

BPA APPROVAL: 9/10/98
BZC APPROVAL: 9/23/98
EFFECTIVE: 9/28/98

BOSTON REDEVELOPMENT AUTHORITY

DEVELOPMENT PLAN

for

131 DARTMOUTH STREET-NEW ENGLAND FINANCIAL

within

PLANNED DEVELOPMENT AREA NO. 45

NEW ENGLAND FINANCIAL, Developer

September 10, 1998

Development Plan: In accordance with Article 3, Section 3-1A and Article 80, Section 80C of the Boston Zoning Code (the "Code"), this development plan sets forth information on the development of the project at 131 Dartmouth Street ("Project"), including the proposed location and appearance of structures, the proposed uses of the Project, the proposed dimensions of the structure, the proposed density, the proposed parking and loading facilities, access to public transportation and other major elements of the Project (the "Development Plan").

Developer: The developer of the Project is New England Financial (formerly The New England), a financial services company headquartered in Boston, MA, its successors and assigns (the "Developer"). New England Financial has engaged Northland Development Corporation of Newton, MA to manage the planning, permitting, design and construction of the Project.

Site: The Project will be constructed on the parcel of land known as 131 Dartmouth Street, which consists of an irregularly shaped parcel containing approximately 60,328 SF (1.385 acres) ("Site"). The Site is occupied by a four level cast-in-place garage with 428 parking spaces and an open-air parking lot with 63 parking spaces. A Site Location Plan is included in the set of

plans referenced in Appendix A. The open-air lot faces onto Dartmouth Street with approximately 230 feet of frontage. The garage structure was constructed in the 1920s and was known as the National Garage fronting on Buckingham and Dartmouth Streets. As a result of the construction of the Southwest Corridor and relocation of the Massachusetts Bay Transportation Authority (MBTA) Orange Line to the Southwest Corridor, Buckingham Street was discontinued as a public street and conveyed to the MBTA for use in conjunction with the new MBTA Back Bay MBTA Station, a major transportation center on the Corridor. The garage and parking lot are owned and operated by New England Financial. The Site is more particularly bounded and described on the survey plan prepared by Harry R. Feldman, Inc. Land Surveyors, entitled: "ALTA/ACSM Land Title Survey, Buckingham Street Garage", Boston, Massachusetts, scale 1"=20', dated January 24, 1995 ("Survey Plan"). A Survey Plan is included in the set of plans referenced in Appendix A.

Proposed Location and Appearance: The Project consists of the demolition of the existing parking garage structure and the construction of a new, twelve story, mixed-use office and retail building. The Project will contain approximately 353,000 gross square feet of office area, 4,000 gross square feet of retail area, and 730 parking spaces. The parking spaces will be contained in six levels with four levels below-grade and two levels constructed above grade and contained within the building towards the rear of the Site.

The location of the Project presents a design challenge because it is at a point of transition between the lower-scaled residential buildings of Boston's South End and the higher-scaled spine of office, hotel and retail buildings of Copley Square/Back Bay. Due to the configuration of the Site, the design of the building is primarily expressed along Dartmouth Street. The proposed

building provides generous setbacks of the upper portion of the building which reflect the scale, height and massing of Tent City and other significant surrounding buildings. The design goal of 131 Dartmouth Street is to give appropriate expression to both its larger scaled function as an office building at the same time relating to the neighborhood and serving as a gateway to a vibrant residential community.

The Developer has engaged the architectural firm of Arrowstreet Inc. to design the Project. The preliminary architectural drawings referenced in Appendix A reflect the following design intentions:

Urban Design. The design of the Project reflects its place in the urban context. The site is at the edge of the South End - within the state's South End Landmark District and just outside the National Register District. Architectural forms that give the South End its distinctive character are used: the 45' to 70' high streetwall; curved masonry bays, "2 over 2" windows, and traditional red brick and cast stone details. The building also makes the transition to the taller scale of Copley Square and the high spine that was planned along the edge of the Back Bay. The upper floors of the proposed buildings are set back from Dartmouth Street and from Columbus Avenue.

