

September 18, 2015

HAND DELIVERY

Mr. Christopher Tracy  
Boston Redevelopment Authority  
One City Hall Square, 9th Floor  
Boston, MA 02201-1007

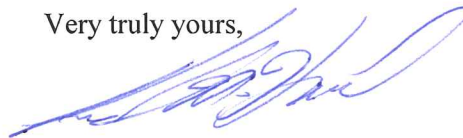
Re: Amended and Restated Development Plan for Planned Development Area No. 1,  
Stuart Street, Boston, Massachusetts

Dear Chris:

In accordance with Section 80C-5 of the Boston Zoning Code (the "Code"), and on behalf of John Hancock Life Insurance Company (the "Proponent"), I enclose for filing ten (10) copies of (i) an Amended and Restated Development Plan for Planned Development Area No. 1 (the "PDA Plan Amendment"); and (ii) Fact Sheet regarding the same. I also enclose five (5) copies of the public notice that the Proponent will place in the Boston Herald within the next five days, as required by Section 80A-2 of the Code. We have also submitted an electronic copy of the PDA Plan Amendment and Fact Sheet to you by e-mail concurrently with delivery of the enclosed hard copies.

We look forward to working with you toward the Authority's approval of the PDA Plan Amendment.

Very truly yours,



Douglas M. Husid, Esq.

Enclosures

cc: (with enclosures; by e-mail)  
Ms. Marybeth Pyles, Esq.  
Mr. Bruce Pearson  
Nathaniel Margolis, Esq.  
Mr. Yanni Tsipis

AMENDED AND RESTATED DEVELOPMENT PLAN  
FOR  
PLANNED DEVELOPMENT AREA NO. 1

Stuart Street  
Boston, Massachusetts

Dated: \_\_\_\_\_, 2015

Pursuant to Section 3-1A and Article 80C of the Zoning Code of the City of Boston (the "Code"), this plan constitutes the Amended and Restated Development Plan for Planned Development Area No. 1 (the "PDA Plan Amendment").

**I. The Existing PDA Development Plan for PDA No. 1 and No. 2**

The Boston Redevelopment Authority (the "Authority") approved the Development Controls for Planned Development District #1 in the Back Bay on July 11, 1968 (the "Initial PDA Plan"), establishing the zoning controls for Planned Development Area No. 1 (the "PDA No. 1") and Planned Development Area No. 2 (the "PDA No. 2") in the City of Boston. On July 23, 1968, the Zoning Commission of the City of Boston (the "Zoning Commission") approved the Initial PDA Plan and Code Map Amendment No. 49 (the "Original Map Amendment") establishing PDA No. 1 and PDA No. 2. The Initial PDA Plan was subsequently amended by the Amendment to Development Plan for Planned Development Areas No. 1 and No. 2<sup>1</sup> approved by the Authority on August 5, 1982 (the "Initial PDA Plan Amendment"). The Initial PDA Plan, as amended by the Initial PDA Plan Amendment, is hereinafter referred to as the "Original PDA Plan". The Original PDA Plan, as amended by this PDA Plan Amendment, is hereinafter referred to as the "Development Plan".

The area governed by the Original PDA Plan is located in the Back Bay neighborhood of Boston, Massachusetts and is bounded by the centerline of the following streets: northerly by St. James Avenue, easterly by Berkeley Street, southerly by Stuart Street and westerly by Clarendon Street. The development parcels included in the Original PDA Plan are comprised of two separate parcels of land described in the Original PDA Plan as Parcel 1 ("Parcel 1") and Parcel 2 ("Parcel 2"). The parcels are shown on the plan entitled "Planned Development District No. 1 in the Back Bay" attached to the Original PDA Plan.

**II. Overview of PDA Plan Amendment**

This PDA Plan Amendment sets forth the proposed location and appearance of structures, open spaces and landscaping, uses, densities and dimensions of structures, traffic circulation, parking and loading facilities, access to public transportation and other zoning requirements applicable to a new mixed-use project (the "380 Stuart Project") anticipated to include office, retail, service,

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<sup>1</sup> As noted in the Initial PDA Plan Amendment, the "Development Controls for Planned Development District #1 in the Back Bay" and the "Development Plan for Planned Development Areas No. 1 and No. 2" are the same document, just renamed. Although the Development Plans and Planned Development Areas for PDA No. 1 and No. 2 are set forth in the same document, they are separate. This PDA Plan Amendment does not amend and leaves separate the Development Plan and Planned Development Area for PDA No. 2.

restaurant, and parking uses and other uses accessory thereto to be developed on a new development parcel referred to as the 380 Stuart Parcel (defined below) and Adjacent Areas (defined below) incorporated within PDA No. 1 pursuant to this PDA Plan Amendment. This PDA Plan Amendment also incorporates certain uses, infill additions, and minor alterations and improvements (together, the “Alterations”) for the building currently existing on Parcel 1 (the “Parcel 1 Building”) and the building currently existing on Parcel 2 (the “Parcel 2 Building”). Upon approval of this PDA Plan Amendment, the Development Plan will constitute permanent zoning for PDA No. 1 in accordance with Section 3-1A and 80C of the Code. Under Section 80C-8 of the Code, no building, use or occupancy permit for the 380 Stuart Project, the Parcel 1 Building or the Parcel 2 Building, or for any phase thereof, will be issued until the Authority has issued a Certification of Consistency under Section 80C-8 of the Code for the 380 Stuart Project, the Parcel 1 Building or Parcel 2 Building, or any phase thereof, as applicable. To the extent that the Director of the Authority certifies consistency with this Development Plan, the 380 Stuart Project, the Parcel 1 Building or the Parcel 2 Building, or any phase thereof, will be deemed to be in compliance with the requirements of the Code.

This PDA Plan Amendment consists of 14 pages of text plus attachments designated as Exhibits A through E.

### **III. Proponent**

The 380 Stuart Project and the Alterations will be developed by John Hancock Life Insurance Company (U.S.A), a Michigan corporation (the “Proponent”), the owner of the 380 Stuart Parcel, Parcel 1 and Parcel 2.

The business address, telephone number and designated contact for the Proponent is:

John Hancock Life Insurance Company  
197 Clarendon Street  
Boston, MA 02116  
C-03-11  
Attention: Nathaniel I. Margolis

### **IV. Project Site**

The 380 Stuart Project will be developed on the following parcels, which as indicated on the site plan attached hereto as Exhibit A (the “PDA No. 1 Site Plan”), contain, collectively, approximately 33,217 square feet in area: (i) an approximately 30,617 square foot site made up of three separate but adjacent parcels of land located directly across Stuart Street from Parcel 1 and Parcel 2 and proposed to have a future address of 380 Stuart Street, Boston, Massachusetts, as more particularly described in Exhibit B attached hereto (collectively, the “380 Stuart Parcel”); and (ii) an approximately 1,200 square foot portion of Stuart Street (the “Pedestrian Bridge Area”) over which the Pedestrian Bridge (defined below) may extend (which Pedestrian Bridge may be located between X feet and Y feet (TBD) above Boston City Base), along with an approximately 1,400 square foot portion of Stuart Street over which certain design elements of the 380 Stuart Project, including a canopy, will extend (the “Building Canopy Area”). The



Pedestrian Bridge Area and Building Canopy Area are together referred to as the “Adjacent Areas.” The 380 Stuart Parcel is bounded by Stuart Street and the Pedestrian Bridge by Parcels 1 and 2, as defined herein, to the north, land now or formerly owned by Berkeley Hotel Associates LLC to the east, Alley No. 559 to the south and land now or formerly owned by Clarendon Street Associates, LLC to the west.

Parcel 1 is currently improved by the Parcel 1 Building, which is a 26-story building devoted to office, retail and other accessory uses including parking, and Parcel 2 is currently improved by the Parcel 2 Building, which is a 12-story building devoted to office, retail, and other accessory uses.

According to Map 1 (Boston Proper) of the City of Boston Zoning Maps, the 380 Stuart Parcel is located within the B-8 Business District, the Restricted Parking Overlay District (“RPOD”) established by Section 3-1A.c of the Code and the Groundwater Conservation Overlay District (“GCOD”) established by Article 32 of the Code. According to Appendix B to Article 27D of the Code, the 380 Stuart Parcel is also located within Subdistrict K of the Downtown Interim Planning Overlay District (the “Downtown IPOD”). Parcel 1 and Parcel 2 are located within PDA No. 1 established by the Original PDA Plan and the Original Map Amendment. Accordingly, the existing zoning requirements for Parcel 1 and Parcel 2 are set forth in the Original PDA Plan.

Parcel 1, Parcel 2, and 380 Stuart Street are also located within the Stuart Street Planning Study Area (the “Stuart Street Planning Area”) bounded by St. James Avenue to the north, Dartmouth Street to the west, Columbus Avenue / Cortes Streets to the south, and Arlington Street to the east and comprised of more than 40 acres spanning over 12 City blocks. The Stuart Street Planning Area was the subject of the Stuart Street Planning Study Proposed Development Review Guidelines to Supplement Back Bay Downtown IPOD (the “Stuart Street Planning Guidelines”) published in November, 2010 after an extensive review of the potential development opportunities in the Stuart Street Planning Area by the Authority, its consultants and an advisory group appointed by the Authority.

