

Boston Redevelopment Authority

May 22, 1980

Development Plan for Planned Development Area No. 13
Dalton, Scotia and Belvidere Streets, Fenway
Dalton Associates, Developer

Site: 31,780 square feet of vacant land and 12,598 square feet of air space on the southwest side of Dalton Street between Scotia and Belvidere Streets, as described and shown in Exhibits A and B.

- A. Permanent Uses: Hotel with 372 guest rooms together with meeting and function facilities, swimming pool, food and beverage facilities, gift shop or other accessory retail or service establishment customarily found in hotels, and, subject to approval of the Authority, other uses permitted from time to time in general business districts; parking garage accommodating approximately 265 parking spaces for use by hotel guests, patrons of the hotel's appurtenant facilities, and employees.
- B. Location, Appearance and Dimensions of Structures; Building Elevations; Open Spaces and Landscaping shall be shown on plans entitled "The Dalton Hotel" by Irving Salsberg and Associates of Brookline, Massachusetts, all dated March 5, 1980. Said plans are hereby incorporated into this Development Plan and are on file in the offices of the Authority. They are as follows:

- A1 Site Plan
- A2 Plan of Basement - West
- A3 Plan of Basement - East
- A4 First Floor Plan
- A5 Second Floor Plan
- A6 Third Floor Plan
- A7 Fourth Floor Plan
- A8 Typical Floor Plan - 5th through 25th
- A9 Typical Floor Details
- A10 Tower Roof Plan
- A11 1st Level Garage Plan
- A12 2nd Level Garage Plan
- A13 3rd Level Garage Plan
- A14 4th Level Garage Plan
- A15 5th & 6th Level Garage Plans
- A16 7th Level Garage Plan
- A17 Elevation - South
- A18 Elevations - East and West
- A19 Elevation - North Wing

In general, the project consists of a 25-story triangular tower at the corner of Dalton and Belvidere Streets, a 2-story wing containing appurtenant hotel functions at Dalton and Scotia Streets,

and a seven level parking garage to the rear of the hotel, between Belvidere Street and Scotia Street. The tower shall be no more than 260 feet in height as measured on Dalton Street; the hotel wing no more than 40 feet; the garage no more than 75 feet.

- C. Density. The overall floor area ratio, including the gross floor area of the part of the Boston Edison substation that is under the Planned Development Area shall not exceed 8.0.
- D. Proposed traffic circulation. Existing streets will serve the development. The parking garage will have its entrance and exit on Belvidere Street, a one-way street forty feet wide running westerly toward Massachusetts Avenue. Access from Huntington Avenue and the Massachusetts Turnpike will be by Belvidere Street; access from Boylston Street will be by Dalton Street. Egress will be to Massachusetts Avenue and from it to the Massachusetts Turnpike, Boylston Street, Huntington Avenue and Westland Street. A study of the hotel's impact on traffic, prepared by H.W. Lochner, Inc., estimates that in 1985, the morning peak hour traffic generated by the project will be 119 arriving vehicles and 51 departing vehicles.

The pedestrian entrance will be on Dalton Street opposite the Hynes Memorial Auditorium and the Sheraton Hotel. Pedestrian traffic crossing Dalton Street is likely to be heavy. The Authority staff and the Developers shall develop plans for the improvement of pedestrian safety.

- E. Parking and Loading Facilities. Approximately 265 off-street parking spaces are to be provided in a seven-level parking garage, part of which is to be built on air space over a Boston Edison substation on Scotia Street and over a Boston Edison right of way to Belvidere Street. Three off-street loading bays are to be provided in the garage structure with access, separate from the auto access, from Belvidere Street.
- F. Access to Public Transportation. A bus line running on Dalton Street connects University Hospital and Copley Square; a bus line running on Massachusetts Avenue (one block to the west) connects Harvard and Dudley Squares. Auditorium Station, which is 750 feet from the site, serves all branches of the Green Line, except Arborway, which is served by Prudential station, about 1,000 feet away. The Back Bay Railroad Station now accommodates service between Framingham and Boston. It will, in the future, accommodate railroad service to New York and points south and also the Orange Line between Forest Hills and Oak Grove in Malden. The station is three-fifths of a mile from the site, near Copley Square.

