Floors**

Office Floors 7-10 USABLE SF		Office Floors 11-30 USABLE SF	
Usable Office Space	19,560	Usable Office Space	15,200
Circulation Lobby	524	Circulation Lobby	524
Shell & Core Area	4,416	Shell & Core Area	4,276
Total SF	24,500	Total SF	20,000

#### ii. Land Uses

1. *Indoor and Outdoor Uses:*  
Office Space, Parking for office and Ground Floor Retail
2. *How these Uses Relate Programmatically to the Surrounding Land Uses:*  
Office is a year round use that will benefit the surrounding businesses economically. The ground floor retail will extend and fill in expansive gaps along the Southside of Boylston Street.

#### iii. Parking

1. *Number of parking spaces on and off-site:*  
All spaces are on site, 370 parking spaces will be in the above ground garage with 5 more on the deck over Cambria Street for a total of 375 valet spaces.\*  
\*note that based upon experience proponent believes that the actual parking need will not exceed one space per 2000 of net rentable office space or approximately 250 spaces.
2. *How many spaces will be dedicated to each use:*  
The majority of the parking spaces will be used in conjunction with the office use with the balance used to meet the city requirements for retail and transient parking spaces.

#### b. Community and Use Benefits

The proposal will provide a significant public benefit by covering *both* the Parcel 15 opening *and* the adjacent Prudential air rights opening in the ground plane. This void, which presently looks down onto the Turnpike and the rail beds will be replaced with an attractive gateway building which, at the ground level, will provide the pedestrian activity of multiple commercial retail uses as well as the main building entrance. The 20' sidewalk condition will be maintained and improved with a 17' wide, 25' high covered

colonnade echoing the sidewalk/building relationship established by the Hynes Convention Center on the next block.

As described in the Civic Vision document, the configuration of the intersection of Cambria, Boylston and St. Cecilia Streets is such that it seems unlikely that Parcel 14, the small triangle of land created by the geometry of these streets will be developed into a building. This focuses visual pressure on Parcel 15 generally and the corner of Boylston and St. Cecilia Streets in particular. The gateway building proposed will respond to this visual pressure in an exciting way and mark the entrance to the Boylston street commercial corridor, as well as covering the presently exposed service and side wall conditions of the Dalton Street Garage and the Hynes Convention Center.

c. Building and Site Description

i. *Building Massing and Height*

The proposed project massing is composed of two forms, a ten story 125' tall street wall mass approximating the height of the Hynes Convention Center located on the adjacent block and a taller 30 story, 394' tower set back 5' from the lower form.

ii. *Building Footprint and Plates*

The ground and second floors are 20,000 sf each. The third through tenth floors are somewhat larger at 24,500 sf as a result of recovering the area above the pedestrian arcade. The eleventh through thirtieth floors are 20,000 sf.

iii. *Pedestrian access to and circulation through the building and site*

Pedestrian access to the building and site will be primarily from Boylston Street with the main building entrance located approximately mid-block along Boylston Street. Retail entrances will be located at the corner of Boylston and Dalton Streets and west of the main building lobby on the Boylston Street façade. There will be a minimum of two separate retail spaces with the potential of further subdivisions to create additional discrete retail tenancies, particularly along Boylston Street.

iv. *Parking and vehicular access to, egress from, and circulation through site*

A garage entrance to valet parking within the building is to be accessed from a proposed deck over Cambria St. with the entrance on the south façade facing the Dalton Street Garage. Three automobile elevators accessing the valet parking garage levels above the first floor will be located along the southernmost section of the Dalton Street façade. It should be noted that the proposed deck is not necessary to the viability of this proposal (vehicles could enter directly from Dalton Street), but the deck provides queuing space, which would otherwise displace ground floor commercial retail uses if it was to be provided within the building.

v. *Provisions for building delivery, loading and other services*

The new deck referenced in iv above will also provide access from Dalton Street to a service dock located beyond the garage entrance on the south façade facing the Dalton Street Garage. Again, the proposed dock is not essential to this proposal, but allows for more retail space along Boylston Street and moves loading functions away from Dalton Street.

vi. *Vertical circulation throughout the building*

The pedestrian elevator core is proposed to be accessed at the building lobby level and located over the rail bed so that it can be framed within the terra firma zones between the Turnpike and the rail bed and the rail bed and Cambria Street. The building lobby entrance is located midway along the Boylston Street frontage directly opposite the elevator core. The lobby floor elevation will be designed to ensure that the elevator pits associated with the vertical circulation remain above the clearance restrictions of the railway and avoid the need for a second story elevator lobby accessed by escalators.

Three automobile elevators accessing the valet parking garage levels above the first floor will be located along the southernmost section of the Dalton Street façade.

vii. *Proposed architectural treatment, materials and features*

The building massing is designed as a three-form composition with each with a different set of architectural materials and textures responding to the different vistas from which they will be viewed and the different architectural contexts to which they need to respond.

The ten-story base approximates the height of the Hynes Convention Center to the east as well as the prescribed height (per the Civic Vision document) of potential development on Parcel 13 on the north side of Boylston Street. The base also provides a transition stepping down to the Berkeley College of Music buildings to the West. Punched windows and a literal cornice reference the traditional composition and proportion of lower scale older buildings in the area within a contemporary texture of stone or terracotta skin. The ground level arcade of the ten-story base along Boylston Street widens the sidewalk and creates a covered, protected pedestrian gallery continuing the motif of the Hynes Convention Center on the next block.

The tower located behind and above this ten-story base is articulated as two distinct thirty-story forms, with a common mechanical penthouse. The southern mass which faces the Dalton Street Garage, the Hilton Hotel and other large-scale pre-cast concrete structures to the south is rendered as a more solid form in masonry or terracotta with a regular grid of punched windows divided by a vertical band of metal skin. The southern half of the tower provides a solid foil to the glass curtain wall façade of the northern half facing Boylston Street above the ten story base. Together the two facades provide a particularly striking view from the west and, depending on what is eventually built on Parcel 12, the inbound lane of the Massachusetts Turnpike.

viii. *Nature, size and location of landscaped areas and their relationship with other parks, buildings, parcels*

The proposal envisions a hardscape composed of attractive paving patterns and materials along Boylston Street with low planters and lighting integrated with the columns and wall textures of the building arcade. To the extent changes in street elevation need to be mediated with the building first floor this can be accomplished with steps in the space between the arcade columns. The arcade will continue the sidewalk-building relationship established at the adjacent Hynes Convention Center. Paving materials and textures will be carried into the building lobby located mid-block along Boylston Street.