The massing is designed with three objectives: The first is to give Dartmouth Street a lowrise scale, which connects to the patterns of the South End. The second is to work with Tent City, using the tower element to form a portal and transition from Copley Square. The third is to configure the upper floors so as to modulate the scale - setting the upper floors back consistent with the spine of higher density development and using a combination of lighter colored exterior walls and red masonry to step down the South End.

Relationship to the South End Historic District. There is a design intent to foster the sense of

connection to the South End. This shows in the selection of architectural forms and materials. It also shows in the massing the building, low and similar to South End scale along Dartmouth Street. The architectural scale that is proposed relates to the Landmark District Guidelines and to abutting properties. At the southerly portion of the proposed building, there is a building setback of about 8' and cornice line that is close to the 40' height of the abutting building, housing the Baja cafe. The incorporation of the bow fronts along Dartmouth Street provides a stronger masonry base and pick up on a form and rhythm that is characteristic of the South End.

Dartmouth Street Sidewalk. The sidewalk experience is intended to reinforce the sense of entry into the South End in several aspects. The office entry is closest to the Back Bay Station with the same sidewalk width and an extension of the arcade to the office entry. Past the office entry are a series of retail space entries at sidewalk grade. The retail uses will be programmed to include retail that is active into the evening, enlivening the sidewalk. The sidewalk will be paved with appropriate materials and landscaping will be provided.

Tent City. Tent City, like the Project forms a transition from the South End to the Copley Square and Back Bay. Rising in height along Dartmouth Street, it reaches a height of twelve stories. The proposed building is twelve stories tall as well, though it is about 30' taller due to the greater floor to floor height in the office use. While Tent City's high portion goes straight up from the sidewalk, the Project's upper floors are set back. Tent City's tall portion also forms a rising, curving wall along the Southwest Corridor Park. The form of this wall is continued in the Project, stepping up and back along the north property line with the MBTA. This massing follows the suggestion in the CAC guidelines. Viewed in an approach from Copley Square, Tent City and the proposed building work together to form a portal or gateway to the South End. The

office entry is marked by a slightly projecting drum shape, similar in form but larger than the bow front bays that accompany it. The office entry and that corner of the building is also marked by a tower bay, the cornice of which is at the same height as Tent City.

Back Bay Station. The adjacency of the Back Bay Station is considered in several respects.

Along Dartmouth Street the sidewalk width and the arcade are continuous. The height and materials of the arcade are also picked up in banding in the adjacent new building. The curved form at the office entryway is intended to complement the curved form of the arch in the station as well as picking up on the curved bays, which have their origins in the South End.

Materials. Although the principal architectural features, especially at the lower floors along Dartmouth Street, have connections to the South End, the proposed building does incorporate some features which associate it with the architectural traditions of the Back Bay buildings that have traditionally served the insurance companies. These include 501 Boylston Street, currently occupied by New England Financial, the original John Hancock Building, and several other structures, frequently clad in light colored stone, which have in common 10 to 15 stories of office use over ground floor retail.

The detailing has been simplified and the upper floors of the Project are composed as a combination of red masonry and lighter colored building elements. The red masonry associates with the South End and Tent City. The light color with the Back Bay insurance companies. The brick is more ground-related, the right light color more sky-related. Used in combination, the scale is reduced and the transition bridged from Back Bay to South End.