- G. Exterior Building Materials. The structures will be of a light colored concrete to match the Hynes Auditorium, the Sheraton Hotel and the Christian Science Center building.
- H. Signs. There shall be no roof-top sign and no other exterior signs except those specifically approved by the Authority.
- I. Wind Study. If in the opinion of the Authority the erection of the structures results in any degree of environmental degradation in terms of increased wind velocities at the street level adjacent to the project, the developer shall have quantitative analyses made and shall modify the design of the structures to include canopies, wind screens or other devices as indicated by such study.
- J. Design Review. The following elements of the Plan shall be subject to further design review by the Boston Redevelopment Authority: materials and treatment of building facades; landscaping of open areas; location and appearance of signs; design, landscaping and materials of replacement sidewalks; and, if necessary, the design of wind deflectors.

Zoning Exceptions Required (B-2 District)

- Sec. 3-1A - Parking garage and parking accessory to Use Item Nos. 34, 37, 38 and 78 are conditional uses in the Restricted Parking District.
- Sec. 15-1 - Maximum floor area ratio is 2.0; proposed floor area ratio for the combined parcels is 8.0, including the floor area of the part of the Boston Edison building that is under the Planned Development Area.
- Art. 20 - Minimum rear yard is 13.4 feet; 10 feet are provided.
- Art. 20 - No rear yards provided on three property lines between Dalton Associates parcel and air space parcel over Boston Edison property.
- Sec. 21-1 & Sec. 21-2 - Minimum Set-back of parapet:
 Dalton Street Tower-approximately 18.7 feet required, none provided
 Belvidere Street Tower-approximately 27.8 feet required, none provided
 Belvidere Street Garage-approximately 12.5 feet required, none provided
 Rear lot line-Garage-approximately 42.5 feet required, 10 feet provided
- Art. 21 - No set-back of parapet provided on three property lines between Dalton Associates parcel and air space parcel over Boston Edison property.

Sec. 24-2 - Three off-street loading bays, at least 10 feet by 25 feet by 14 feet required. Three bays provided, of which two bays will be 12 feet in height instead of 14 feet.

DALTON HOTEL PROJECT
APPLICATION FOR PDA DESIGNATION

Exhibit A

Description of PDA

1. The parcel of land shown as Lot 1, having an area of 10,200 square feet on a plan entitled "The Dalton Project - Plan of Land, Boston, Mass." J.F. Hennessy C.E. dated October 31, 1973 which plan is shown as Exhibit B attached hereto, bounded and described according to said plan as follows:

SOUTHERLY by Belvidere Street, one hundred fifty (150) feet;

WESTERLY by Lot 2, sixty-eight (68) feet;

NORTHERLY by Lots 3 and 4, one hundred fifty (150) feet; and

EASTERLY by land of Dalton Associates, sixty-eight (68) feet.

2. The air space lying above a horizontal plane drawn at elevation fifty-nine (59) feet, three (3) inches, City of Boston Base, upon and over Lot 4 shown on said plan, said horizontal plane having an area of 6764.9 square feet according to said plan, and which horizontal plane intersects the vertical planes determined by the following boundaries of said Lot 4 as shown on said plan:

NORTHERLY by Scotia Street, seventy-three (73) feet;

EASTERLY by said land of Dalton Associates, one hundred six and 96/100 (106.96) feet;

SOUTHERLY by Lot 1, fifty-three (53) feet;

WESTERLY by Lot 3, forty-one and 96/100 (41.96) feet;

SOUTHERLY again by said Lot 3, twenty (20) feet; and

WESTERLY by Land of Boston Edison Company, sixty-five (65) feet.

3. The air space lying above a horizontal plane drawn at elevation thirty-nine (39) feet, City of Boston Base, upon and over Lot 3 shown on said plan, said horizontal plane having an area of 4053.1 square feet according to said plan, and which horizontal plane intersects the vertical planes determined by the following boundaries of said Lot 3 as shown on said plan:

NORTHERLY by said Land of Boston Edison Company, and by said Lot 4, ninety-seven (97) feet;

EASTERLY by said Lot 4, forty-one and 96/100 (41.96) feet;

SOUTHERLY by said Lot 1, ninety-seven (97) feet; and

WESTERLY by said Lot 2, forty-one and 96/100 (41.96) feet.

4. The air space lying above a horizontal plane drawn at elevation thirty-nine (39) feet, City of Boston Base, upon and over Lot 2 shown on said plan, said horizontal plane having an area of 1779.6 square feet according to said plan, and which horizontal plane intersects the vertical planes determined by the following boundaries of said Lot 2 as shown on said plan:

SOUTHERLY by Belvidere Street, twenty (20) feet;

WESTERLY by land of the Roman Catholic Archbishop of Boston, sixty-eight (68) feet;

NORTHERLY by a "Restricted Area", shown on said plan, ten (10) feet;

WESTERLY again by the same forty-one and 96/100 (41.96) feet;

NORTHERLY again by the same and by said "Remaining Land" of Boston Edison Company, ten (10) feet; and

EASTERLY by said Lots 3 and 1, one hundred nine and 96/100 (109.96) feet.