The proponent will also explore the opportunity for an outdoor green roof on the 11<sup>th</sup> floor where the building steps back from the St. Cecilia Street/Boylston Street intersection.

ix. *Building impact on the turnpike*

The development will meet all MTA and CSX clearances; no impacts are anticipated beyond normal construction phase traffic disturbance.

x. *Incorporation of the Hynes T Station*

NOT APPLICABLE

xi. *How building and site design will satisfy the design guidelines of the Civic Vision*

Several significant statements from the Civic Vision document inform the building concept:

*“...the Prudential Center complex set the stage for a dramatic contrast to the historic row-house scale and character of buildings north of Boylston Street. Air rights development on Parcels 14 and 15, south of Boylston Street, could help form a transition between these very different scales. The scale and character of*

*development on Parcels 12 and 13 should be carefully scaled to respect the historic Back Bay...*”

Furthermore, the document states that development above 15 stories could take place on either Parcel 13 or Parcel 15, with Parcel 15 being the preferred location for a taller development. With regard to pedestrian activity the document states:

*“...Boylston Street, with a mix of large- and small-scale buildings, is the commercial spine of the Back Bay. The gap created by the Prudential Center, the Hynes Convention Center, and the Turnpike has created a long inactive zone along the streets and has isolated the block of small commercial stores west of Massachusetts Avenue. Air rights development on these parcels should reestablish the broader sidewalk widths across the Turnpike...”*

The building form responds to and resolves the urban grid of the Back Bay with the skewed grid of the blocks surrounding St. Cecilia’s Church. The street wall is maintained along Boylston Street and reinforced with traditional materials and recognizable, though contemporized, architectural vocabularies. Above this base, the tower projects an explicitly contemporary architectural expression at a scale comparable to the subordinate structures surrounding the Prudential Tower. The tower mass has also been located closer to Dalton street as a gesture of stepping down from the prudential high-rise scale to the neighborhood low-rise scale. Through massing, differentiation of architectural vocabulary, and material choices the proposed building respond to the different urban fabric surrounding it. At the pedestrian level, a broad 20’+ sidewalk width is maintained approximately half of which is within the protected arcade of the first floor.

The Civic Vision describes four principal objectives, which the proposed Project achieves as follows:

*1. Foster increased use and capacity of public transportation and decrease reliance on private automobiles by taking tangible steps to expand public transportation and other alternatives to the automobile, improve the pedestrian realm, and limit parking.*

The proposal meets the required .75 parking spaces per 1,000 sf of office space as described above. Yet, parcel 15 is situated directly across from the entrance to the Hynes Convention Green Line MBTA station; if requested, the proponent is willing to reduce the parking count by one third based on documented experience that the demand will be approximately .75 spaces per 1,500 sf.

*2. Strengthen the vitality and quality of life in neighborhoods along the Turnpike corridor by balancing the larger scale inherent in these projects with uses and massing that are compatible with adjacent neighborhoods and respecting the very different planning context presented by each of the communities along the Turnpike.*

As noted above, the building design repairs the existing street wall and ground floor retail discontinuity with new Boylston Street liner retail and commercial entrance uses. In addition, the proposed massing, successfully mitigates the scale transition between the varying urban contexts.

*3. Enhance Boston as a place to live, work, and invest by taking advantage of exceptional opportunities to accommodate projects that generate broad civic benefits.*

The proposed project provides numerous public benefits as described above, but specifically accomplishes the civic vision’s goal of connecting the Southside of Boylston street ground floor commercial activity.

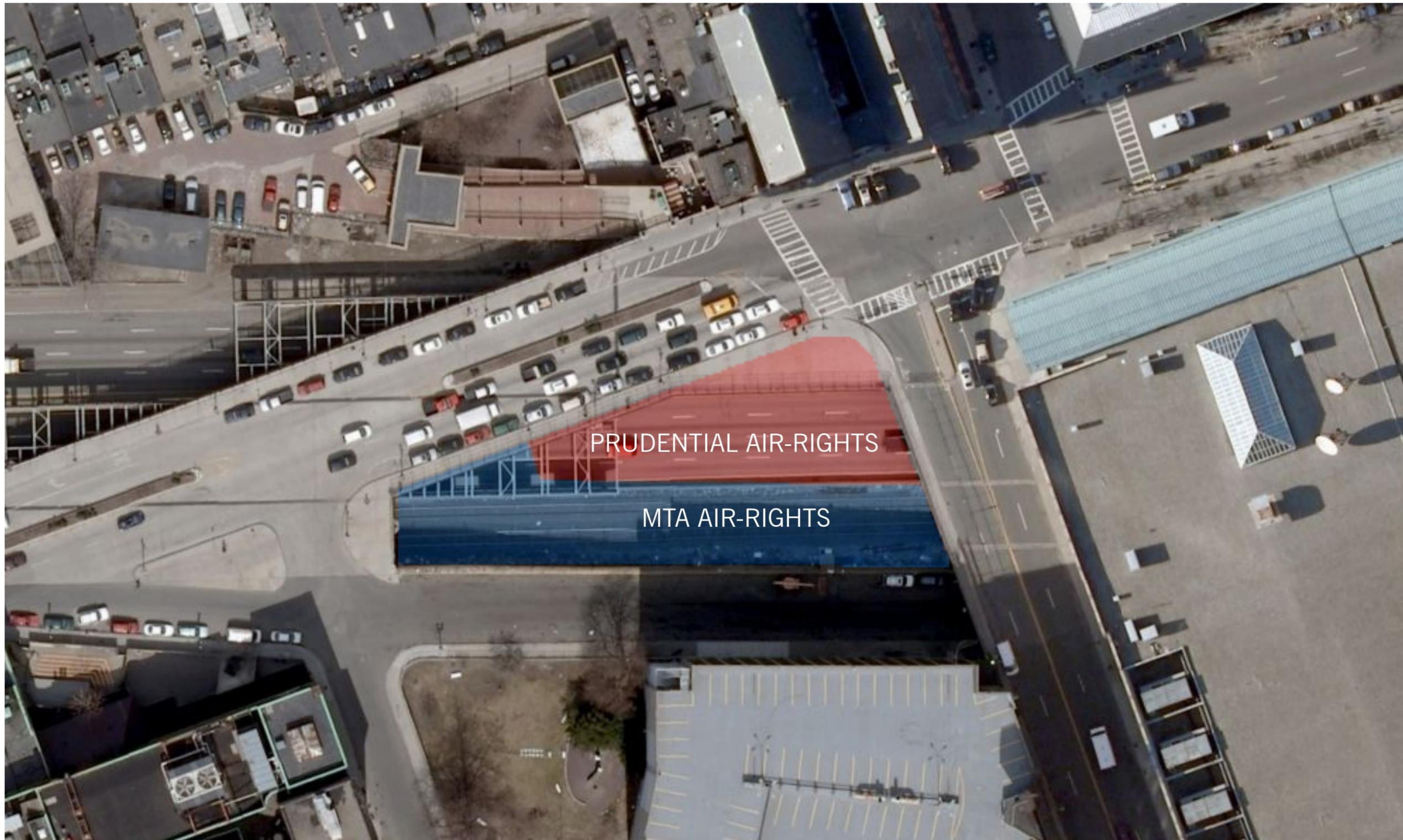
Through the combination of the streetscape expansion and the location of active retail and commercial uses at street level will enliven the pedestrian realm along Boylston Street and the corner of Boylston and Dalton Streets.

*4. Repair and enrich the city's public realm by capturing unique opportunities to create a wide range of lively public spaces and designing buildings and public spaces to contribute to Boston's distinctive character.*

The proposed project, on Parcel 15 and the prudential Air-rights site, offers a rare opportunity to cover up the Turnpike and railroad tracks and re-connect important and diverse neighborhoods. The project also will help return the Boylston Street blocks east of Massachusetts Avenue back to the active public realm, with retail amenities to be enjoyed by the immediate community and all of the city's inhabitants.

