

## EVALUATION OF RENOVATION PLANS

### **Scheme B Service Level Plan 1**

There is not enough room in the Annex area to give up space for a “Café”.

The room still has to house the basketball floor and the ice covering floor as well as have enough space to store empty road cases for major concerts as well as “quick off-ice” changing area for Disney On Ice as well as other large ensemble touring productions.

Increased dressing room space in the former Concessions area is an asset as is the creation of a chair stacking/storage area at main floor level on the lobby end of the building.

No solution has been provided for the loading dock deficiency. The proposed added loading dock where the dumpster currently is won't work for semi-trucks because there is not enough maneuvering room on Center St. to back a semi-trailer truck into that space. In addition, relocating the dumpster to the front end is logistically detrimental to getting large amounts of trash off the main floor and disposed off so that changeovers can be completed in a timely manner.

It is being proposed that more seating capacity could be created by installing portable collapsible seating in the back-stage area of the arena which would allow the stage to be indented back into the seating area on the Zamboni end of the arena. It is proposed that this would allow the floor seating capacity to be increased from 1,800 to 2,136, a net gain of 336 folding chairs that would be located in the far rear of the main floor area from the stage. It is also proposed that by moving the stage back as many as 480 existing stadium seats would be added back into the capacity. These seats would be located from rows 1 to 24 near the side-front stage. In order to get these seats, a major portion of the ice dasher system would have to be removed and stored before each concert and then replaced after each concert. The increase in labor cost and changeover time would have to be factored into the consideration of the merit of the added construction costs as well as the added cost and time for the changeovers.

The quality of the folding chair seating in the far back of the floor would be poor and there is a serious question as to whether or not 336 is a valid number due to the placement of the elevated sound and lighting consoles in the center of the arena floor in the specified location from the front of the stage.

The Zamboni pit and “off-ice” maneuvering area for two Zambonis is inadequate.

### **Scheme B5 Concourse Level 2**

The big issues are seating capacity and quality of existing stadium seat losses.

In order to install concrete ADA platforms, 310 existing quality stadium seats will be lost. These seats are not being replaced with seating, but instead the concrete platforms will be extended in the existing doorways and corners to accommodate 122 wheelchairs and folding chairs. 310 stadium seats represent the equivalent of all of the existing stadium seats in section H.

In order, to include four concourse level suites, 208 existing stadium seats will be lost. These public seats will be replaced by 96 “suite” seats. 208 stadium seats represent the equivalent of all of the existing stadium seats in section V.

In all, 518 of our existing quality stadium seats will be lost for the two above concepts. These seats will be lost for all events.

These 518 seats will be replaced by 122 seating “spaces” and 96 exclusive seats in the concourse level suites.

The Scheme B5 “Concourse Level” also includes bar and concessions space on the Zamboni end of the arena that would be valid for hockey, but not for concerts and theatrical events because it is behind the stage.

The Spring St. concourse would be widened to allow for more concessions space. The Free St. Concourse would also be widened and a new entrance would be added across from Brown St. There is a concern that the concession stand areas in this concourse are not large enough.

Significant alteration of the existing main lobby area would take place. This is where the majority of the new, viable concessions and restroom space would be added. In addition, the main concessions staging facilities would be moved from the existing location near the Center St. loading entrance to the main lobby area. There would even be space taken from the Spring St. parking garage for Concessions storage. We oppose relocating the dumpster to the main lobby end of the building for practical and aesthetic reasons.

It is intended that the new main lobby would be inside the ticket gates, thus the turnstiles would be at the Spring St. lobby side outside entrance and on Free St. at an upper level to be described in the next segment.

In addition, there would be four corner “party” suites. Two of these would be in front of the stage with a total standing room capacity of 28.

There is considerable concern regarding the exiting capacity of the Spring St. concourse on the Center St. end as compared to now and on the lobby end where the existing doors are completely eliminated under this plan. Further explanation is necessary as to whether or not these changes effect the current exiting capacity as rated by the State Fire Marshall’s office.

## **Scheme B5**

### **Upper Concourse Level 3**

This plan highlights two major areas of “elevation” addition to the existing facility.