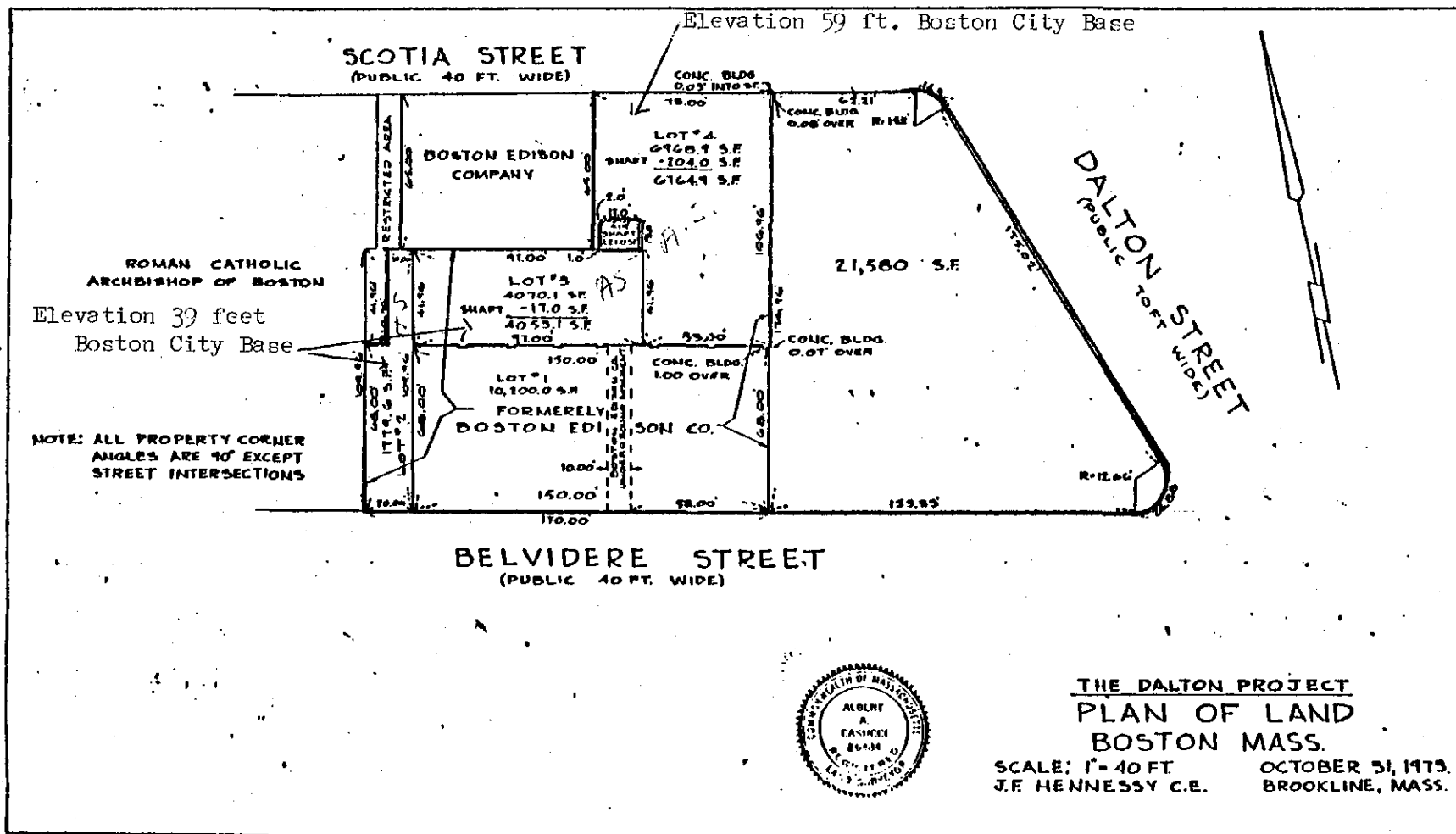
The area marked "Air Shaft", 221 square feet, as shown on said plan, is excepted from the air spaces hereinabove described and the horizontal area of the space occupied by such shaft has been deducted from the areas of said Lots 3 and 4 as separately described above.