*xii. Sustainable design principals incorporated into the design*

The Proponent is committed to seek LEED Certification for the Project from the US Green Building Council and will therefore comply with Article 37 of the Boston Zoning Code. LEED credits will be achieved by careful site and building design and material selection as well as through a well developed construction waste management plan. Dedicated storage and collection of recyclables will also be incorporated into the building's final design. Whenever possible, architectural and building materials with recycled content will be specified. Low-emitting architectural materials such as adhesives and sealants, paints, carpets, and composite wood will be specified to improve overall indoor environmental quality. Furthermore, the building will be designed to optimize daylight and views to ensure that spaces have adequate views and natural light.



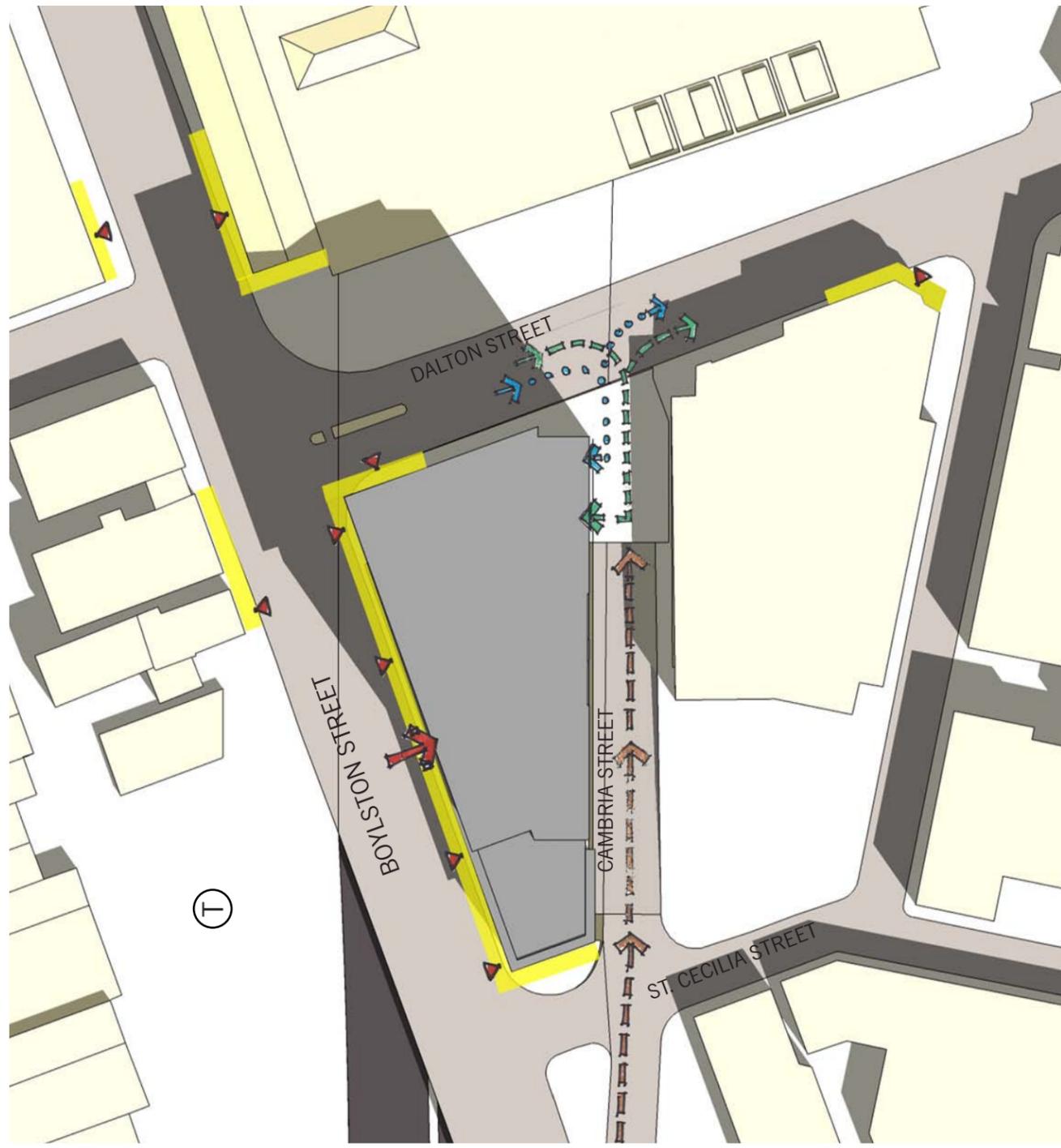
-  PRUDENTIAL AIR-RIGHTS
-  MTA AIR-RIGHTS

Parcel 15  
Boston MA

Site Property Lines  
and Deck Coverage  
Figure: 1

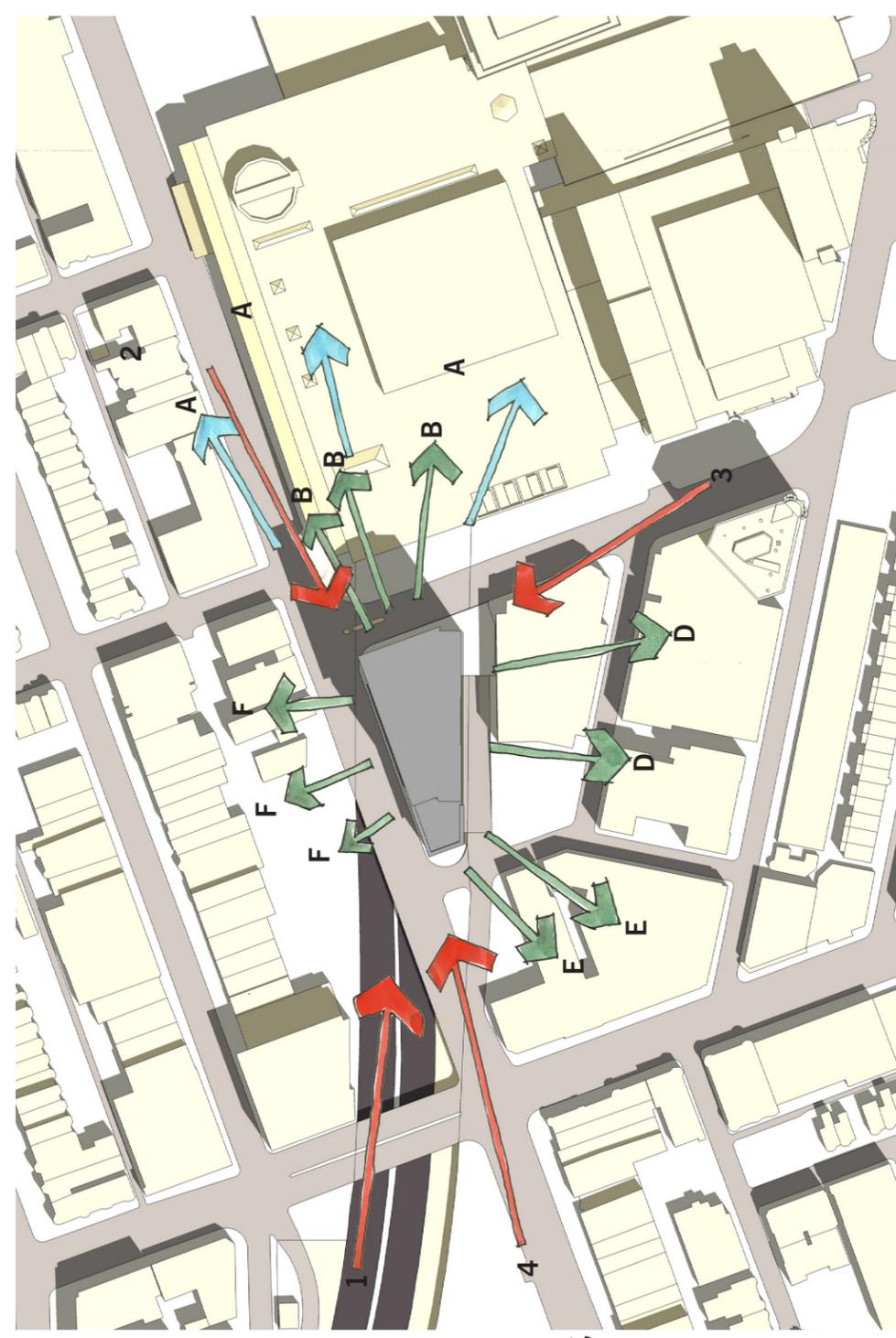
December 5, 2008  
DEVELOPER : The Chiofaro Company  
ARCHITECT : The Architectural Team