Proposed Uses: The proposed zoning uses for the Site and for the structure planned for the Site may include one or more of the following uses:

| <u>Use No.</u> | <u>Description</u> |
|---|--|
| 34 | Store primarily serving the local retail business needs of the residents of the neighborhood but not constituting a business as described in Use Item No. 34A, including but not limited to, store retailing one or more of the following: food, baked goods, groceries, packaged alcoholic beverages, drugs, tobacco products, clothing, dry goods, books, flowers, paint, hardware and minor household appliances. |
| 36A | Retail catering |
| 37 | Lunchroom/Restaurant |
| 39 | Office of an accountant, architect, attorney, dentist, physician or other professional person, not accessory to a main use |
| 40 | Real estate, insurance or other agency office |
| 41 | Office building, post office, bank (other than drive-in bank) or other similar establishment |
| 43 | Barber/beauty/shoe shop services establishments |
| 44 | Tailor/Dry Cleaning |
| 59 | Parking Garage |
| 60 | Repair garage, gasoline service station, car wash |
| 61 | Car rental agency |
| 71 | Ancillary Uses |
| 72 | Accessory parking garage |
| Any other allowed use for a B district. | |

Proposed Dimensions: The Project consists of the demolition of the existing parking garage structure and the construction of a new, twelve story, mixed-use office and retail building. The Project will contain approximately 353,000 gross square feet of office area, 4,000 gross square feet of retail area, and 730 parking spaces. The parking spaces will be contained in six levels with four levels below-grade and two levels constructed above grade and contained within the building towards the rear of the Site.

The Project data and approximate dimensions are as follows:

Heights:

| | |
|---------------------------------|------------|
| Dartmouth Street (street wall): | 40' to 75' |
| Upper Office Floors: | 155' |

Lot Area and Floor Area Ratio:

| | |
|--|-------------------|
| Lot Area: | 60,328 SF |
| F.A.R. (excludes parking above-grade): | 5.50 (327,700 SF) |
| F.A.R. (includes parking above-grade): | 6.99 (421,700 SF) |

Parking:

| | |
|----------------------------------|-------------------|
| Parking Spaces above-mean grade: | 184 Spaces |
| Parking Spaces below-mean grade: | <u>546 Spaces</u> |
| Total Spaces | 730 Spaces |

FLOOR AREAS AND FAR

| Level | Gross Office Square Feet | Gross Retail Square Feet | Gross Parking Square Feet | F.A.R. Square Feet |
|--------------|-------------------------------------|-------------------------------------|--------------------------------------|-------------------------------|
| B4 | | | 44,000 | |
| B3 | | | 52,000 | |
| B2 | | | 52,000 | |
| B1 | | | 58,000 | |
| G | 2,000 | 4,000 | 49,000 | 43,700 |
| M | 5,000 | | 45,000 | 49,000 |
| 2 | 46,000 | | | 44,000 |
| 3 | 45,000 | | | 43,000 |
| 4 | 43,000 | | | 41,000 |
| 5 | 40,000 | | | 38,000 |
| 6 | 30,500 | | | 29,000 |
| 7 | 30,500 | | | 29,000 |
| 8 | 30,500 | | | 29,000 |
| 9 | 30,500 | | | 29,000 |
| 10 | 25,000 | | | 23,500 |
| 11 | 25,000 | | | 23,500 |
| TOTAL | 353,000 SF | 4,000 SF | 300,000 SF | 421,700 SF* |

*Gross Floor Area pursuant to the Code is 421,700 SF.

Proposed Zoning District: The Project Site is presently situated within a B-4 zoning district and the Restricted Parking District. Pursuant to the applicable provisions of the Code, the B-4 zoning district is a general business district with the following underlying zoning dimensional requirements for commercial uses: floor area ratio, setback of parapet and rear yard. Dimensional requirements with respect to lot size, lot area, lot width, height, front and side yards are not applicable to commercial uses within the district. Additionally, the Site is situated within the Restricted Parking District and, to the extent parking is provided for non-residential uses, the Development Plan and the Article 80 Project Impact Report address both the existing traffic conditions and impacts as well as proposed transportation management and mitigation measures to be undertaken by the Developer. Such study and proposals address the parking issues referenced in the Code for facilities within Restricted Parking Districts. As referenced in the Development Plan, the Project will be subject to the following dimensional requirements in lieu of the underlying zoning requirements:

| <u>Dimensional Requirements</u> | <u>PDA Requirement</u> | <u>Project Dimensions</u> |
|--|------------------------|-------------------------------|
| Minimum Lot Area | 1 acre (43,560 SF) | 1.3 acres (60, 328 SF) |
| Minimum Lot Size | 1 acre (43,560 SF) | 1.3 acres (60, 328 SF) |
| Minimum Lot Frontage (Dartmouth Street) | 200 feet | 230.19 feet |
| Maximum FAR | 8 | 7.00 |
| Maximum Height | 155 feet | 48 feet, 70 feet and 155 feet |
| Minimum Parapet Setbacks | | |
| Front lot line (Dartmouth side) | 40 feet | 50 feet |
| Side lot line (MBTA side) | 10 feet | 11 feet |

| <u>Dimensional Requirements</u> | <u>PDA Requirement</u> | <u>Project Dimensions</u> |
|---------------------------------|------------------------|---------------------------|
| Minimum Parapet Setbacks | | |
| Side lot line (Columbus side) | 10 feet | 20 feet and 100 feet |
| Rear lot line (Clarendon side) | 25 feet | 32 feet |

In addition to addressing the above-referenced zoning provisions, the Project is also subject to Large Project Review by the BRA. In accordance with the requirements set forth in Section 80B the Developer has filed a Project Notification Form and a Draft Project Impact Report (“DPIR”) with the BRA and will comply with the Development Impact Project requirements for the payment of housing and jobs Exactions as provided in Section 80B-7 of the Code. Subject to BRA and Zoning Commission approval, the Site will be subject to the use and dimensional controls set forth herein, which are comprehensive development controls delineating the uses and dimensions for the Project.

Projected Number of Employees: It is anticipated that the Project will generate approximately 350 construction jobs. With respect to permanent jobs, based upon the current development, approximately 1200 jobs will be created.

Traffic and Transportation: The Site’s location between Back Bay/Copley Square and the South End is an ideal site for office space since it abuts the MBTA Back Bay Station and more than 55% of New England Financial's workforce utilizes public transit for its commute. The existing Site accommodates 491 vehicles -- 428 in the garage and 63 in the surface lot. The spaces are used exclusively by employees of New England Financial with the exception that 90 spaces are licensed for use as valet parking on weekends and evenings. The Project will provide a total of approximately 730 parking spaces on the site, an increase of approximately 239 spaces. The 730

spaces will both accommodate the existing garage users and meet the needs of the new development on the site. As referenced in the Article 80 Project Impact Report, the Developer will initiate an enhanced transportation demand management program to be developed in coordination with the Back Bay Transportation Management Association, CARAVAN, and the City of Boston Transportation Department. A detailed table showing parking demand calculation is provided in the DPIR and referenced in Appendix B. During construction, the existing parkers in the garage and lot will be relocated to an off-site location. New England Financial is already pursuing temporary arrangements with an existing garage operator in the area to lease sufficient spaces for its employees during this time. During construction, efforts to encourage transit use and ridesharing will also be pursued more aggressively in a specific program targeted toward construction period needs.

Loading Requirements: To reduce the vehicular load on Dartmouth Street, an additional accessory vehicular entry to the Project is proposed from the present driveway at the New England Financial building at 287 Columbus Avenue. This will allow one lane for cars and trucks, which in the morning peak hour will be used for entering cars. In the evening peak hours the lane will be used for exiting cars. At other hours the lane will be available for use by trucks up to 11'-4" in height. With this access, the Project is expected to accommodate 90% of all truck deliveries and provide four (4) internal loading bays within the garage. The loading bay at Dartmouth Street (at the southerly edge) will be retained for occasional use and has been designed for semi-trailers, which cannot be accommodated through the Columbus Avenue entry. The safety and ease of pedestrian movements along Dartmouth Street is addressed in the Project design with the separation of truck and auto entries by about 40' and both have additional setbacks from the curb.