5. A certain parcel of land on the westerly side of Dalton Street, the northerly side of Belvidere Street and the southerly side of Scotia Street and easterly of and adjoining Lots 1 and 4 on said plan referred to above. Said land is shown on said plan as containing 21,580 square feet and is more particularly bounded and described as follows:

Starting at a point of curvature on Belvidere Street, then going on a curved line twenty-six and 88/100 (26.88) feet on a radius of twelve and 66/100 (12.66) feet to a point of tangency on Dalton Street; thence running northerly $20^{\circ} 18' 30''$ west for a distance of one hundred seventy-five and 02/100 (175.02) feet to

a point of curvature at the intersection with Scotia Street; thence along a curved line a distance of fourteen and 36/100 (14.36) feet on a radius of fourteen and 11/100 (14.11) feet to a point of tangency on Scotia Street; thence along Scotia Street north $78^{\circ} 38' 19''$ west for a distance of sixty-two and 21/100 (62.21) feet to a point; thence at a right angle south $11^{\circ} 21' 41''$ west for a distance of one hundred seventy-four and 96/100 (174.96) feet to a point; thence at a right angle running southerly $78^{\circ} 38' 19''$ east a distance of one hundred fifty-five and 33/100 (155.33) feet to the point of beginning.

Exhibit B



Proposed Planned Development Area
Corner of Dalton, Belvidere and Scotia Streets

FACT SHEET

Developer

A joint venture of Dalton Associates, a Massachusetts Limited Partnership, and John Hancock Life Insurance Company. The general partners of Dalton Associates will be Herbert S. Hoffman and Robert Sage.

Architects

Irving Salsberg Associates of Brookline, Massachusetts

Site

Parcel containing 44,377.6 square feet which includes 31,780 square feet of land and 12,597.6 square feet of air rights. (See Plan attached hereto.)

Anticipated Construction Time

Commence Construction - August, 1980
Complete Construction - September, 1982

Estimated Cost

Construction cost \$19,000,000; total development cost \$26,000,000.