**tat** | the architectural team



- OFFICE ENTRANCE
- RETAIL ENTRANCE
- TRUCK DELIVERIES
- VEHICULAR ACCES TO PARKING GARAGE
- TRUCK ACCESS TO HYNES CONVENTION
- GROUND FLOOR RETAIL

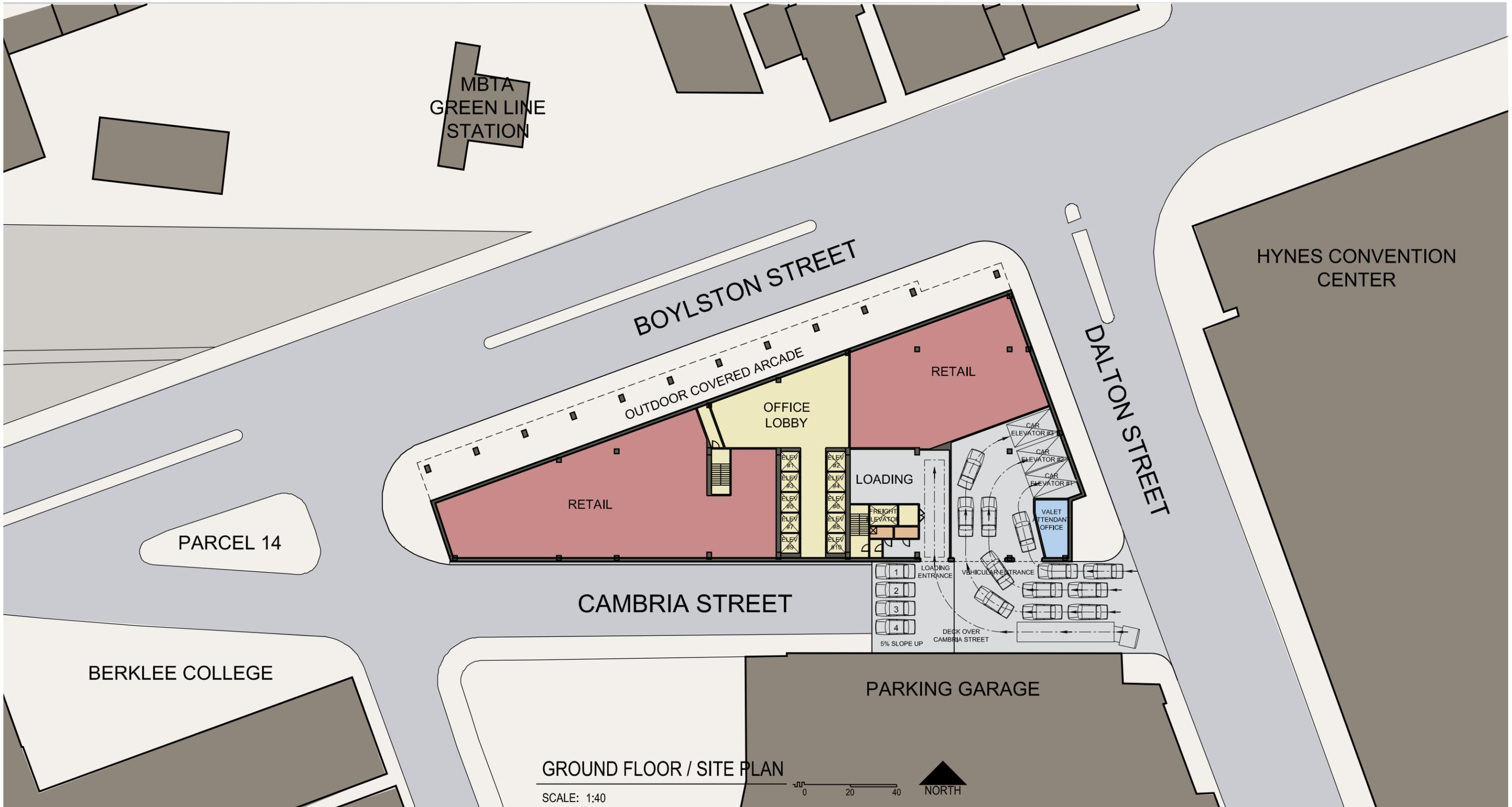
**RELATIONSHIP WITH ADJACENT AREAS AND PEDESTRIAN AND VEHICULAR CIRCULATION**



- MAJOR VIEWS TO SITE:**
1. EASTBOUND MASS. TURNPIKE
  2. BOYLSTON STREET LOOKING WEST.
  3. DALTON STREET LOOKING NORTH.
  4. BOYLSTON STREET LOOKING EAST.

- VIEWS FROM SITE:**
- A. WATER VIEWS
  - B. FINANCIAL DISTRICT, INNER HARBOR.
  - C. SOUTH END, SOUTH BOSTON, OUTER HARBOR
  - D. HUNTINGTON AVE. ROXBURY, MILTON.
  - E. FENWAY
  - F. BACK BAY, CHARLES RIVER, CAMBRIDGE