## **V. Planned Development Area No. 1**

PDA No. 1 currently includes Parcel 1 and Parcel 2. Parcel 1 is more particularly described in Exhibit B-1 and Parcel 2 is more particularly described in Exhibit B-2. On \_\_\_\_\_, 2015, the Zoning Commission approved an amendment to Article 27D of the Code to allow for the establishment of a Planned Development Area within the portion of Subdistrict K of the Downtown IPOD that includes the 380 Stuart Parcel. Accordingly, the 380 Stuart Parcel and Adjacent Areas are now located within an area of Boston wherein Planned Development Areas are permitted.

PDA No. 1 is hereby expanded from the current boundary on Stuart Street to include the 380 Stuart Parcel and Adjacent Areas as a third development area in PDA No. 1 and the site description for PDA No. 1 shall be deemed to include the description of Parcel 1 and Parcel 2 in the Original PDA Plan, as described in Exhibit B-1 and Exhibit B-2, respectively, and the description of the 380 Stuart Parcel attached hereto as Exhibit B. PDA No. 1, as expanded to



include the 380 Stuart Parcel and Adjacent Areas by virtue of this PDA Plan Amendment and Map Amendment No. \_\_\_\_ (“Map Amendment No. \_\_\_\_”) approved by the Zoning Commission in conjunction herewith, consists of approximately 190,527 square feet (approximately 4.37 acres), not including areas within public streets. The plan attached to the Original PDA Plan entitled “Planned Development District No. 1 in the Back Bay” is hereby deleted and the PDA No. 1 Site Plan attached hereto as Exhibit A is substituted therefor.

As set forth in Section 27D-8.5. of the Code, any Proposed Project within a Planned Development Area subject to the provisions of Section 27D-8 such as the 380 Stuart Project shall comply with the use and dimensional regulations applicable to the underlying subdistrict for the location of the Proposed Project, except as those regulations are expressly modified in an approved Development Plan. Accordingly, this Development Plan sets forth the applicable use and dimensional requirements for the 380 Stuart Parcel and for the remainder of PDA No. 1.

## **VI. Project**

In connection with the 380 Stuart Project, the Proponent proposes to demolish the existing one- and nine-story buildings and related improvements located on the 380 Stuart Parcel and construct a new mixed-use building (the “380 Stuart Building”) thereon consisting of a Gross Floor Area of approximately 625,000 square feet devoted to office, retail, service, restaurant, and parking uses, and other uses accessory thereto, including, without limitation, common areas, lobbies, one or more conference centers, fitness center, and building amenities such as a common roof deck and building amenity space, which may include restaurant or other food service uses. The square footage of Gross Floor Area for the 380 Stuart Street Building includes the Gross Floor Area located within the Building Canopy Area, if any. The 380 Stuart Building is also anticipated to include a four-level underground parking garage containing approximately 175 off-street parking spaces serving occupants and visitors of the 380 Stuart Building. The Proponent may, at a future time, seek approvals to construct an elevated pedestrian bridge that would extend over Stuart Street between the Parcel 1 Building and the 380 Stuart Building (the “Pedestrian Bridge”) consisting of approximately 3,000 square feet of Gross Floor Area in addition to the 380 Stuart Building’s Gross Floor Area. The Pedestrian Bridge would provide safe pedestrian access for occupants and visitors of the Parcel 1 and Parcel 2 Buildings and the 380 Stuart Building traveling to and from and each building.

In connection with the Alterations, the Proponent proposes to incorporate certain uses, infill additions, minor alterations and improvements, and renovations into the Parcel 1 Building and/or Parcel 2 Building that will result in up to an additional aggregate 25,000 square feet of additional Gross Floor Area that may be allocated to one building or allocated between the buildings.

The final square footages devoted to each of the uses within the 380 Stuart Parcel, Parcel 1, and Parcel 2, including, without limitation, the final square footages of the Pedestrian Bridge and design elements constructed within the Building Canopy Area, will vary depending on market conditions from time to time, but will include only uses permitted under the Development Plan and the dimensions and densities of such projects shall not exceed those that are permitted under the Development Plan.

It is contemplated that portions of the 380 Stuart Project, Parcel 1 Building and/or Parcel 2 Building may be separately owned and financed. Accordingly, the proponent may designate and establish from time to time the boundaries of sub-areas (“Sub-Parcels”) within the 380 Stuart Parcel, Parcel 1, or Parcel 2, as applicable, consisting of air rights or otherwise, without further Authority action, provided that the 380 Stuart Project, Parcel 1 Building and/or Parcel 2 Building, each taken individually, is consistent with the provisions of this Development Plan applicable to the parcel on which such project is developed.

## **VII. Location and Appearance of Structures**

The proposed location and general appearance of the 380 Stuart Project is illustrated on the plans attached hereto as Exhibit C (the “Drawings”). The 380 Stuart Project has been designed to be consistent with the general goals of the Stuart Street Planning Guidelines, including having a street wall frontage that extends across most of the 380 Stuart Parcel, transparency of ground-floor street walls, and a publicly accessible through-block pedestrian pathway that will extend from Stuart Street to the north and Alley No. 559 and Stanhope Street beyond to the south along the eastern boundary of the 380 Stuart Parcel, all as more particularly shown on the Drawings.

The 380 Stuart Project will provide John Hancock with the flexibility to meet the future needs of their growing business. Approximately 625,000 square feet of new commercial space will occupy a uniquely curved glass structure that will complement the existing and proposed series of towers in the City of Boston’s high spine. Approximately 10,000 square feet of ground floor retail/café space will bring new energy to the Stuart Street corridor and an updated streetscape that will dramatically improve the character of the pedestrian environment in the vicinity of the Development Plan area. The proposed street-level environment is a significant improvement over the existing building, with its first floor consisting of heavy masonry, little transparency, and minimal pedestrian level activity.

To enhance the campus connectivity within the Development Plan area and create a safe and secure connector for John Hancock employees who will occupy facilities on both sides of Stuart Street, the Proponent may at a future time seek Article 80 approvals to construct a pedestrian bridge featuring transparent glass construction to connect the existing John Hancock campus on the north side of Stuart Street with the new office facilities on the south side of Stuart Street. In connection with the construction of this connector, the existing at-grade, unsignalized pedestrian crossing would be eliminated, improving traffic flow on Stuart Street.

The Pedestrian Bridge is shown in the Drawings for conceptual and illustrative purposes only. The detail design of the Pedestrian Bridge will be subject to review by the Authority at such time as plans for the Pedestrian Bridge (the “Bridge Plans”) may be submitted to the Authority. The Article 80B approvals for the 380 Stuart Project are not contemplated to include the Pedestrian Bridge.

The 380 Stuart Project will respect and respond to its urban context by embodying a bold design that works well at several different scales. At the pedestrian scale, it will offer a one-story pedestrian pathway between blocks that will be lined with café uses, tables, chairs, plants, trees



and other pedestrian amenities. At the neighborhood scale, a three-story sculptural gesture at the main entry will announce the building's entry sequence, creating a strong mid-block presence while also mitigating wind impacts on the pedestrian realm along Stuart Street. At the city scale, the building's bold form will add a dynamic new element to Boston's skyline and act as an extension of the high urban spine even while it maintains a highly contextual height and massing that is respectful of its neighbors and the beacon of the Old Hancock building located across the street.

The design, layout, and general appearance of the 380 Stuart Project may evolve during ongoing design review with the Authority and the Boston Civic Design Commission ("BCDC") and the Drawings may be further refined, revised and approved pursuant to review by the Authority and other applicable agencies and authorities, but shall not exceed the dimensional limitations set forth in this PDA Plan Amendment. The plans, schedules and descriptions of the improvements constructed on Parcel 1 and/or Parcel 2 set forth in the Original PDA Plan shall be deemed modified as necessary in order to conform to the modifications approved in this PDA Plan Amendment.

### **VIII. Location and Appearance of Open Spaces and Landscaping**

The design for the 380 Stuart Project open spaces and landscaping is shown on the Drawings, as such Drawings may be further refined, revised and approved pursuant to review by the Authority and other applicable agencies and authorities. The 380 Stuart Project's open space and landscape designs are intended to improve the pedestrian experience along the sidewalks adjacent to the 380 Stuart Parcel by creating a cohesive urban streetscape that is coordinated with the City of Boston's plans for the development of the Stuart Street corridor in the Back Bay neighborhood. Specific improvements to the public realm in the vicinity of the 380 Stuart Project include new sidewalks and streetscape amenities along the 380 Stuart Project's frontage along Stuart Street and a new publicly-accessible passageway extending from Stuart Street through the 380 Stuart Parcel to Alley No. 559 and Stanhope Street beyond along the eastern boundary of the 380 Stuart Parcel, all of which will enhance pedestrian connectivity in the vicinity of the 380 Stuart Project.

### **IX. Proposed Uses**

All uses listed on Exhibit E attached hereto shall be allowed within PDA No. 1. As noted above, the 380 Stuart Project is anticipated to include office, retail, service, conference center, fitness center, restaurant or other food service uses, and parking uses and other uses accessory thereto. It is acknowledged that the uses within PDA No. 1 will vary and change depending on market conditions from time to time but shall continue to include only uses permitted in the Development Plan.

### **X. Dimensions and Densities**

This PDA Plan Amendment sets forth the applicable dimensional and density requirements for the 380 Stuart Parcel, as detailed in Exhibit D attached hereto. The actual dimensions and densities of the 380 Stuart Project, as such dimensions may be further refined, revised and approved pursuant to review by the Authority and other applicable agencies and authorities, shall

comply with the permitted dimensions and densities set forth in Exhibit D, and other dimensional limitations applicable to the 380 Stuart Project set forth in this PDA Plan Amendment.