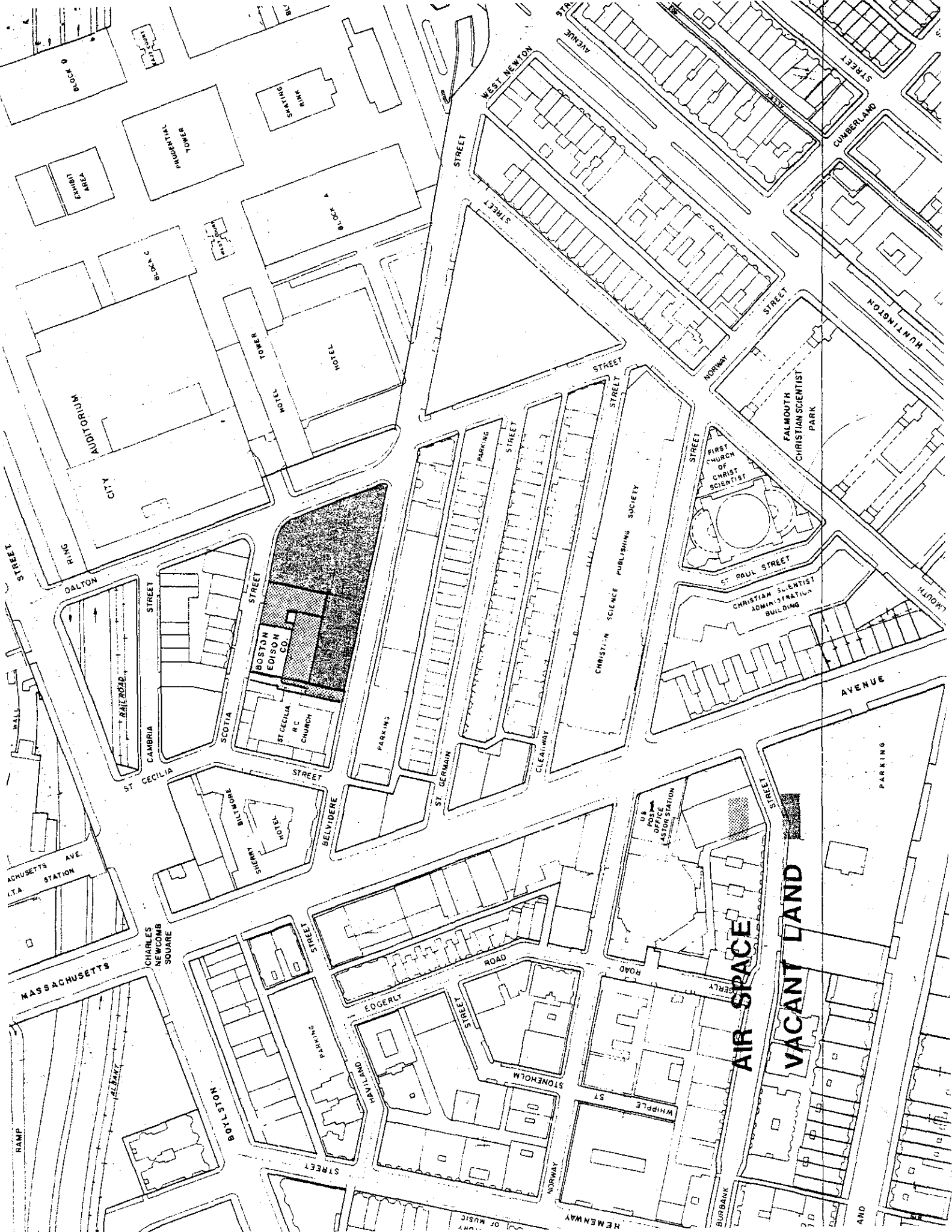
General Description

Dalton Associates proposes to develop a first-class 25-story hotel, no more than 260 feet in height, containing approximately 273,609 gross square feet of floor space to be located on a portion of a parcel which is immediately west of the Prudential Center and the Sheraton-Boston Hotel. The hotel will contain approximately 372 guest rooms together with meeting and banquet facilities, a swimming pool, lounge, dining room, pub and gift shop. Dalton Associates also proposes to construct a parking garage for 265 vehicles to be located immediately west of and adjacent to the hotel structure which will utilize the air rights over the adjacent Boston Edison Electric Substation. The roof of the Boston Edison Electric Substation has been structurally prepared to sustain the contemplated structure to be built within the air rights area. The garage will contain approximately 107,713 gross square feet of floor space and will be for the exclusive use of the hotel guests and patrons.

The land owned by Dalton Associates is presently unimproved and is used as an open air parking lot for 140 cars.

Density

The proposed floor area ratio for the Planned Development Area is no more than 8.0.



BOSTON
MATHIAS BUILDING
RINK
SEATING
BLOCK 4
BLOCK 3
BLOCK 2
BLOCK 1
BLOCK 0

AUDITORIUM
CITY
TOURER HOTEL
HOTEL
DALTON STREET
RING
CAMBRIA STREET
RAILROAD
ST. CECILIA STREET
SCOTIA STREET

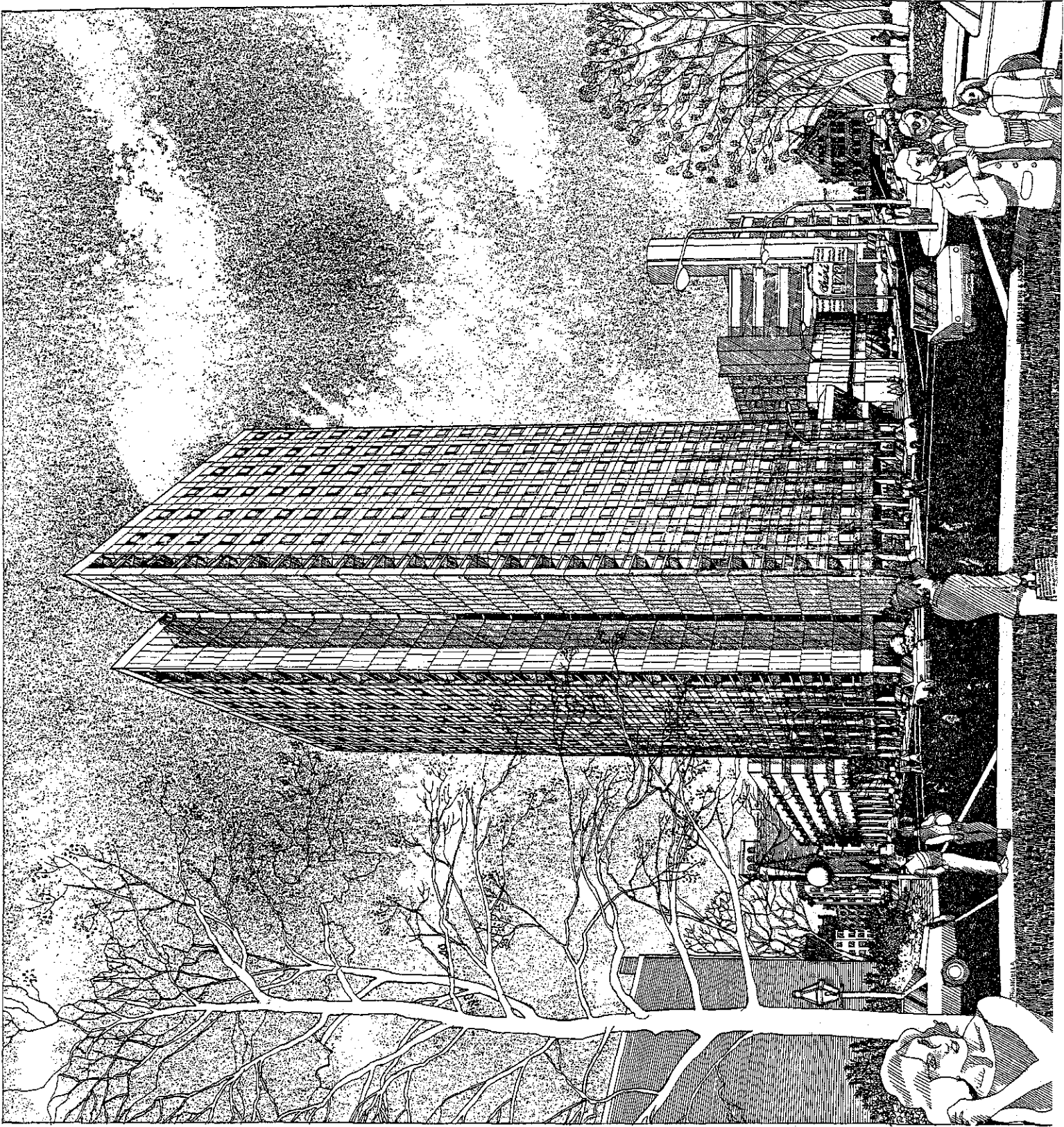
BOSTON EDISON CO.
ST. CECILIA R.C. CHURCH
HOTEL
ST. GERMAN STREET
PARKING
CLEARWAY
CHRISTIAN SCIENCE PUBLISHING SOCIETY