**VIEWS TO AND FROM SITE**



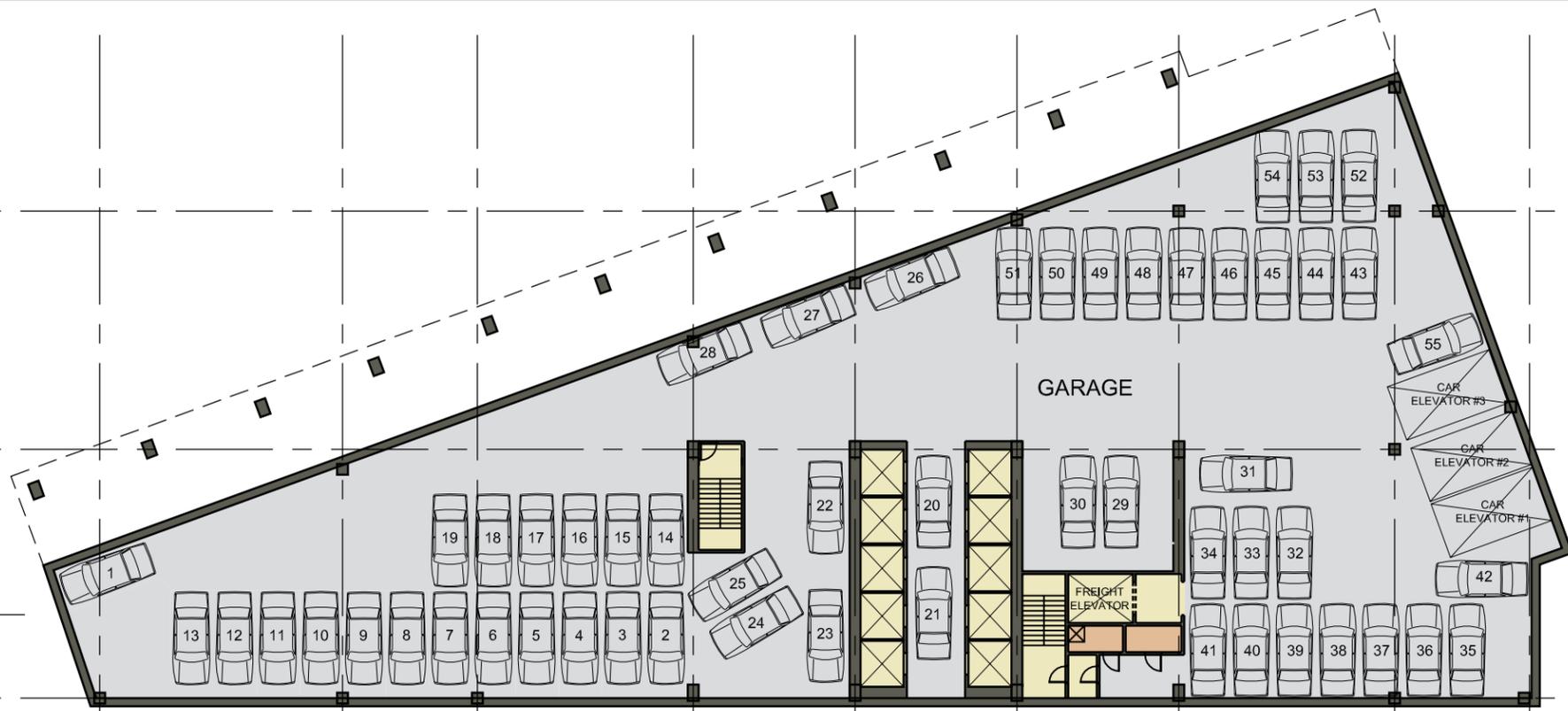
Parcel 15  
Boston MA

Ground Floor Plan  
Figure: 3

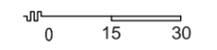
December 5, 2008  
DEVELOPER : The Chiofaro Company  
ARCHITECT : The Architectural Team