As set forth in Exhibit D, the maximum building height for the 380 Stuart Building is 390 feet. The height of the 380 Stuart Building to the floor of the building's crown is approximately 339 feet and the top of the building crown is approximately 390 feet. The building crown is anticipated to include a rooftop outdoor area, additional office space, conference center space, and a penthouse used for mechanical and elevator equipment. The maximum building height for the 380 Stuart Building is consistent with Section 27D-8 of the Code, which provides that a Proposed Project within a Planned Development Area subject to the provisions of the Downtown IPOD is permitted to exceed the building height standards established for Subdistrict K of the Downtown IPOD provided the maximum building height is four hundred (400) feet.

As set forth in Exhibit D, the maximum Floor Area Ratio for the 380 Stuart Street Building is 20.5. The Stuart Building shall consist of approximately 625,000 square feet of Gross Floor Area and may also consist of an additional approximately 3,000 square feet of Gross Floor Area devoted to the Pedestrian Bridge, if the Pedestrian Bridge is approved and constructed in the future. The lot area for calculating the 380 Stuart Building's Floor Area Ratio shall consist of the area of the 380 Stuart Parcel. The proposed building elevations and other design elements of the 380 Stuart Project will conform with the Drawings attached hereto, as they may be further refined, revised, amended and approved pursuant to review by the Authority and other applicable agencies and authorities, and in accordance with the dimensional limitations set forth in the this PDA Plan Amendment.

The Parcel 1 Building currently consists of approximately 760,000 square feet of Gross Floor Area. The Parcel 2 Building currently consists of approximately 440,000 square feet of Gross Floor Area. The Alteration projects set forth in this PDA Plan Amendment contemplate up to an additional aggregate 25,000 square feet of Gross Floor Area that may be added to the Parcel 1 Building, or Parcel 2 Building, or allocated between the buildings. The Original PDA Plan is hereby amended to incorporate this additional Gross Floor Area without allocation, at this time, between or among Parcel 1 and Parcel 2. Consistent with the Original PDA Plan, the Parcel 1 Building and Parcel 2 Building shall not be subject to any dimensional or density requirements other than a maximum Building Height of 370 feet for the Parcel 1 Building and a maximum Building Height of 125 feet for the Parcel 2 Building.

The 380 Stuart Project, the existing Gross Floor Area for the Parcel 1 Building and Parcel 2 Building, and the Alterations, taken together, will result in an aggregate Floor Area Ratio of approximately 9.6 for PDA No. 1. In calculating the aggregate Floor Area Ratio for PDA No. 1, the areas of Clarendon Street, St. James Street, Berkeley Street and Stuart Street included within PDA No. 1 are excluded from the lot area calculation and the lot area shall be the areas of Parcel 1, Parcel 2 and the 380 Stuart Parcel.

## **XI. Traffic and Pedestrian Circulation**

As noted above, it is anticipated that the 380 Stuart Project will include a four-level underground parking garage containing approximately 175 off-street parking spaces serving occupants and visitors of the 380 Stuart Building. As shown on the Drawings, vehicular access to and from the



garage will be by way of two one-way driveways located off of Stuart Street, one of which will be located along the eastern boundary of the 380 Stuart Parcel and will provide vehicular access from Stuart Street to the underground parking garage and the other of which will be located along the western boundary of the 380 Stuart Parcel and will provide vehicular access from the underground parking garage to Stuart Street. Curb cuts for the 380 Stuart Project along Stuart Street are limited to the two driveway openings

Consistent with the Stuart Street Planning Guidelines, the 380 Stuart Project has been designed to maximize pedestrian access and to minimize traffic and parking impacts. Primary vehicular access to the 380 Stuart Parcel will be by way of Stuart Street for vehicles traveling from the west and north and by way of Berkeley Street for vehicles traveling from the south. Primary pedestrian access to the 380 Stuart Parcel will be by way of Stuart Street to the main entrance of the 380 Stuart Building facing Stuart Street. Secondary entrances to the 380 Stuart Building will be located along the building's eastern and western elevations. The 380 Stuart Project also includes a publicly-accessible through-block pedestrian pathway that will extend from Stuart Street to the north and Alley No. 559 and Stanhope Street beyond to the south along the eastern boundary of the 380 Stuart Parcel. The pedestrian pathway will provide additional access to the 380 Stuart Parcel and other areas in the Back Bay neighborhood north and south. Traffic impacts of the 380 Stuart Project will be analyzed further in the course of Large Project Review. Mitigation measures to address any such traffic impacts will be the subject of a Transportation Access Plan Agreement between the Proponent and the Boston Transportation Department.

## **XII. Parking and Loading Facilities**

As shown on the Drawings, the 380 Stuart Project will contain approximately 175 off-street parking spaces located in a four-level underground parking garage. Loading, service and trash removal for the 380 Stuart Building will take place from the five (5) loading bays that will be accessed off of Alley No. 559 in the areas shown on the Drawings. The location of these loading bays is consistent with the Stuart Street Planning Guidelines, which encourage locating loading access points off of alleys in order to enhance pedestrian safety, maximize commercial frontage, and accommodate queuing. The parking and loading facilities will conform with the Drawings, as they may be further refined, revised, amended and approved pursuant to review by the Authority and other applicable agencies and authorities.

The Proponent will designate certain parking spaces within the underground parking garage for car-sharing, vanpool and clean-fuel vehicles. The 380 Stuart Project is also in close proximity to Zipcar spaces and Hubway stations. The Proponent will also provide bicycle racks within the 380 Stuart Parcel in compliance with the City of Boston Transportation Department's Bicycle Parking Guidelines.

The Parcel 1 Building and Parcel 2 Building shall have no minimum parking or loading requirements and the Parcel 1 Building may provide up to 5 parking spaces.

## **XIII. Proposed Access to Public Transportation**

The 380 Stuart Project is a model for multi-modal transit options due to its close proximity to public transportation, including commuter rail, rapid transit and bus service, as well as its

location in downtown Boston that allows for customers and employees living in and around Boston to walk and ride their bikes to the 380 Stuart Project. The closest MBTA commuter rail station to PDA No. 1 is Boston Back Bay Station. This station services the Framingham/Worcester Line, Needham Line, Franklin Line, and the Providence/Stoughton Line for commuter rail transit with access to employment centers at Back Bay Station and South Station, and the MBTA rapid transit Orange Line.

The closest MBTA rapid transit stops are Copley Station and Arlington Station on the B, C, D, and E branches of the Green Line (“Green Line”), which is located within a 5-minute walk of PDA No. 1. The Green Line extends and provides service westward to the Green Line’s main branch at Kenmore Square where other branch lines intersect to provide rapid transit to other Boston neighborhoods and Cambridge. The Green Line provides service eastward to downtown Boston.

The current MBTA bus routes 9, 10, 39, 43, 55, 57, 170, 502, 503, 504, and 553 provide service in close proximity to PDA No. 1. These buses travel along the streets in the vicinity of PDA No. 1 including Boylston Street and St. James Avenue. Private commuter bus lines also service the PDA No. 1.

A significant portion of the 380 Stuart Building will be occupied by the Proponent. The Proponent has found that about 90% of its employees traveling to and from its other buildings in Boston use public transportation or another mode of travel other than a private motor vehicle and the Proponent expects the same to be true for its employees at the 380 Stuart Building. The Proponent will also implement customary transportation demand management policies to encourage the use of public transportation and will continue to submit periodic Rideshare reports to the Massachusetts Department of Environmental Protection.

#### **XIV. Signage**

Signage for the 380 Stuart Project, Parcel 1 Building or Parcel 2 Building shall consist of those signs permitted by Article 11 of the Code, and any additional signage approved by the Authority under its Development Review Procedures.

#### **XV. Public Benefits**

The 380 Stuart Project represents a substantial investment by the Proponent that will provide significant benefits to the Back Bay community and the City of Boston, including new jobs creation, urban design improvements, and additional tax revenues. The 380 Stuart Project’s specific public benefits include the following:

- ◆ Provision of new ground floor retail space along Stuart Street that will bring life to the sidewalks within and in the vicinity of PDA No. 1.
- ◆ Consistency with the goals of the Stuart Street Planning Guidelines to provide an area for economic growth and urban vitality, improve the district’s quality of character and environmental sustainability, preserve and protect both the



immediate area and adjacent neighborhoods, achieve innovation in the area of energy conservation and management, and integrate state-of-the-art transportation policies and technologies and innovations in demand management.

- ◆ Add a visually distinct building to the Back Bay that will create a varied skyline, add to the family of buildings around the new Hancock Tower, as called for by the Stuart Street Planning Guidelines.
- ◆ Enhancement of pedestrian and bicyclist circulation and experience around the 380 Stuart Parcel by adding generous sidewalks, street furnishings, landscaping, lighting, and other pedestrian and bicyclist amenities that will animate the public realm and create a lively, vibrant and engaging street-level experience for pedestrians and bicyclists, as called for by the Stuart Street Planning Guidelines.
- ◆ A new through-block pedestrian connection between Stuart Street and Alley #559 and Stanhope Street beyond that will improve and enhance pedestrian circulation patterns in the vicinity of the 380 Stuart Parcel, consistent with the goals and objectives of the Stuart Street Planning Guidelines.
- ◆ Compliance of the 380 Stuart Project with Article 37 of the Code by being Leadership in Energy and Environmental Design (LEED) certifiable anticipated at the Gold level.
- ◆ Provision of smart-growth and transit-oriented development by concentrating new commercial uses in close proximity to major regional rapid transit and bus lines that provide easy access to the 380 Stuart Parcel from all of the City's neighborhoods and suburbs.
- ◆ Contribution of approximately \$4,500,000 to the City of Boston's affordable housing linkage fund and approximately \$900,000 to the City of Boston's jobs training linkage fund, both as calculated pursuant to Section 80B-7 of the Code.
- ◆ Creation of approximately 1,500 construction jobs and workspace for over 3,000 full- and part-time transit-accessible jobs.
- ◆ Provision of property tax revenues to the City of Boston by increasing the assessed value of the 380 Stuart Parcel.
- ◆ A significant new public art installation located within or in close proximity to the 380 Stuart Parcel.