On the lobby end, a level would be added at the grade level of the Free St. sidewalk (garage end).

The box office would be relocated at the level on the Free St. side of the building. Serious questions still remain regarding the square footage allocated for the box office which must include a minimum of eight ticket windows, a phone room big enough for six people and office space for a Manager, Asst. Manager, and two Box Office Assts. In addition, there would need to be a safe.

Secondly, the spacing allocated for ticket window lines is still inadequate and dysfunctional. The jamming of large numbers of people in the small space allocated for this is a regression of the current concept. Janet Marie Smith tried to correlate this situation to the Red Sox, who do not have any “day of show” (walkup) ticket sales when I brought it up. We know that with minor league hockey and high school sports events as many as 2,000 tickets will be sold at the box office in a two hour period prior to the event.

The Box Office concept is also deficient because there is no current plan for getting the thousands of people who arrive at the building on Spring St. to the box office on Free St. I do not believe that having them walk through the parking garage is going to be the answer.

Also, included at this new Free St. “grade” level is a 1,100 square ft. team shop and a new 3,440 sq. ft. function room and terrace. Both the function room and terrace would be an asset to the event operations, especially for hockey. Careful consideration must be given to the inclusion and design of appropriate kitchen and food prep areas in proximity to any added function room areas.

Two party “decks would be added at this elevation level in sections K and Q with a total standing room capacity of 32 people. These would be assets during hockey games.

A new major elevation level would be added on the Center St. end of the existing facility.

New facilities would be constructed in the space over the existing annex/storage room for artists dressing rooms (sorely needed) and an 1,800 sq. ft function room or “lounge”. Another 1,800 sq. ft. multi-purpose area would be built over the loading dock area. This area would serve nicely as the catering room for our road crews from the touring entertainment shows provided that the design for this level incorporated a proper kitchen and food prep area. A “party” deck would be included in section AA at this level.

The plan for this level designates another 3,700 sq. ft. of bar space overlooking the Old Port above where the current “steep stairs” are located as well as more bar space attached to a “party” deck in section GG.

All of the public facilities on the Center St. end are located in the backstage area for entertainment events and would not be viable other than for hockey and other “full-arena” events.

**Scheme B5  
Upper Tier  
Level 4**

This scheme details another level of elevation construction at the opposite end areas of the existing facility. The main lobby end would be the skybox suite level with eight suites at the row 24 level of sections L,M,N,O,P. These suites would be viable provided that the sightlines at that level were clear.

At that same level on the Center St. end of the building would be two party decks totaling 2,890 sq. ft. with a view of the main arena. Their location behind the stage and the production equipment make their usage predominantly limited to hockey.

**Final Input-Capacity**

It is the viewpoint of the management that the determining capacity for concerts, now, and in the future will be the “front-stage” capacity which is currently 6,213 in the winter. This is the capacity that we are asked for by the majority of tour planners.

According to information sent to us by Janet Marie Smith the renovation will result in the following capacity and seat category changes for concerts:

**Seat losses of existing stadium seats:**

ADA Seating -	Lose 310 existing seats
Concourse Level Suites	Lose 208 existing seats
Upper suites	Lose 16 existing seats
Upper party decks	Lose 8 existing seats

Total Existing Reserved Seating Capacity Lost      **542**

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**Seat or capacity gains:**

ADA platforms	Gain 102 wheelchair or folding chair spaces
Concourse Suites (4)	Gain 96 seats (non-public)
Upper Suites (8)	Gain 96 seats and 40 “stools” (136 total) (non-public)
Corner Party Decks (2)	Gain 32 Standing
Corner Party Suites	Gain 28 Standing
ADA and exclusive seating gain:	<b>394</b>

Proposed additional folding chairs on the main floor from stage set-back: **336**

Proposed stadium seat capacity gain from stage set-back: **480**

Proposed stadium seat capacity gain from relocation of  
press box and sound/lighting booths: **72**

Total proposed combined capacity gain : **1,282**

Less existing capacity lost **(542)**

Total net capacity gain (front stage) : **740**