tat | the architectural team

UPPER GARAGE PLAN  
SCALE: 1:30



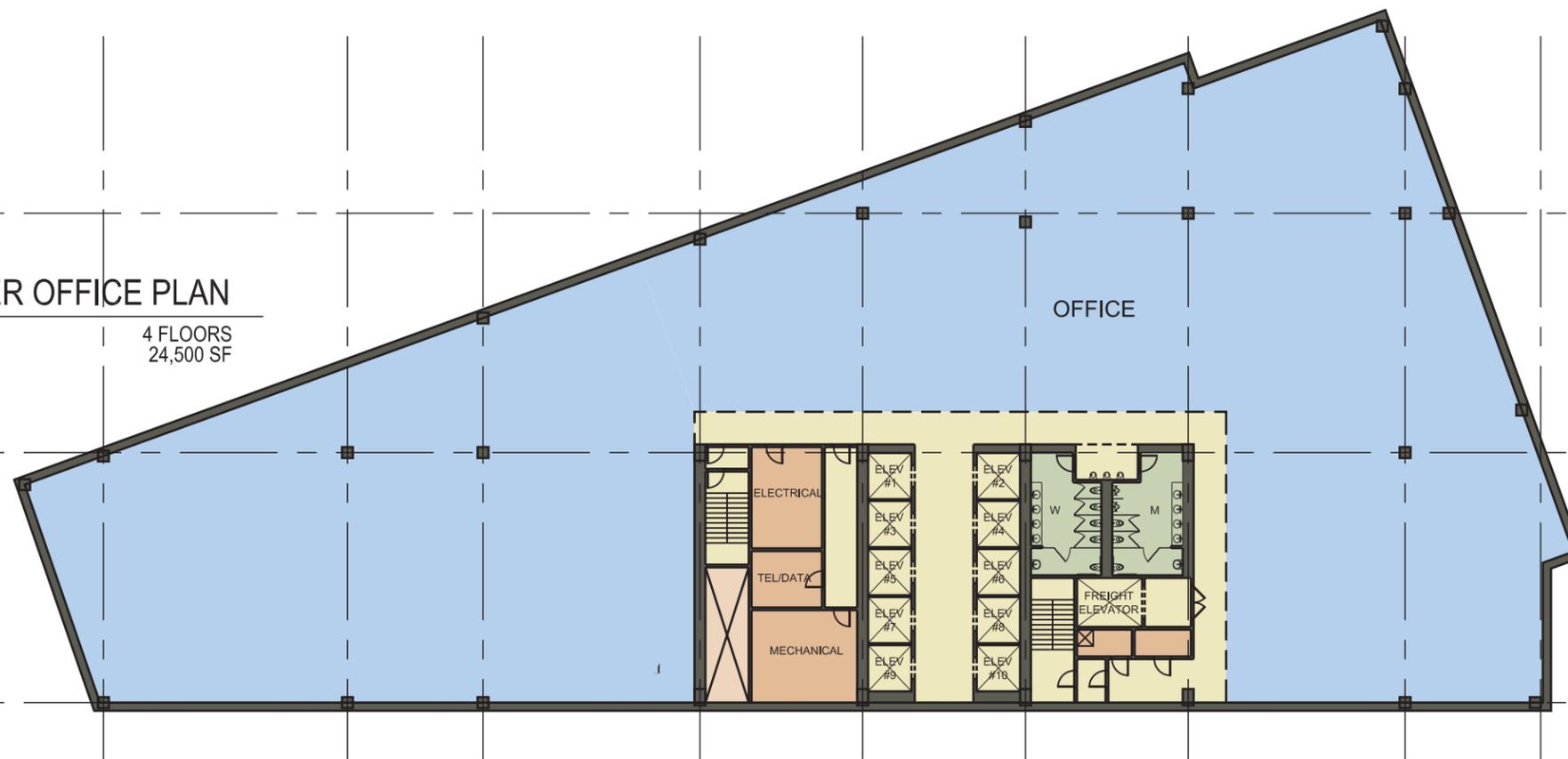
LOWER GARAGE PLAN  
SCALE: 1:30



### TYPICAL LOWER OFFICE PLAN

SCALE: 1:30

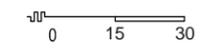
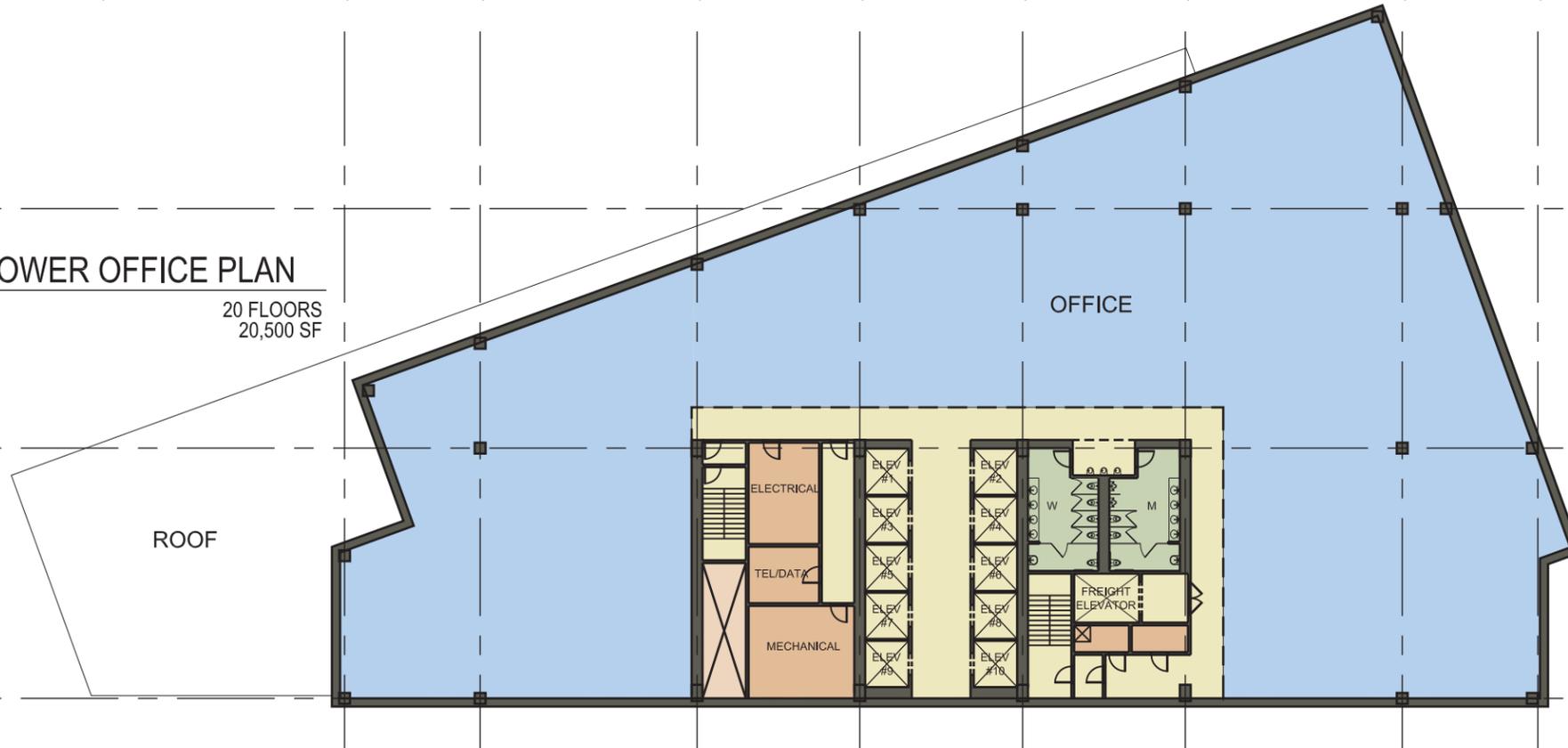
4 FLOORS  
24,500 SF