These changes provide greater visibility for drivers and pedestrians and a protected area between the two entries.

Public Benefits: The direct public benefits of the Project are many. The Project will:

- remove a dilapidated eyesore (existing parking garage)
- fill-in a large gap in the urban streetscape of the block
- provide an elegant transition from the commerce of Copley Place to the residences of the South End
- provide attractive retail at the street level
- increase neighborhood safety/security
- replace narrow concrete sidewalks with broader architecturally designed sidewalks featuring brick paving and landscaping
- provide construction jobs

Additionally, pursuant to Section 80B-7 of Article 80 of the Boston Zoning Code, the Project will make total contributions to the city of \$1,366,200. This contribution is divided in the following manner: Housing Linkage contribution of \$1,138,500, and a Jobs Linkage contribution of \$227,700. The indirect benefits are also numerous. The Project will help to satisfy the growing needs of New England Financial allowing them to remain competitive and profitable in downtown Boston. New England Financial is very supportive of its surrounding community, providing more than \$1 million annually to non-profit agencies located throughout the City, especially in the South End and the Back Bay. New England Financial provides annual operating support grants to many non-profit agencies with operations in the South End, including: Boston Aging Concerns, Associated Day Care, Cathedral High School in the South End, Blackstone

Summer Enrichment Camp, South End Health Center, Boston Center for the Arts and the Community Music Center. In addition, New England Financial regularly provides financial support for special events. Recent support has gone to: Ellis Memorial & Eldredge House, Rosie's Place, South End Historical Ball and the Boston Living Center. New England Financial also provides meeting space to several South End community organizations in its building at 287 Columbus Avenue. Many New England Financial employees take an active role in community affairs in the South End and the Back Bay.

Development Review Procedures: All design plans for the Project are subject to on-going development review and approval of the BRA. Such review is to be conducted in accordance with Article 80 of the Code and the BRA Development Review Procedure, dated 1985, revised 1986.

LIST OF APPENDICES
to
DEVELOPMENT PLAN
For
131 DARTMOUTH STREET

- APPENDIX A** **PROJECT DRAWINGS AND PHOTOGRAPHS-SEE 131**
DARTMOUTH STREET DPIR, FIGURE 2-2 and 5-1 thru 5-24.
- APPENDIX B** **TRANSPORTATION AND TRAFFIC ESTIMATES-SEE 131**
DARTMOUTH STREET DPIR, SECTION 4.0 TRANSPORTATION
COMPONENT.

MEMORANDUM

SEPTEMBER 10, 1998

TO: BOSTON REDEVELOPMENT AUTHORITY AND
THOMAS N. O'BRIEN, DIRECTOR

FROM: JAMES G. KOSTARAS, REGIONAL DEPUTY
RANDI LATHROP, REGIONAL MANAGER
NAOMI R. FRAENKEL, ASSISTANT PROJECT PLANNER

SUBJECT: 131 DARTMOUTH STREET, NEW ENGLAND FINANCIAL

SUMMARY: This memorandum requests that as part of a scheduled public hearing to consider the proposed mixed use development of 131 Dartmouth Street in the South End:

- (1) Authorization be granted for the Director to issue a Preliminary Adequacy Determination waiving further review pursuant to Article 80B, Section 80B-5.4 (c)(iv) of the Boston Zoning Code and to issue a Certification of Compliance upon the successful completion of the Article 80 process;
- (2) authorization be granted for the Director to enter into a Cooperation Agreement, a Boston Residents Construction Employment Plan, and any and all other appropriate and necessary agreements which, in the Director's sole discretion, are in the best interests of the Authority;
- (3) authorization be granted for the Director to execute a Development Impact Project Agreement along with other related documents for the proposed project;
- (4) authorization be granted for the Director to submit a petition to the Boston Zoning Commission for approval of Planned Development Area No. 45, for approval of Map Amendment No. 408, and for approval of the Development Plan for the 131 Dartmouth Street project, PDA No. 45;
- (5) authorization be granted for the Director to issue a Certification of Consistency pursuant to Article 80, Section 80C-8 indicating that the proposed project is consistent with the PDA Development Plan for Planned Development Area No. 45 upon the approval of the Development Plan by the Boston Zoning Commission and the completion of the BRA design review.