#### **XVI. Relationship Amongst Parcels Within PDA No. 1**

The requirements of the Development Plan with respect to Parcel 1 shall be calculated independently of Parcel 2 and the 380 Stuart Parcel. The requirements of the Development Plan

with respect to Parcel 2 shall be calculated independently of Parcel 1 and the 380 Stuart Parcel. The requirements of the Development Plan with respect to the 380 Stuart Parcel shall be calculated independently of Parcel 1 and Parcel 2.

Accordingly, (a) any dimensional or bulk requirements with respect to Parcel 1 shall be inapplicable to Parcel 2 and the 380 Stuart Parcel, and shall be calculated independent of Parcel 2 and/or the 380 Stuart Parcel, any dimensional or bulk requirements with respect to Parcel 2 shall be inapplicable to Parcel 1 and the 380 Stuart Parcel and shall be calculated independently of Parcel 1 and/or the 380 Stuart Parcel, and any dimensional or bulk requirements with respect to the 380 Stuart Parcel shall be inapplicable to Parcel 1 and Parcel 2 and shall be calculated independently of Parcel 1 and/or Parcel 2; (b) no public benefit or mitigation requirements related to Parcel 1 shall be applicable to Parcel 2 or the 380 Stuart Parcel, no public benefit or mitigation requirements related to Parcel 2 shall be applicable to Parcel 1 or the 380 Stuart Parcel, and no public benefit or mitigation requirements related to the 380 Stuart Parcel shall be applicable to Parcel 1 or Parcel 2; and (c) no right or obligation set forth in any agreement between the Authority and the owner of Parcel 1 shall be applicable to the owner of Parcel 2 or the owner of the 380 Stuart Parcel, no right or obligation set forth in any agreement between the Authority and the owner of Parcel 2 shall be applicable to the owner of Parcel 1 or the owner of the 380 Stuart Parcel, and no right or obligation set forth in any agreement between the Authority and the owner of the 380 Stuart Parcel shall be applicable to the owner of Parcel 1 or the owner of Parcel 2.

Any non-compliance by Parcel 1 shall not affect the compliance of Parcel 2 or the 380 Stuart Parcel, any non-compliance by Parcel 2 shall not affect the compliance of Parcel 1 or the 380 Stuart Parcel, and any non-compliance by the 380 Stuart Parcel shall not affect the compliance of Parcel 1 or Parcel 2. The owner of Parcel 1 (and its successors and assigns) shall be responsible only for those obligations under the Development Plan that relate to Parcel 1, the owner of Parcel 2 (and its successors and assigns) shall be responsible only for those obligations under the Development Plan relating to Parcel 2, and the owner of the 380 Stuart Parcel (and its successors and assigns) shall be responsible only for those obligations under the Development Plan that relate to the 380 Stuart Parcel.

## **XVII. Other Approvals and Review Procedures**

The 380 Stuart Project is subject to Large Project Review under Article 80B of the Code. The Proponent filed a Letter of Intent with the Authority on August 5, 2015 and a Project Notification Form (“PNF”) on September 18, 2015, to formally commence the Large Project Review process. The 380 Stuart Project will result in the establishment of more than 100,000 square feet of Gross Floor Area of Development Impact Uses, as defined in Section 80B-7 of the Code. Accordingly, the 380 Stuart Project will be subject to the Development Impact Project Exactions under Section 80B-7 of the Code.

The 380 Stuart Project requires Schematic Design Approval by the BCDC pursuant to Articles 28 and 27D-8.3 of the Code. The 380 Stuart Project shall be deemed to be in compliance with Article 27D of the Code and shall not require an Interim Planning Permit from the Board of Appeal for Article 27D purposes or for the issuance by the City of Boston Inspectional Services Department of a building permit for the 380 Stuart Project or any phase or component thereof.



The Original PDA Plan predates adoption of the Downtown IPOD. Accordingly, no Interim Planning Permit is required for either the Alterations for Article 27D purposes or for the issuance by the City of Boston Inspectional Services Department of a building permit for the Alterations or any phase or component thereof.

The Proponent intends to seek a determination, pursuant to Article 85 (“Demolition Delay”) of the Code, from the Boston Landmarks Commission (“BLC”) that no further review by the BLC is required with respect to the proposed demolition of the existing buildings on the 380 Stuart Parcel.

The 380 Stuart Project is located within the Groundwater Conservation Overlay District, which is governed by Article 32 of the Code. The 380 Stuart Project will comply with the standards and requirements set forth in Article 32. The Proponent will obtain a written determination from the Boston Water and Sewer Commission (“BWSC”) as to whether said standards and requirements are met. In addition, the Proponent will demonstrate that the 380 Stuart Project meets the requirements of Section 32-6 of the Code by obtaining a stamped certification from a Massachusetts registered engineer showing how the requirements of Section 32-6 of the Code are met. The Proponent will provide both a copy of the written determination from BWSC and the Boston Groundwater Trust prior to the issuance of a Certification of Consistency. As such, the 380 Stuart Project shall be deemed to be in compliance with Article 32 of the Code and shall not need a conditional use permit from the Board of Appeal for Article 32 purposes. The Original PDA Plan predates adoption of the Groundwater Conservation Overlay District requirements. Accordingly, such requirements do not apply to Parcel 1 or Parcel 2.

The 380 Stuart Project will comply with the requirements of Article 37, Green Buildings, of the Code. The 380 Stuart Project team will use the U.S. Green Building Council’s Leadership in Energy and Environmental Design (“LEED”) BD&C – NC 2009 green building rating system to evaluate sustainable design measures, in accordance with Article 37 of the Code. The Proponent intends to incorporate sustainable features into the design of the 380 Stuart Project where feasible and will seek to achieve a minimum of Gold level certification under the LEED rating system for the 380 Stuart Project. The Original PDA Plan predates adoption of Article 37 and subsequently promulgated related regulations. Accordingly, such requirements and regulations do not apply to Parcel 1 or Parcel 2.

The Proponent has prepared wind and shadow studies which have been submitted to the Authority in connection with the review and approval of the 380 Stuart Project under Article 80 of the Code. The wind studies indicated that there will be no new “Uncomfortable” or “Dangerous” annual wind conditions or impacts created by the construction of the 380 Stuart Project. The shadow studies indicated that there will be no “Net New Shadow,” as defined in applicable statutes, on the Boston Common or the Boston Public Garden, no material shadow impact on Copley Square in compliance with the Stuart Street Planning Guidelines, and no shadow impacts on the Commonwealth Avenue Mall. Consistency of the 380 Stuart Project with this PDA Plan Amendment shall constitute compliance with all applicable wind and shadow requirements, including, without limitation, those set forth in the Code, the Stuart Street Planning Guidelines, and those pursuant to which the BRA is the permit granting authority.

As described above, the 380 Stuart Parcel is within the Restricted Parking Overlay District (RPOD). Approval of this PDA Plan Amendment shall constitute compliance with any applicable RPOD requirements. The Original PDA Plan predates adoption of the RPOD requirements. Accordingly, the RPOD requirements do not apply to Parcel 1 or Parcel 2.

Various other permits and approvals may also be required for the 380 Stuart Project and will be obtained at the appropriate time. Modifications to the 380 Stuart Project may be required as a result of the review processes in connection with the required permits and approvals. To the extent they are subject to Authority review, minor modifications of the 380 Stuart Project design and refinements to the Alterations, consistent with the dimensional limitations and public benefit obligations herein, will be subject to the approval of the Director under this PDA Plan Amendment without further Authority action.

**XVIII. Applicability**

In accordance with Section 80C-9 of the Code, consistency of the 380 Stuart Project and/or the Alterations with the Development Plan (as evidenced by one or more Certifications of Consistency) constitutes compliance with the dimensional, use and all other requirements of the Code to the extent such requirements have been addressed in the Development Plan. To the extent that any aspect of proposed uses and proposed structures complying with the Development Plan are in conflict with any requirement of the Code not specifically addressed in the Development Plan, such requirements shall be deemed to be waived upon approval of the Development Plan and issuance of one or more Certifications of Consistency. In the event of a conflict between the terms of this PDA Plan Amendment and the Original PDA Plan, the terms of this PDA Plan Amendment shall control.

Normal and customary capital repair and maintenance activities, interior tenant fit-out projects for uses consistent with those set forth in the Development Plan, and other projects undertaken in the ordinary course of building operations within the Parcel 1 building, the Parcel 2 building, or the 380 Stuart Project, shall not require a Certification of Consistency or review by the BRA.

**XIX. No Duty to Develop the Project**

Notwithstanding anything set forth in the Development Plan to the contrary, under no circumstances will the Proponent be obligated to proceed with or complete the 380 Stuart Project and/or the Alterations, respectively, or any phase thereof.