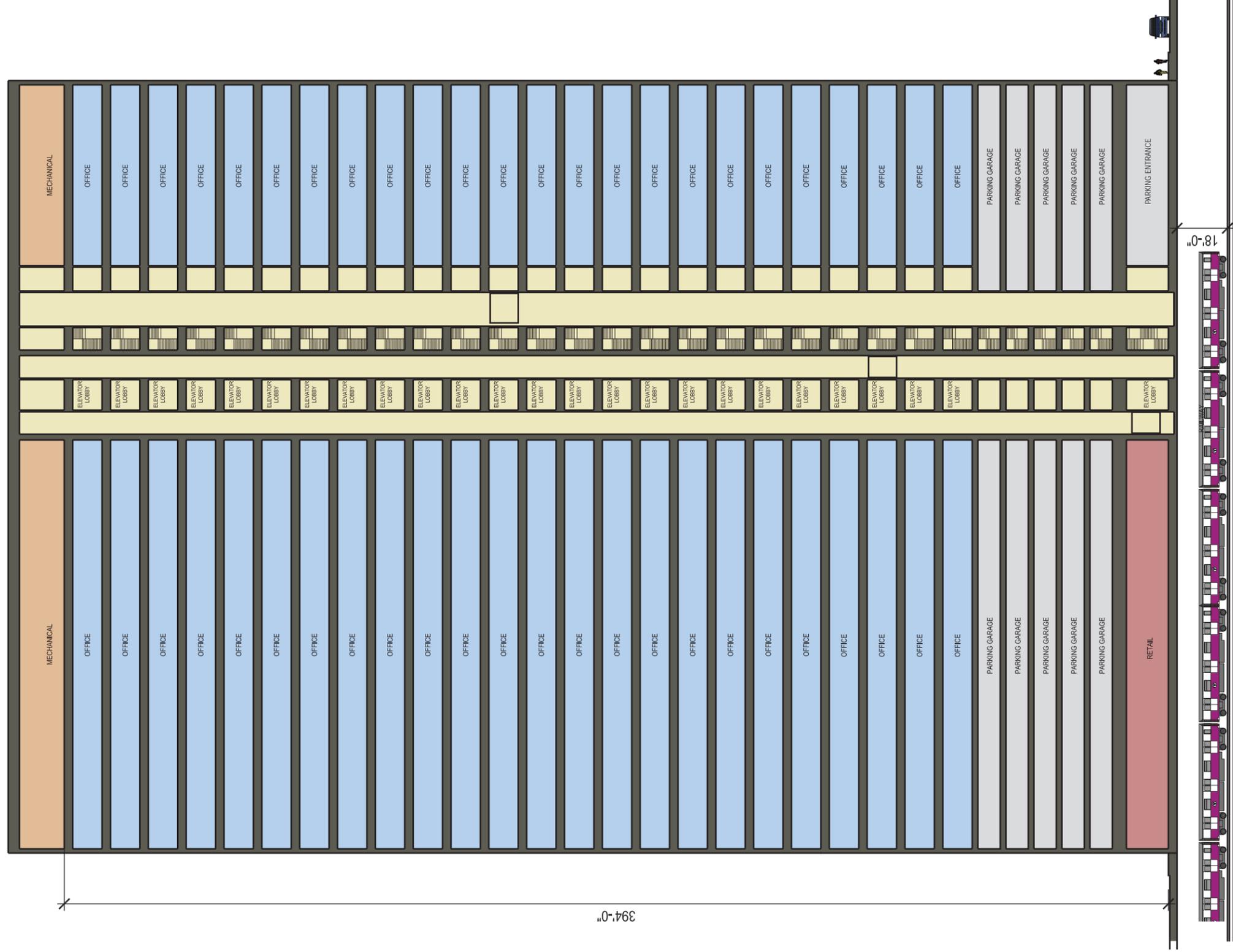
### TYPICAL TOWER OFFICE PLAN

SCALE: 1:30

20 FLOORS  
20,500 SF



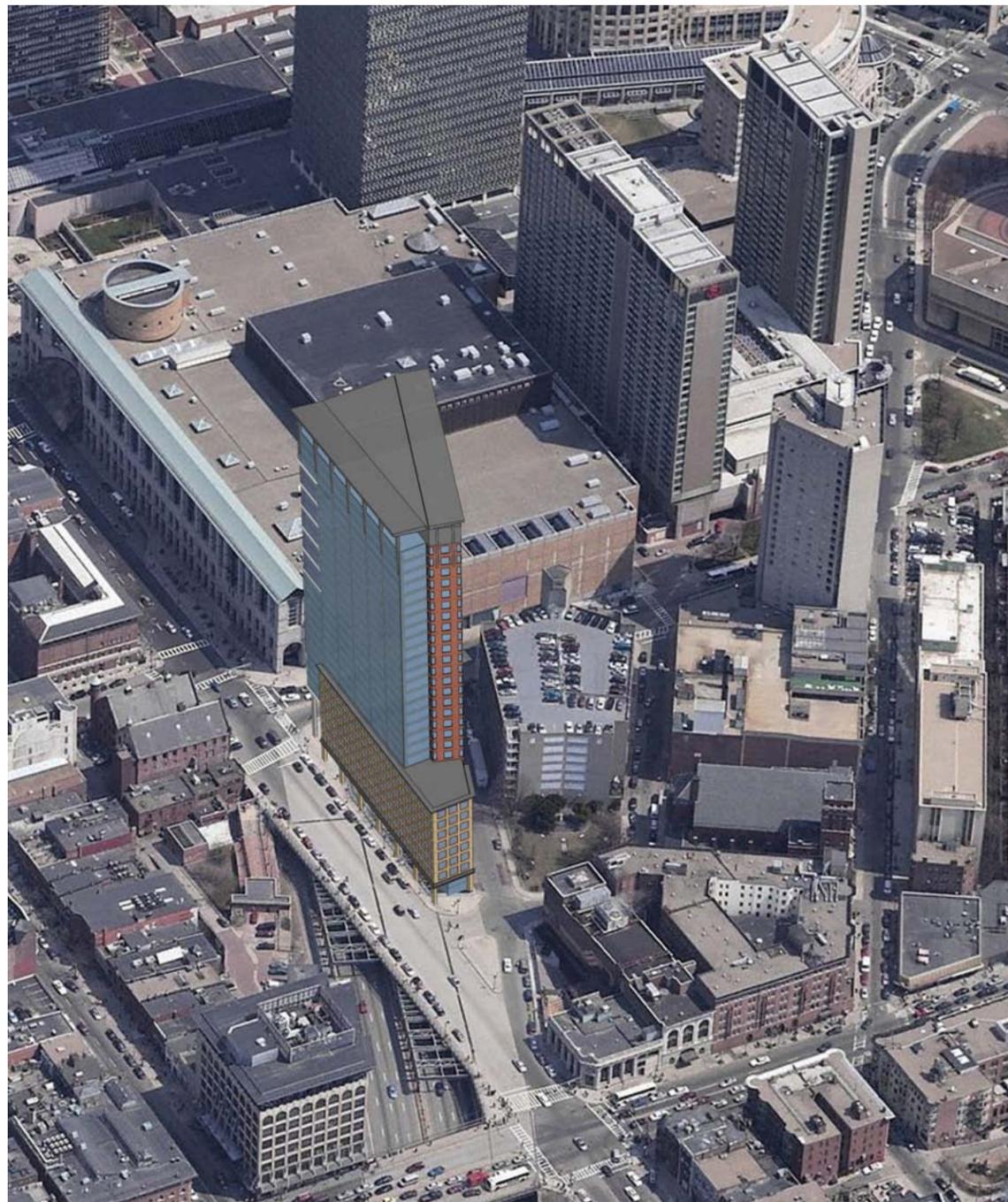




**C** LONGITUDINAL SECTION

SCALE: 1:40





# Parcel 15

Boston MA

Axon Views in Context

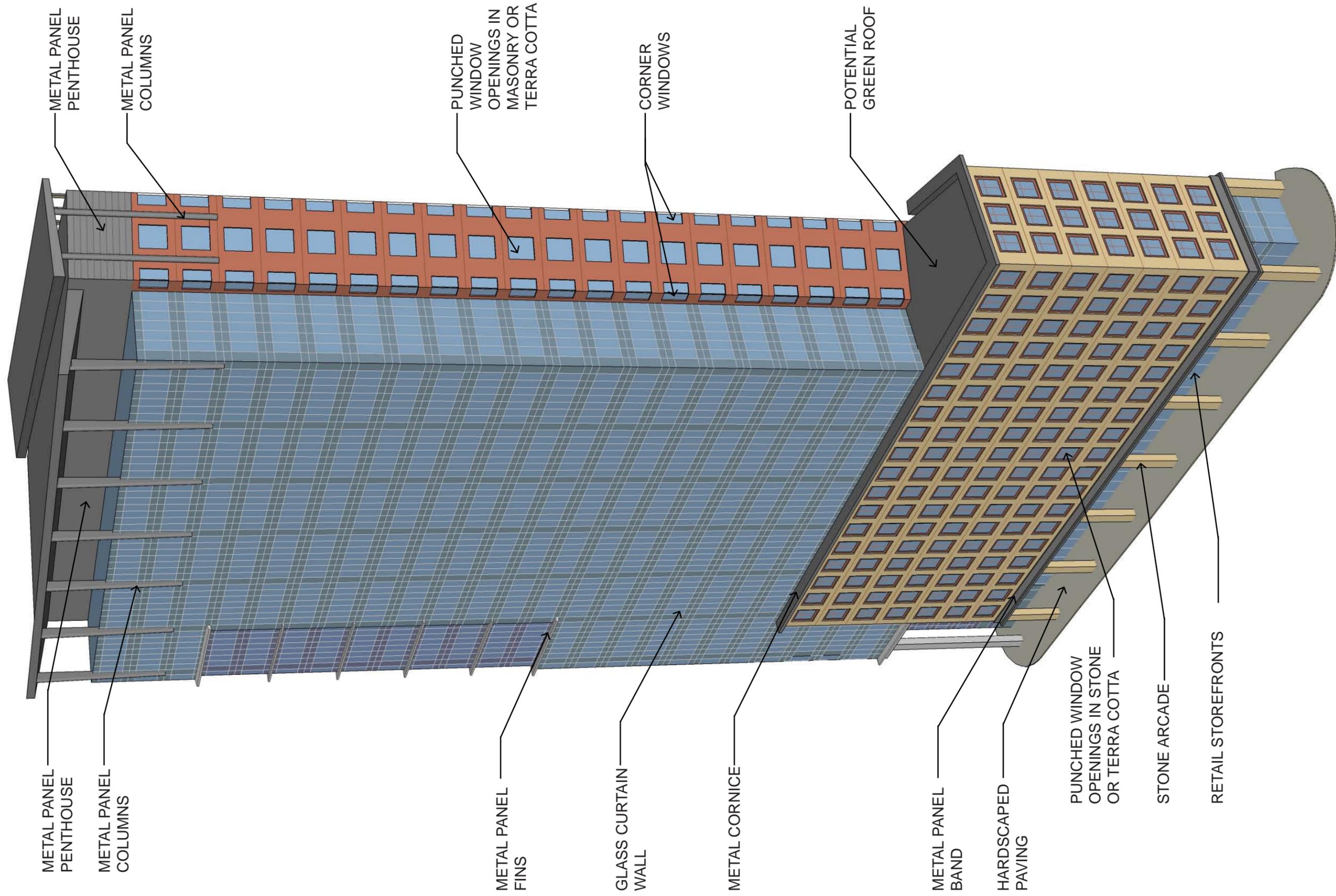
Figure : 8

December 5, 2008

DEVELOPER : The Chiofaro Company

ARCHITECT : The Architectural Team

tat | the architectural team



# Parcel 15

Boston MA

December 5, 2008

DEVELOPER : The Chiofaro Company

ARCHITECT : The Architectural Team

Figure : 9

AXONOMETRIC DEPICTING ARCHITECTURAL TREATMENTS



Parcel 15  
Boston MA

Eye Level Perspective  
Boylston Street Looking East  
Figure : 10

December 5, 2008

DEVELOPER : The Chiofaro Company

ARCHITECT : The Architectural Team

tat | the architectural team



Parcel 15  
Boston MA

Eye Level Perspective  
Boylston Street Looking West  
Figure : 11

December 5, 2008  
DEVELOPER : The Chiofaro Company  
ARCHITECT : The Architectural Team

tat | the architectural team

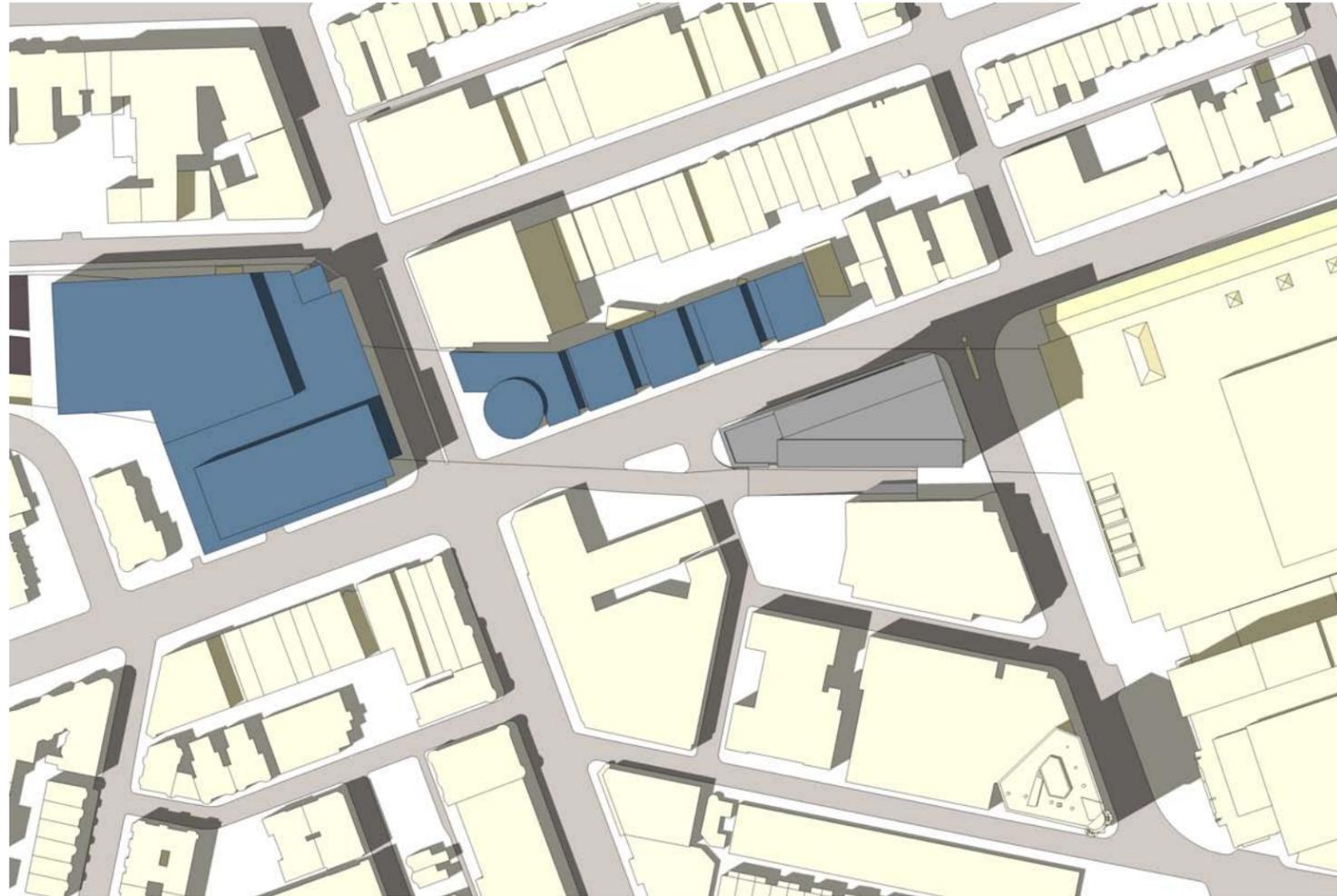


Parcel 15  
Boston MA

Eye Level Perspective  
Dalton Street Looking North  
Figure : 12

December 5, 2008  
DEVELOPER : The Chiofaro Company  
ARCHITECT : The Architectural Team

tat | the architectural team



Parcel 15  
Boston MA

Project in Civic Vision  
Proposed Context  
Figure : 13

December 5, 2008  
DEVELOPER : The Chiofaro Company  
ARCHITECT : The Architectural Team

tat | the architectural team

## **PARCEL 15- ANTICIPATED PERMITS AND APPROVALS**

### **Agency Name**

### **Permit / Approval**

#### **FEDERAL**

Federal Aviation Administration

Determination of No Hazard to Air Navigation