On August 13, 1998, the Boston Redevelopment Authority (the "BRA") authorized the scheduling of a public hearing relative to the Development Impact Project and the

Development Plan for Planned Development Area No. 45 for the 131 Dartmouth Street Project in the South End. This action by the BRA Board was taken in connection with the proposed mixed use redevelopment project proposed to be developed at 131 Dartmouth Street by New England Financial ("NEF" or "Developer"). A Project Notification Form ("PNF") for the 131 Dartmouth Street project (the "Proposed Project") was submitted on March 2, 1998. In response to PNF, the BRA issued a Scoping Determination (the "Scope") on April 29, 1998. The Draft Project Impact Report (the "DPIR") was filed by NEF on July 6, 1998 and addresses the concerns of the Scope. The public comment period for the DPIR ended on September 3, 1998 after having been extended by the Developer. The DPIR sets forth the Development Impact Project Requirements. The Development Plan for the Proposed Project (Planned Development Area No.45) was submitted to the BRA on July 17, 1998. Its public comment period ended September 2, 1998.

The site of the Proposed Project is an antiquated, 428 car garage and 63 car open-air parking lot. This 60,310 square foot, triangularly shaped property fronts onto Dartmouth Street and lies in the block bounded by Columbus Avenue and Stuart Street. The proposed project area directly abuts Back Bay Station (MBTA) and is located on the Back Bay/South End line. The property has been owned by New England Financial (formerly The New England) since the 1960s and is presently used as the primary parking facility for NEF's 2600 employees. A valet parking operation utilizes the facility on evenings and weekends.

The Proposed Project consists of the demolition of the existing parking garage/lot and the construction of a mixed-use office and retail building ranging from 40 to 155 feet in height. The Proposed Project will contain approximately 353,000 gross square feet of office area, 4,000 gross square feet of retail area, and 730 parking spaces (replacing 491 existing spaces and adding 239 new spaces). The parking spaces will be contained in six levels, four below grade and two above – contained within the building behind the street level retail. As not to overwhelm the area, the mass of the Proposed Project is broken into smaller components. Street frontage will emulate the height of Tent City at 70 feet while the upper floors will be set back from Columbus Avenue and Dartmouth Street and reach a height of 155 feet, with the tallest section at the northeast corner of the site, next to the MBTA station. Both the historic architectural character of the South End and the modern aspect of the site's immediate surroundings have shaped design.

COMMUNITY REVIEW

Following the submission of the Project Notification Form (March 2, 1998), a Citizen's Advisory Committee ("CAC") was appointed by the Mayor to provide community input to the BRA throughout the approval process. The BRA invited members of the CAC, convened to review the cinema complex formerly proposed for the site, to join the new CAC to review the Proposed Project. The present CAC is comprised of more than 35 residents, business people, and elected representatives of the South End and Back Bay. There have been four meetings of the CAC (March 19, 1998; April 9, 1998; May 21, 1998; and July 23, 1998). The project proponent has also met with neighbors and abutters to the

In order to accomplish these goals, a series of actions are required from the BRA.
Appropriate votes follow:

VOTED: That the Director be, and hereby is, authorized to issue a Preliminary Adequacy Determination which finds that the Draft Project Impact Report adequately describes the potential impacts arising from the proposed project at 131 Dartmouth Street and waives further review of the proposed project at 131 Dartmouth Street pending an additional public comment period as provided for in Article 80B, Section 80B-5.4(c)(iv) of the Boston Zoning Code; and