**XX. Definitions**

Capitalized terms in this PDA Plan Amendment, unless otherwise defined herein, shall be defined as set forth in the Original PDA Plan. Unless otherwise set forth herein, all references herein to terms set forth in the Code shall have the meaning set forth in the Code, as amended to the effective date hereof, and not as the same may be amended hereafter

**XXI. Amendment**



From and after the effective date of this PDA Plan Amendment, the provisions of the Development Plan relating to Parcel 1 may be amended upon the petition of the owner of Parcel 1, or its designee, alone, and the provisions of the Development Plan relating to Parcel 2 may be amended upon the petition of the owner of Parcel 2, or its designee, alone, the provisions of the Development Plan relating to the 380 Stuart Parcel may be amended upon the petition of the owner of the 380 Stuart Parcel, or its designee, alone.

Nothing in this PDA Plan Amendment shall in any way be deemed to amend or modify the provisions in the Development Plan applicable to PDA No. 2, Parcel 3, Parcel 4, or Parcel 4A.

#### **XXII. Minor Modifications to Plans**

The Development Plan sets forth the dimensional, use and other zoning requirements for the 380 Stuart Project, the Alterations, and PDA No. 1, to the extent such requirements have been addressed in the Development Plan. Once this Development Plan is approved, final plans and specifications for the 380 Stuart Project and the Alterations, as applicable, will be submitted to the Authority pursuant to Section 3-1A and Article 80C of the Code for final design review approval and certification as to consistency with this Development Plan, and to other governmental agencies and authorities for final approval. Accordingly, subject to consistency with dimensional regulations set forth in this Development Plan, minor changes may occur to the 380 Stuart Project's or the Alterations' design described in this Development Plan without requiring a PDA amendment.

#### **XXIII. Ratification**

Except as amended hereby, the Original PDA Plan remains unmodified and in full force and effect.

**List of Attachments**

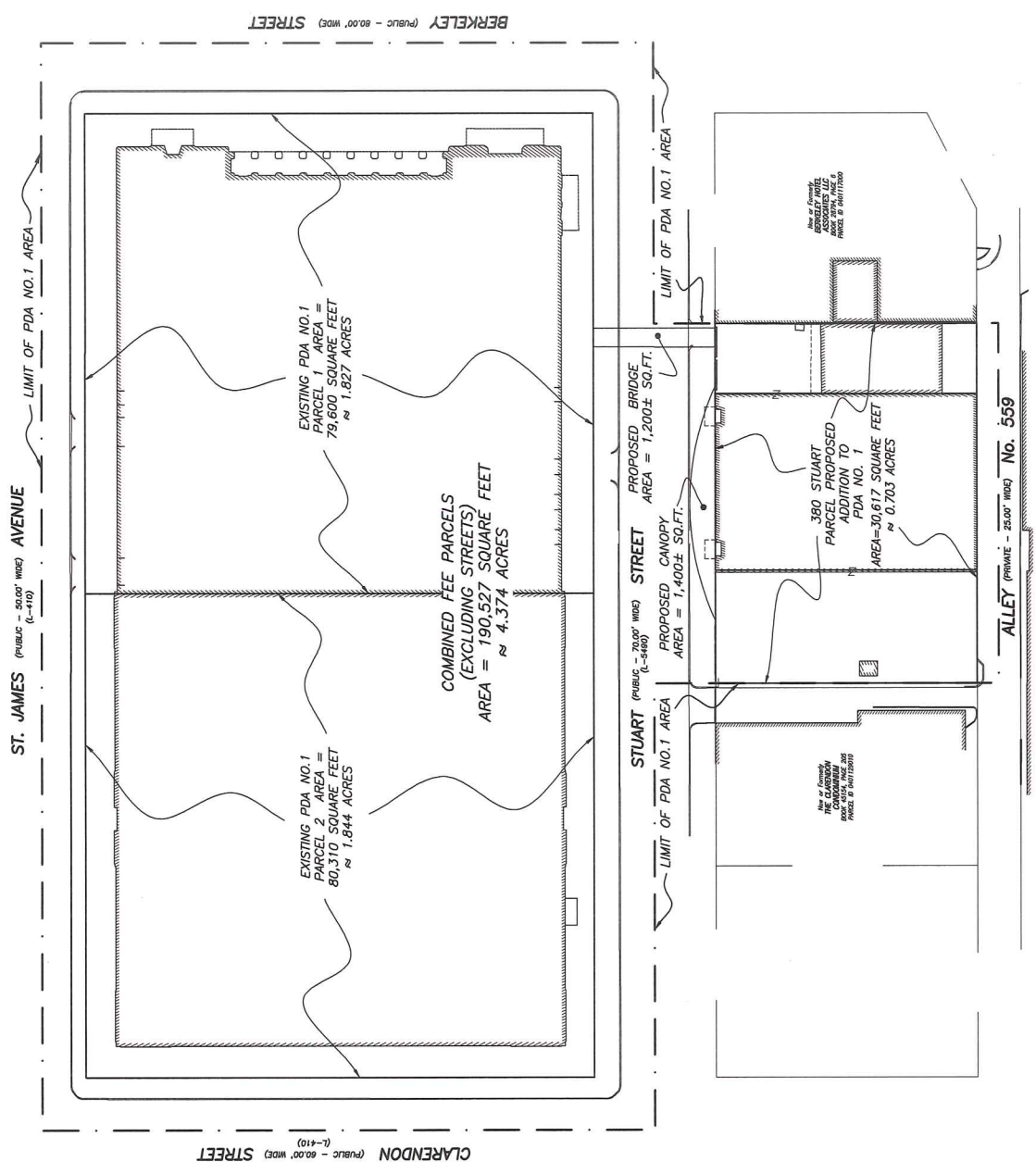
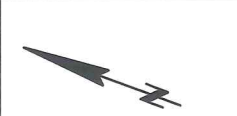
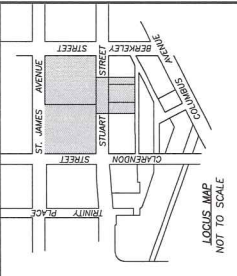
- EXHIBIT A      PDA NO. 1 SITE PLAN**
- EXHIBIT B      380 STUART PARCEL LEGAL DESCRIPTION**
- EXHIBIT B-1    PARCEL 1 LEGAL DESCRIPTION**
- EXHIBIT B-2    PARCEL 2 LEGAL DESCRIPTION**
- EXHIBIT C      DRAWINGS**
- EXHIBIT D      DENSITY AND DIMENSIONAL ZONING REQUIREMENTS FOR  
THE 380 STUART PARCEL**
- EXHIBIT E      ALLOWED USES FOR PDA NO. 1**



**EXHIBIT A**

PDA NO. 1 SITE PLAN

(See Attached)



**PDA No. 1 SITE PLAN**  
**PARCEL 1, PARCEL 2 & 380 STUART PARCEL**  
**BOSTON, MASS.**  
 FELDMAN LAND SURVEYORS  
 112 SHAWMUT AVENUE  
 BOSTON, MASS. 02118  
 SEPTEMBER 15, 2015  
 PHONE: (617)357-9740  
 www.feldmansurveyors.com



DESIGNED BY	FELDMAN	PROJ. NO.	15041	DATE	09/15/15	SHEET NO.	1 OF 1
CHECKED BY	FELDMAN	FIELD CHECKED		CAD FILE		JOB NO.	15041
DATE	09/15/15	PROJECT	15041	SCALE	1"=30'		



**EXHIBIT B**

380 STUART PARCEL LEGAL DESCRIPTION

(See Attached)

## BOUNDARY DESCRIPTION

### 380 STUART PARCEL

A PARTICULAR PARCEL SITUATED IN THE CITY OF BOSTON, SUFFOLK COUNTY, COMMONWEALTH OF MASSACHUSETTS BOUNDED AND DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT AT THE INTERSECTION OF THE WESTERLY SIDELINE OF BERKELEY STREET AND THE SOUTHERLY SIDELINE OF STUART STREET;

THENCE RUNNING S 69°57'50" W, A DISTANCE OF 120.00 FEET ALONG THE SOUTHERLY SIDELINE OF STUART STREET TO THE POINT OF BEGINNING;

THENCE TURNING AND RUNNING S 20°02'10" E, A DISTANCE OF 150.00 FEET TO A POINT ON THE NORTHERLY SIDELINE OF ALLEY NUMBER 559;

THENCE TURNING AND RUNNING S 69°57'50" W, A DISTANCE OF 204.11 FEET ALONG THE NORTHERLY SIDELINE OF ALLEY NUMBER 559 TO A POINT;

THENCE TURNING AND RUNNING N 20°02'10" W, A DISTANCE OF 150.00 FEET TO A POINT ON THE SOUTHERLY SIDELINE OF STUART STREET;

THENCE TURNING AND RUNNING N 69°57'50" E, A DISTANCE OF 204.11 FEET ALONG THE SOUTHERLY SIDELINE OF STUART STREET TO THE POINT OF BEGINNING.

CONTAINING AN AREA OF 30,617 SQUARE FEET MORE OR LESS AS SHOWN AS 380 STUART PARCEL PROPOSED ADDITION TO PDA NO.1 ON A PLAN ENTITLED "PDA NO.1 SITE PLAN PARCEL 1, PARCEL 2 & 380 STUART PARCEL BOSTON, MASS.", DATED SEPTEMBER 15, 2015, PREPARED BY FELDMAN LAND SURVEYORS.