MASSACHUSETTS
CHARLES NEWCOMB SQUARE
BOLTON STREET
DINERY
EDGERLY ROAD
HANTLING STREET
STONEHOLM
WHIPPLE ST
HENWAY

WEST NEWTON STREET
NORWAY STREET
MOUNTINGTON STREET
CUMBERLAND STREET
FALMOUTH CHRISTIAN SCIENTIST PARK
FIRST CHURCH OF CHRIST SCIENTIST
ST. PAUL STREET
CHRISTIAN SCIENTIST ADMINISTRATIVE BUILDING

AVENUE
PARKING
U.S. POST OFFICE
POSTAL STATION

AIR SPACE
VACANT LAND
BURBANK
AND



MEMORANDUM

MAY 22, 1980

TO: BOSTON REDEVELOPMENT AUTHORITY

FROM: ROBERT J. RYAN, DIRECTOR

SUBJECT: PROPOSED PLANNED DEVELOPMENT AREA
SUBDISTRICT DESIGNATION: LAND AND AIR SPACE
ON DALTON STREET BETWEEN SCOTIA AND BELVIDERE
STREETS IN THE FENWAY

Dalton Associates, a Limited Partnership the General Partners of which will be Herbert S. Hoffman and Robert Sage, have applied for a Planned Development Area (PDA) subdistrict designation for a one acre development site on the west side of Dalton Street between Scotia and Belvidere Streets. The site consists of 31,780 square feet of vacant land and 12,598 square feet of air space over a Boston Edison substation on Scotia Street. The Associates propose the construction of a hotel/parking garage complex described in the attached Fact Sheet and Development Plan. The location is across Dalton Street from the Hynes Memorial Auditorium and the Sheraton-Boston Hotel.

The zoning exceptions to be sought by the Developer are listed on page 3 of the Development Plan. The Development Plan necessitates a deviation from the Zoning Code to provide for a floor area ratio of 8 in a B-2 district. The staff feels that the 25-story hotel and 7-level garage will be harmonious in scale with the Hynes Auditorium and the Sheraton Hotel across Dalton Street (a B-8 district) and with the Christian Science Center buildings to the south, and that an exception is justified.

Since the site is in the Restricted Parking District, the parking spaces that need a conditional use permit are those accessory to the restaurants, function rooms, shop, pub, etc., activities which are not expected to add to the volume of traffic at peak rush hours to any great extent. The setback of parapet deviations are not expected to have adverse effects on the light and air available to neighboring properties; the deviation in the height of loading bays is minor, and the requirement for rear yards and set-backs of parapet within the PDA are a technicality arising from the fact that the Building Department treats the air rights parcel and the at-grade parcel as two separate lots.

The Executive Office of Environmental Affairs has determined that the Environmental Impact statutory requirements have been complied with. The Boston Air Pollution Commission has granted an exemption from the Parking Freeze with the conditions that no parking fee shall be charged and that the 265 parking spaces shall be for the exclusive use of hotel guests, employees, and patrons of the restaurants, meeting and function rooms, and other appurtenant activities.