FURTHER

VOTED: That the Director be, and hereby is, authorized to issue a Certification of Compliance for the 131 Dartmouth Street project after the conclusion of the additional public comment period, assuming no new significant information is submitted, and upon the completion of all Article 80 processes, subject to continuing design review by the Boston Redevelopment Authority; and

FURTHER

VOTED: That the Director be, and hereby is, authorized to execute a Cooperation Agreement, a Boston Residents Construction Employment Plan and any and all other agreements and documents in connection with the 131 Dartmouth Street project, which the Director in his sole discretion deems appropriate and necessary, and upon terms and conditions to be determined to be in the best interests of the Boston Redevelopment Authority; and

FURTHER

VOTED: That the Boston Redevelopment Authority finds that the proposed project at 131 Dartmouth Street conforms to the general plan for the City of Boston as a whole and that nothing in said proposed project will be injurious to the neighborhood or otherwise detrimental to the public welfare; and

FURTHER

VOTED: That the Director be, and hereby is, authorized to execute a Development Impact Project Agreement with New England Financial for the 131 Dartmouth Street project in accordance with Article 80B, Section 80B-7 of the Boston Zoning Code; and

FURTHER

VOTED: That the Director be, and hereby is, authorized to submit a petition to the Boston Zoning Commission to grant approval of Planned Development Area No. 45, approval of Map Amendment No. 408, and approval of the Development Plan for the 131 Dartmouth Street project, PDA No. 45; and

FURTHER

VOTED: That the Director be, and hereby is, authorized to issue a Certification of Consistency pursuant to Article 80, Section 80C-8 of the Boston Zoning Code upon the approval by the Boston Zoning Commission of the Development Plan approved this date in accordance with Article 80 and Article 3, Section 3-1.A(a) of the Boston Zoning Code and the completion of the BRA design review.

Exhibit A
Linkage Background

Project Data/Approximate Dimensions

Lot Area: 60,328 SF
 F.A.R. (excludes parking above-grade): 5.43 (327,700 SF)
 F.A.R. (Includes parking above-grade): 6.99 (421,700 SF)

Parking Spaces Above-Grade: 184 Spaces
 Parking Spaces Below-Grade: 546 Spaces
 730 Spaces

Height

Dartmouth Street (street wall): 40' to 75'
 Upper Office Floors: 155'

| Level | Gross Office Square Feet | Gross Retail Square Feet | Gross Parking Square Feet | F.A.R. Square Feet |
|--------------|--------------------------|--------------------------|---------------------------|--------------------|
| B4 | | | 44,000 | |
| B3 | | | 52,000 | |
| B2 | | | 52,000 | |
| B1 | | | 58,000 | |
| G | 2,000 | 4,000 | 49,000 | 43,700 |
| M | 5,000 | | 45,000 | 49,000 |
| 2 | 46,000 | | | 44,000 |
| 3 | 45,000 | | | 43,000 |
| 4 | 43,000 | | | 41,000 |
| 5 | 40,000 | | | 38,000 |
| 6 | 30,500 | | | 29,000 |
| 7 | 30,500 | | | 29,000 |
| 8 | 30,500 | | | 29,000 |
| 9 | 30,500 | | | 29,000 |
| 10 | 25,000 | | | 23,500 |
| 11 | 25,000 | | | 23,500 |
| TOTAL | 353,000 SF | 4,000 SF | 300,000 SF | 421,700 SF* |

*Gross Floor Area for DIP exactions under Section 80B-7 is 327,700 sf.