**EXHIBIT B-1**

PARCEL 1 LEGAL DESCRIPTION

(See Attached)

## BOUNDARY DESCRIPTION

### PARCEL 1

A PARTICULAR PARCEL SITUATED IN THE CITY OF BOSTON, SUFFOLK COUNTY, COMMONWEALTH OF MASSACHUSETTS BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT AT THE INTERSECTION OF THE SOUTHERLY SIDELINE OF ST. JAMES AVENUE AND THE WESTERLY SIDELINE OF BERKELEY STREET;

THENCE TURNING AND RUNNING S 20°01'49" E, A DISTANCE OF 291.65 FEET ALONG THE WESTERLY SIDELINE OF BERKELEY STREET TO A POINT ON THE NORTHERLY SIDELINE OF STUART STREET;

THENCE TURNING AND RUNNING S 69°57'50" W, A DISTANCE OF 272.86 FEET ALONG THE NORTHERLY SIDELINE OF STUART STREET TO THE POINT;

THENCE TURNING AND RUNNING N 20°02'31" W, A DISTANCE OF 291.74 FEET ALONG THE EASTERLY LINE OF PARCEL 2 TO A POINT ON THE SOUTHERLY SIDELINE OF ST. JAMES STREET;

THENCE TURNING AND RUNNING N 69°58'59" E, A DISTANCE OF 272.92 FEET ALONG THE SOUTHERLY SIDELINE OF ST. JAMES STREET THE POINT OF BEGINNING.

CONTAINING AN AREA OF 79,600 SQUARE FEET OR 1.827 ACRES MORE OR LESS AS SHOWN AS PARCEL 1 ON A PLAN ENTITLED "PDA NO.1 SITE PLAN PARCEL 1, PARCEL 2 & 380 STUART PARCEL BOSTON, MASS.", DATED SEPTEMBER 15, 2015, PREPARED BY FELDMAN LAND SURVEYORS.



**EXHIBIT B-2**

PARCEL 2 LEGAL DESCRIPTION

(See Attached)

## BOUNDARY DESCRIPTION

### PARCEL 2

A PARTICULAR PARCEL SITUATED IN THE CITY OF BOSTON, SUFFOLK COUNTY, COMMONWEALTH OF MASSACHUSETTS BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT AT THE INTERSECTION OF THE NORTHERLY SIDELINE OF STUART STREET AND THE EASTERLY SIDELINE OF CLARENDON STREET;

THENCE TURNING AND RUNNING N 20°02'02" W, A DISTANCE OF 291.83 FEET ALONG THE EASTERLY SIDELINE OF CLARENDON STREET TO A POINT ON THE SOUTHERLY SIDELINE OF ST. JAMES STREET;

THENCE TURNING AND RUNNING N 69°58'59" E, A DISTANCE OF 275.22 FEET ALONG THE SOUTHERLY SIDELINE OF ST. JAMES STREET TO A POINT;

THENCE TURNING AND RUNNING S 20°02'31" E, A DISTANCE OF 291.74 FEET ALONG THE WESTERLY LINE OF PARCEL 1 TO A POINT ON THE NORTHERLY SIDELINE OF STUART STREET;

THENCE TURNING AND RUNNING S 69°57'50" W, A DISTANCE OF 275.26 FEET ALONG THE NORTHERLY SIDELINE OF STUART STREET TO THE POINT OF BEGINNING.

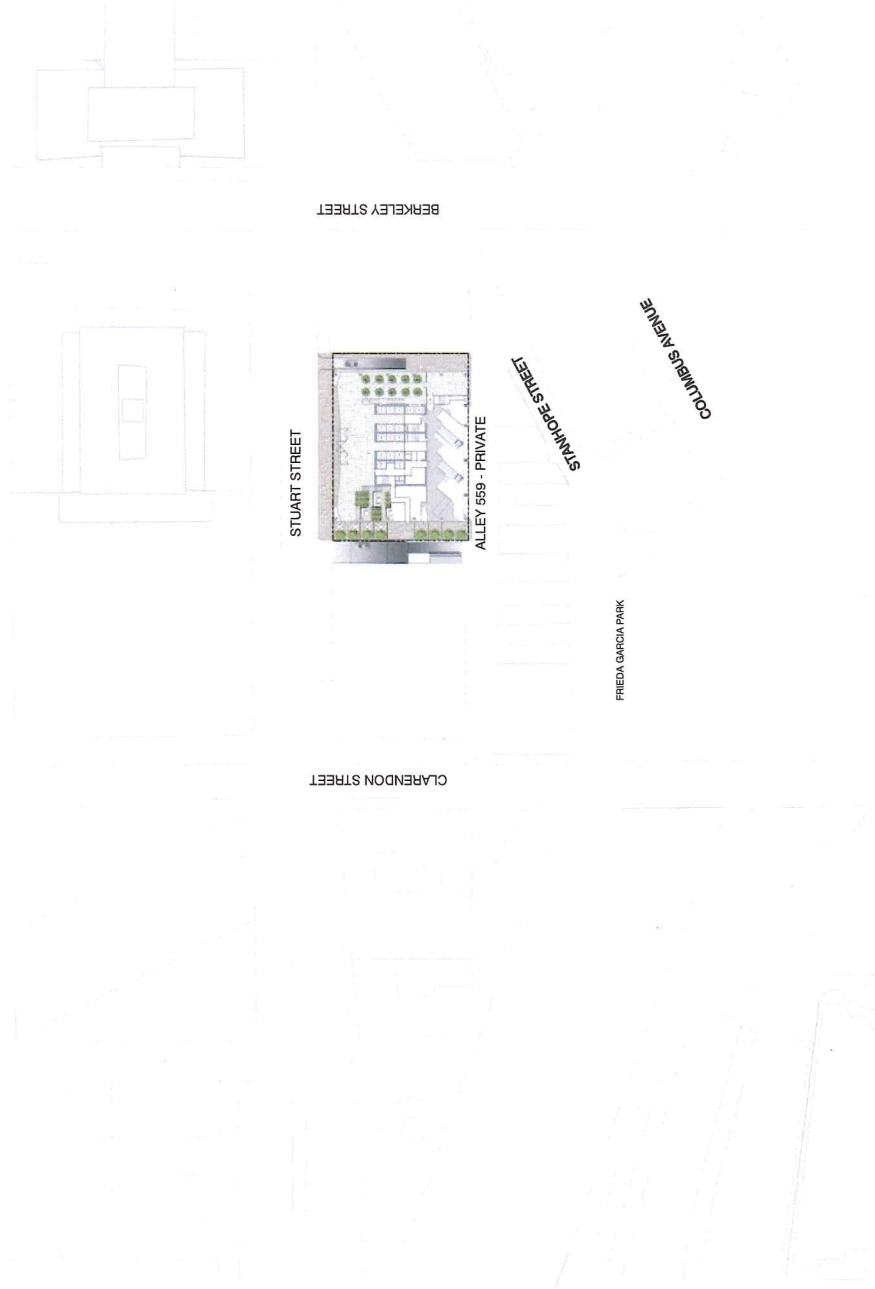
CONTAINING AN AREA OF 80,310 SQUARE FEET OR 1.844 ACRES MORE OR LESS AS SHOWN AS PARCEL 2 ON A PLAN ENTITLED "PDA NO.1 SITE PLAN PARCEL 1, PARCEL 2 & 380 STUART PARCEL BOSTON, MASS.", DATED SEPTEMBER 15, 2015, PREPARED BY FELDMAN LAND SURVEYORS.