The Planned Development Area requirements have been met; the public hearing has been duly advertised; the staff is satisfied that the proposed hotel will be an asset to the City of Boston, and that this location is an auspicious one for providing first-class hotel rooms that are needed if Boston is to attract more and larger conventions.

I therefore recommend that the Boston Redevelopment Authority approve the documents and plans presented, and authorize the Director to petition the Zoning Commission for a Planned Development Area subdistrict, bounded as described in Exhibits A and B, and that the Authority further authorize the Director to certify plans to be filed with the Building Commissioner in connection with this Planned Development Area subdistrict as being in conformity with the Development Plan for such Planned Development Area.

VOTED: That in connection with the Development Plan for land and air space in the Fenway district of Boston, bounded by Scotia, Dalton and Belvidere Streets, presented at a Public Hearing duly held at the offices of the Authority on Thursday, May 15, 1980, and after consideration of the evidence presented at that hearing, the Boston Redevelopment Authority finds that: (1) the said Plan conforms to the General Plan of the City of Boston as a whole, and with plans for the Fenway Urban Renewal Area; (2) nothing in the said Plan will be injurious to the neighborhood or otherwise detrimental to the public welfare; and (3) the said Plan does adequately and sufficiently satisfy all other criteria and specifications for a Planned Development Area subdistrict designation, as set forth by the Zoning Code of the City of Boston as amended; and further

VOTED: Pursuant to the provisions of Article 3, Section 1A of the Zoning Code of the City of Boston, as amended, the Boston Redevelopment Authority hereby approves the Development Plan for the parcel of land and air space bounded by Scotia, Dalton and Belvidere Streets. Said Development Plan is embodied in a written document entitled "Development Plan for Planned Development Area No. 13, Dalton, Scotia and Belvidere Streets, Fenway", dated *May 22, 1980*, and in a series of plans listed in Item B in said document. Said document and plans shall be on file in the office of the Authority. The Authority hereby authorizes the Director to petition the Zoning Commission of the City of Boston for a Planned Development Area subdistrict designation for said parcel and to certify, in the name of the Authority, that plans submitted to the Building Commissioner in connection with this Plan are in conformity with the said Development Plan; and further

VOTED: That in reference to Petition Nos. Z- , by Dalton Associates and Z- , by Dalton Associates and Boston Edison Company, for exceptions as listed in the attached Development Plan for Planned Development Area No. 13, or for exceptions not listed through inadvertence but required to accomplish said Plan, the Boston Redevelopment Authority recommends approval provided that the final plans be submitted to the Authority for design review to ensure that the plans are consistent with the plans previously approved by the Authority. This recommendation will not be valid unless or until the Boston Zoning Commission duly adopts a map amendment designating the land involved as a B-2-D zoning district.

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APPLICATION FOR PDA DESIGNATION