#### **STATE**

Department of Environmental Protection,  
Division of Water Pollution Control

Sewer Connection and Extension Permit

Department of Environmental Protection,  
Division of Air Quality Control

Air Plans Approval; Pre-Construction Notice

Executive Office of Environmental Affairs  
(MEPA Unit)

Secretary's Certificate

Massachusetts Water Resources Authority

Sewer Use Discharge Permit; Construction Dewatering  
Permit

Massachusetts Historical Commission

State Register Review

Massachusetts Highway Department

Access Permit/Approval

Massachusetts Turnpike Authority

Review/ Approval of Design

#### **LOCAL**

Boston Air Pollution Control Commission

Parking Freeze Permit

Boston Civic Design Commission

Review and Approval

Boston Redevelopment Authority

Article 80 Large Project Review (in accordance with the  
MOU between the MTA and the City)

Boston Water and Sewer Commission

Sewer Use Discharge Permit; Site Plan Approval;  
Construction Dewatering Permit; Sewer Extension/  
Connection Permit; Stormwater Connection

City of Boston Committee on Licenses

Parking Garage Permit; Fuel Storage License

City of Boston Inspectional Services  
Department

Building and Occupancy Permits

Boston Landmarks Commission

Certificate of Appropriateness

Boston Public Improvement Commission

Street and Sidewalk Occupation Permits; Tieback/Earth  
Retention Permit; Specific Repair Plan

Boston Zoning Commission

Review and Approval (voluntary)

Boston Transportation Department

Transportation Access Plan Agreement/ Construction  
Management Plan

Boston Fire Department

Flammables Permit for Parking Garage