Housing Linkage

| | |
|-----------|-----------------------------|
| DIP Uses | 327,700 square feet |
| Exclusion | <u>-100,000</u> |
| | 227,700 |
| | x <u>\$5.00/square foot</u> |
| | \$1,138,500 |

Jobs Linkage

| | |
|-----------|-----------------------------|
| DIP Uses | 327,700 square feet |
| Exclusion | <u>-100,000</u> |
| | 227,700 |
| | x <u>\$1.00/square foot</u> |
| | \$227,700 |

Map Amendment Application No. 408
Planned Development Area No. 45
131 Dartmouth Street, Boston
Boston Redevelopment Authority on
behalf of New England Financial
B-4 to B-8-D

Effective:
Sept. 28, 1998

MAP AMENDMENT NO. 347

THE COMMONWEALTH OF MASSACHUSETTS

CITY OF BOSTON

IN ZONING COMMISSION

The Zoning Commission of the City of Boston, acting under Chapter 665 of the Acts of 1956, as amended, after due report, notice and hearing does hereby approve the Development Plan for Planned Development Area No. 45, and amend "Map 1, Boston Proper," of the series of maps entitled "Zoning Districts City of Boston," dated August 15, 1962, as amended, as follows:

By changing from a B-4 district to a B-8 district, and adding the suffix "D", indicating a Planned Development Area overlay district, the zoning designation of the land described below. Said land is bounded and described on a plan entitled "ALTA/ACSM Land Title Survey 'Buckingham Street Garage' Boston, Massachusetts" by Harry R. Feldman, Inc., dated January 24, 1995, and revised August 18, 1997, February 11, 1998, and March 17, 1998, submitted to and approved by the Boston Redevelopment Authority on September 10, 1998, as part of the Development Plan for Planned Development Area No. 45, as follows:

Beginning at a point on the northerly sideline of Dartmouth Street, said point is located N 52°32'20" W, a distance of 174.60 feet from the intersection of the westerly sideline of Columbus Avenue and the said northerly sideline of Dartmouth Street;

Thence running N 52°32'20" W along the northerly sideline of Dartmouth Street, a distance of 230.19 feet;

Thence turning and running N 44°47'30" E, a distance of 378.32 feet;

Thence turning and running S 45°12'30" E, a distance of 52.74 feet to the centerline of a 10 foot wide passageway;

Thence turning and running S 10°00'00" W by the said centerline of a 10 foot wide passageway, a distance of 313.87 feet;

Thence turning and running N 52°32'21" W, a distance of 15.13 feet;

Thence turning and running S 37°27'40" W in part through a party wall, a distance of 90.00 feet to the northerly sideline of Dartmouth Street and the point of beginning;

Containing an area of 60,328 square feet (1.384 acres) as shown on a plan entitled "ALTA/ACSM Land Title Survey 'Buckingham Street Garage' Boston, Massachusetts" by Harry R. Feldman, Inc., dated January 24, 1995, and revised August 18, 1997, February 11, 1998, and March 17, 1998.

The above-described parcel contains registered land known as Land Court Case Number 11,746A.



ALLEY 559

BUCKINGHAM ST

COLUMBUS AVE

CHANDLER ST

LAWRENCE ST

APPLETON ST

DARTMOUTH PL

PRIVATE ALLEY 546

HARWICH ST

TRURO ST

YARMOUTH ST

W CANTON ST

543

R. K. Mear

Chairman

Robert Jordan

Vice Chairman

John M. McBrath
William E. Taylor

Jill Hatton

Ralph Long

James C. Clark

In Zoning Commission

Adopted September 23, 1998

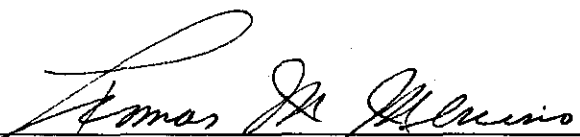
Attest:

Jeffrey M. Hampton

Secretary

Map Amendment Application No. 408

Map Amendment No. 347




Mayor, City of Boston

Date: 9/28/98

The foregoing amendment was presented to the Mayor on SEPT. 28, 1998, and was signed by him on SEPT. 28, 1998, whereupon it became effective on SEPT. 28, 1998, in accordance with Section 3 of Chapter 665 of the Acts of 1956, as amended.

Attest:



Secretary to the Zoning Commission