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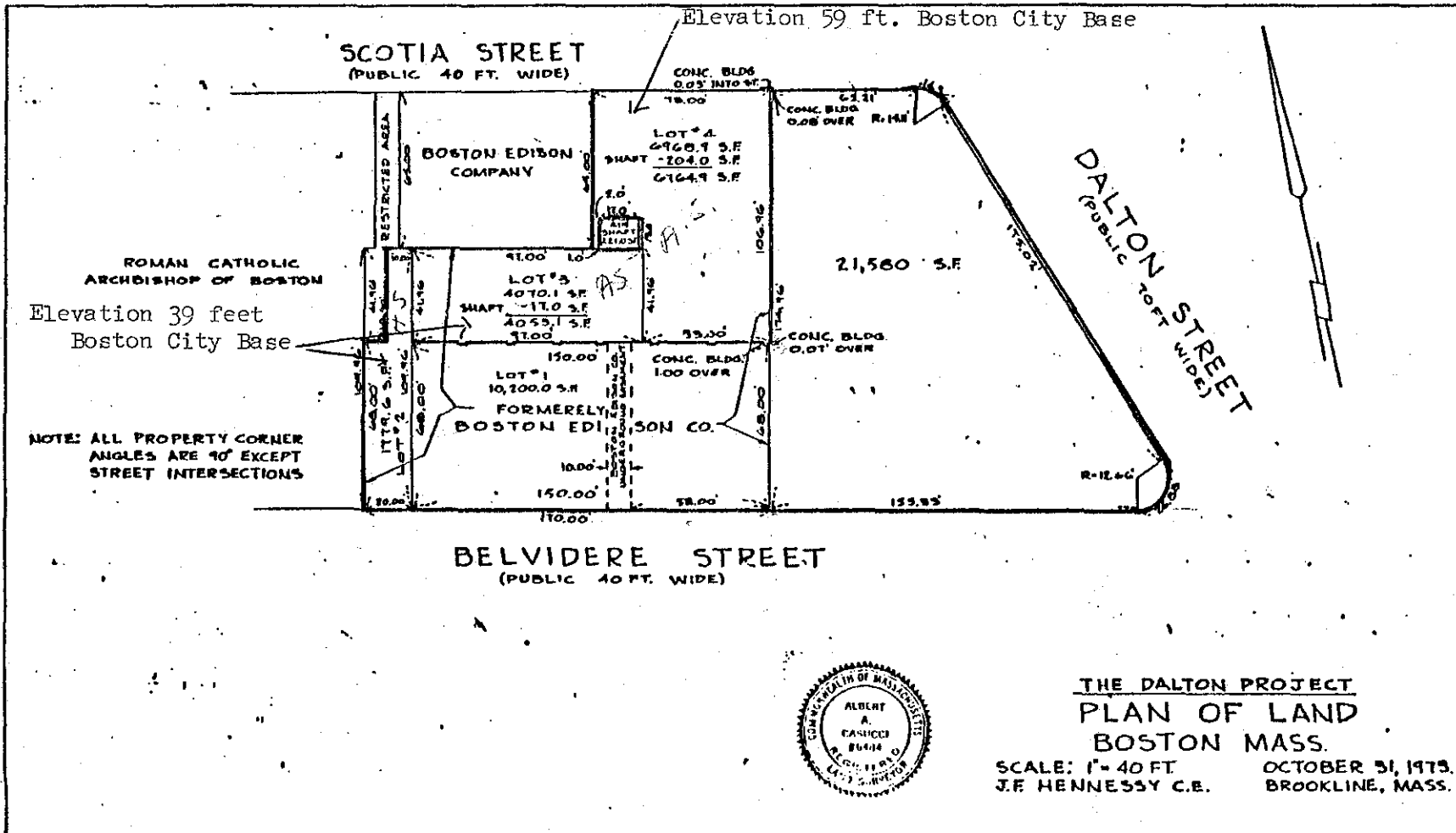
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a point of curvature at the intersection with Scotia Street; thence along a curved line a distance of fourteen and 36/100 (14.36) feet on a radius of fourteen and 11/100 (14.11) feet to a point of tangency on Scotia Street; thence along Scotia Street north $78^{\circ} 38' 19''$ west for a distance of sixty-two and 21/100 (62.21) feet to a point; thence at a right angle south $11^{\circ} 21' 41''$ west for a distance of one hundred seventy-four and 96/100 (174.96) feet to a point; thence at a right angle running southerly $78^{\circ} 38' 19''$ east a distance of one hundred fifty-five and 33/100 (155.33) feet to the point of beginning.



RECEIVED

MAJORS OFF

Map Amendment Application No. 207
Boston Redevelopment Authority
for Dalton Associates (P.D.A. #13)
Land and air space on Dalton,
Belvidere and Scotia Streets,
Fenway

MAP AMENDMENT NO. 159
THE COMMONWEALTH OF MASSACHUSETTS

EFFECTIVE
June 6, 1980*

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 amend Map 1 - Boston Proper, of the series of maps entitled "Zoning Districts - City of Boston" dated August 15, 1962, as follows:

By changing from a B-2 district to a B-2-D (Planned Development Area) sub-district a parcel of vacant land on the westerly side of Dalton Street between Belvidere and Scotia Streets and air space over a portion of a Boston Edison Company substation on Scotia Street and over a passageway between said substation and Belvidere Street, as more fully described in Exhibit A.

[Exhibit A will be furnished upon request.]

*Date of public notice: May 24, 1980 (see St. 1956, c. 665, s. 5).

Richard B Fowler

Chairman

Richard F Battles

Vice Chairman

Joseph W Joyce

John J. O'Reilly

Thomas C. Green

Raymond T. Coleman

Arthur D. Gulo

Frank J. [unclear]

Robert K. Shaw

In Zoning Commission

Adopted June 4, 1980

Attest: Marguerite Heidebrand
Secretary

Kenneth A. [unclear]
Mayor, City of Boston

Date: _____

The foregoing amendment was presented to the Mayor on June 4, 1980, and was signed by him on June 6, 1980, whereupon it became effective on June 6, 1980, in accordance with the provisions of Section 3 of Chapter 665 of the Acts of 1956.

Attest: Marguerite Heidebrand
Secretary