**EXHIBIT C**  
**DRAWINGS**  
**(See Attached)**





Exhibit C - Drawings  
Site Plan

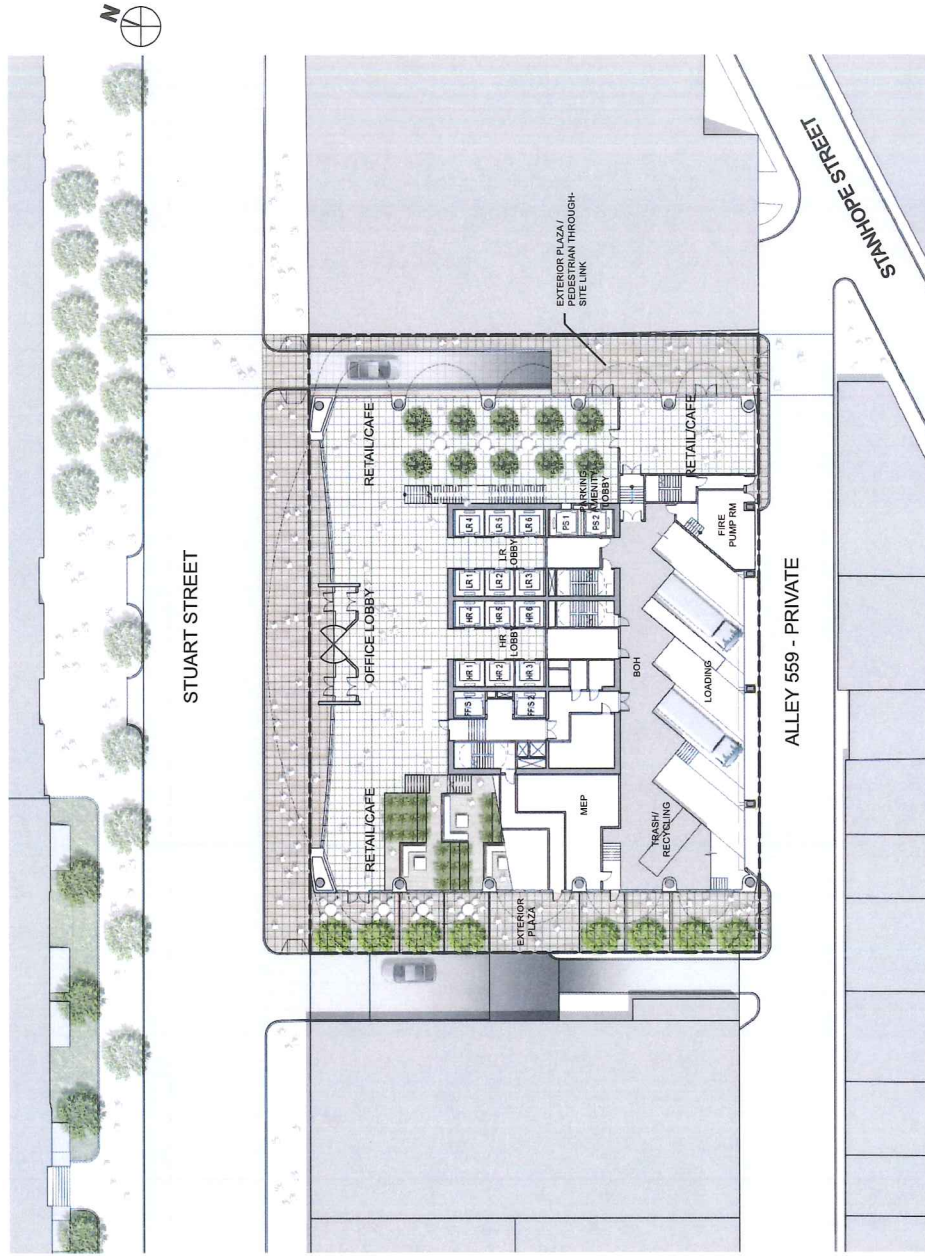


prepared by:





Exhibit C - Drawings  
Ground Floor Plan



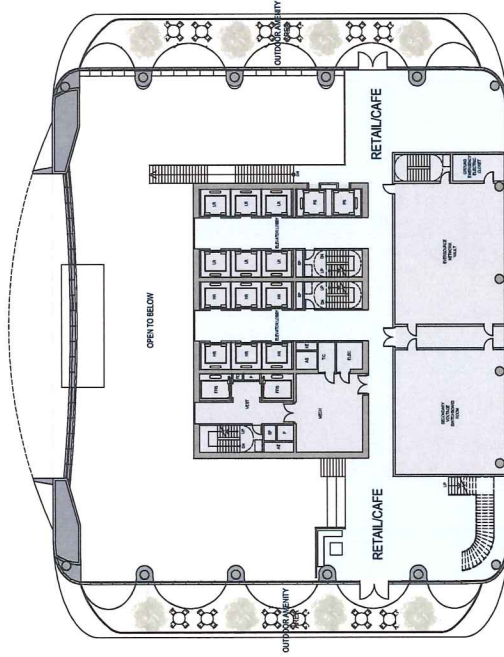
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380 STUART STREET  
BOSTON



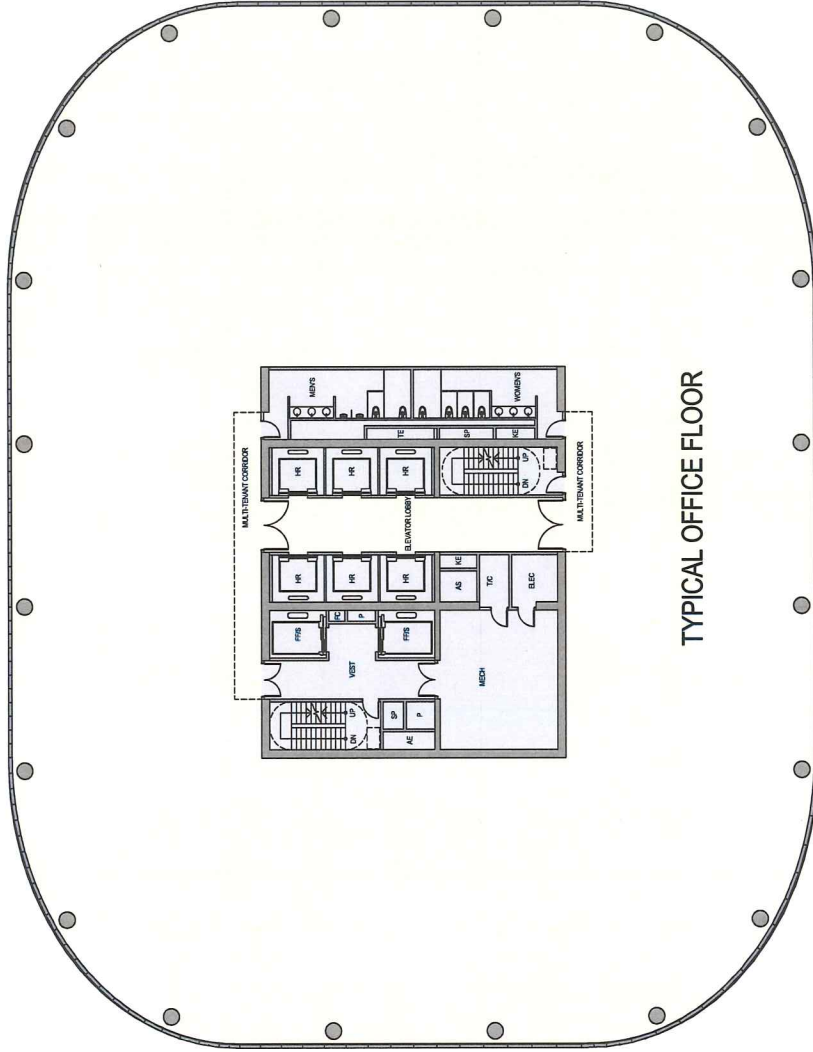
Exhibit C - Drawings  
Level 2 Plan



prepared by:

**cbt** SOM

Exhibit C - Drawings  
Typical Office Plan



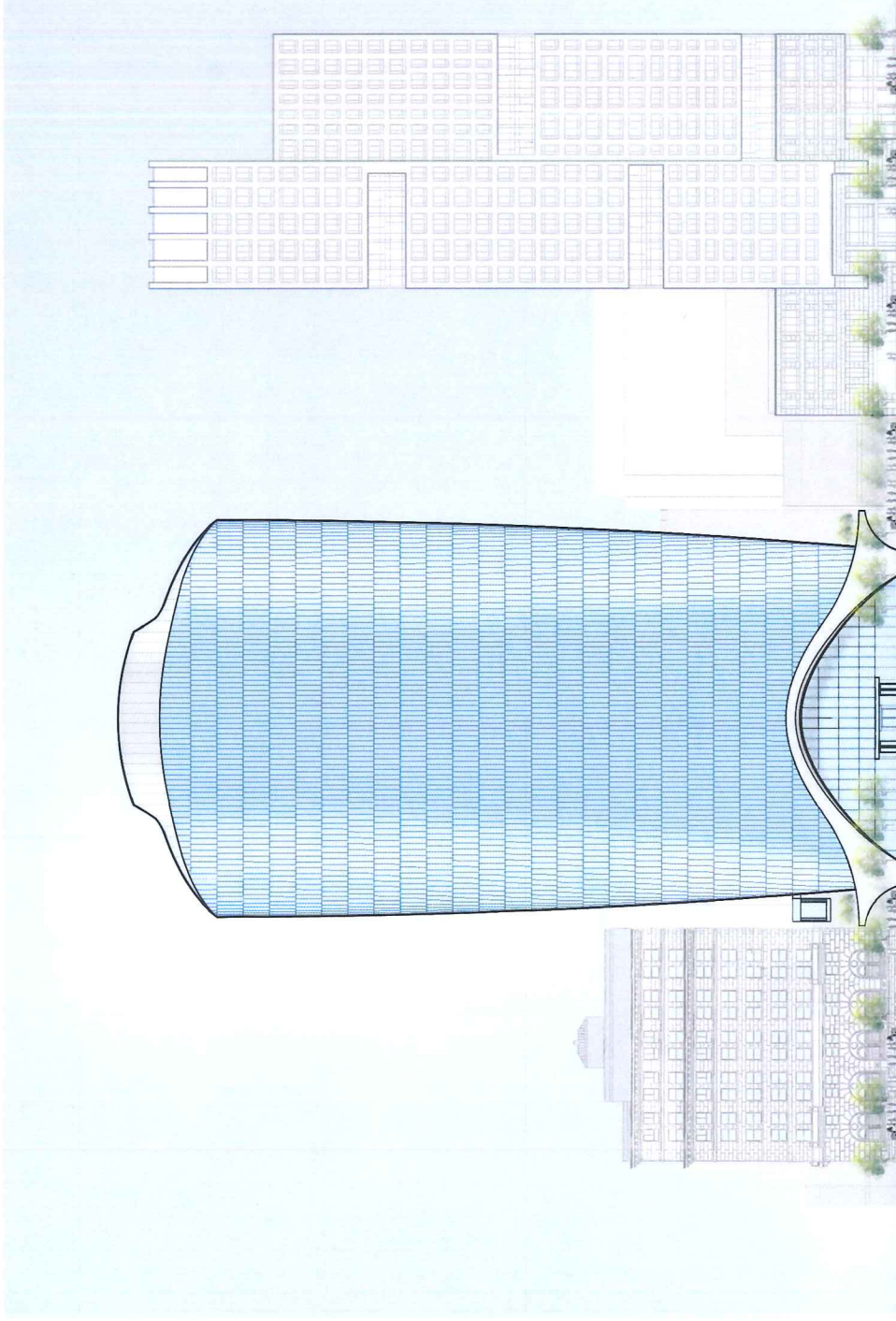
TYPICAL OFFICE FLOOR

prepared by:

380 STUART STREET  
BOSTON



Exhibit C - Drawings  
Elevation - North



prepared by:

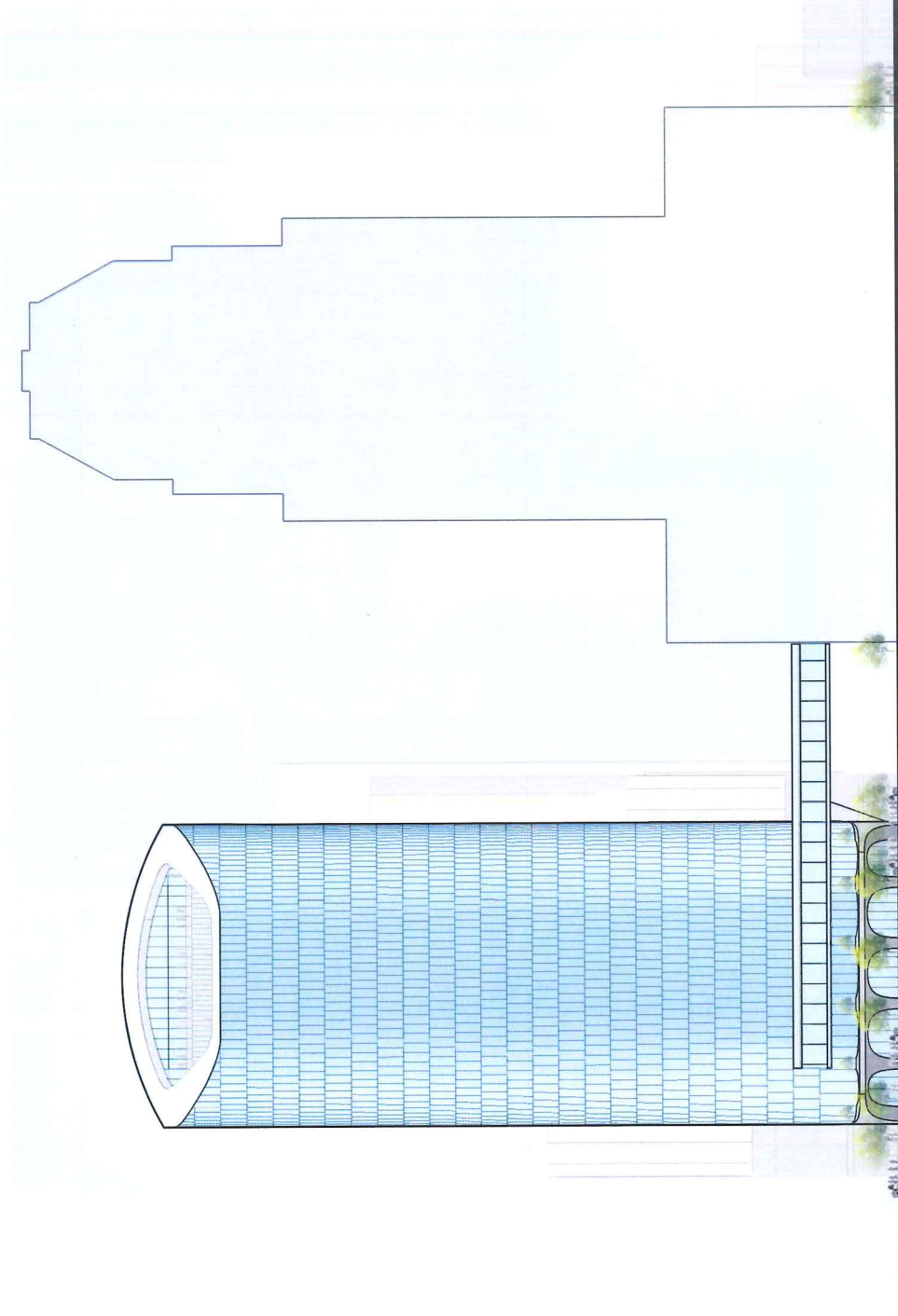
**cbt** SOM



380 STUART STREET  
BOSTON



Exhibit C - Drawings  
Elevation - East



prepared by:

**cbt** SOM

**380 STUART STREET**  
BOSTON



Exhibit C - Drawings  
Elevation - South



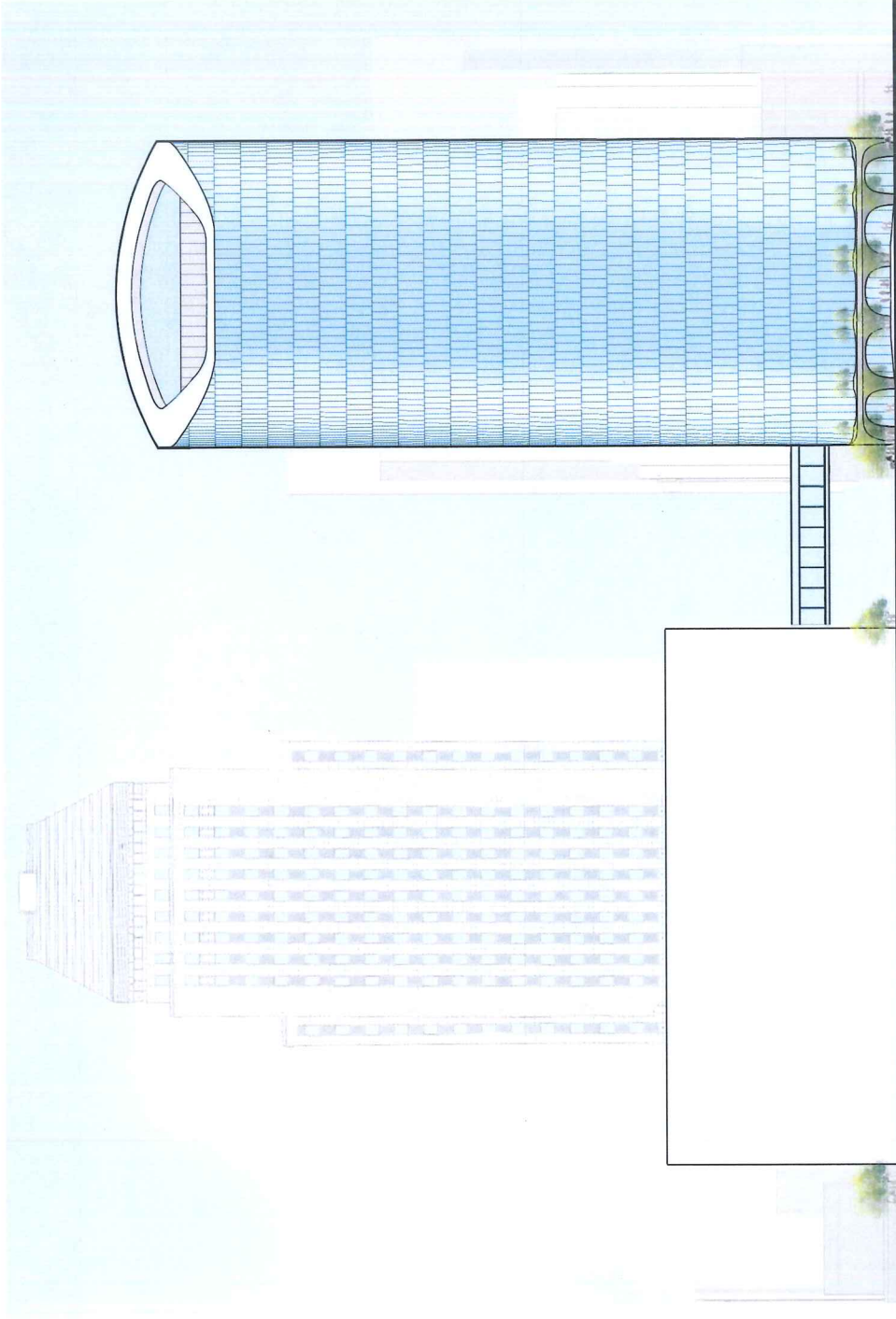
prepared by:

**cbt** SOM

380 STUART STREET  
BOSTON



Exhibit C - Drawings  
Elevation - West



prepared by:

**cbt** SOM



**EXHIBIT D**

**DENSITY AND DIMENSIONAL ZONING REQUIREMENTS FOR THE 380 STUART  
PARCEL**

Minimum Lot Size	None
Minimum Lot Area for Each Additional Dwelling Unit	None
Minimum Lot Width	None
Maximum Floor Area Ratio	20.5
Maximum Building Height (feet)	390
Maximum Building Height (stories)	None
Minimum Usable Open Space Per Dwelling Unit	None
Minimum Front Yard	None
Minimum Rear Yard	None
Minimum Setback of Parapet from Lot Line	None
Maximum Occupancy of Accessory Buildings in Rear Yard	None
Minimum Number of Off-street Parking Spaces	None
Maximum Number of Off-street Parking Spaces	175
Minimum Number of Off-Street Loading Bays	5

**EXHIBIT E**

**ALLOWED USES FOR PDA NO. 1**

RESIDENTIAL USES

RESTAURANT AND ENTERTAINMENT USES

OFFICE USES

HOTEL OR MOTEL

DAY CARE CENTER, FAMILY CARE CENTER, NURSERY SCHOOL, KINDERGARTEN,  
ELEMENTARY OR SECONDARY SCHOOL

RECREATIONAL AND COMMUNITY USES

SERVICE USES

RETAIL USES

NON-INSTITUTIONAL PROFESSIONAL SCHOOL

COMMUNICATION USES

URBAN PLAZAS

ACCESSORY USES

ANCILLARY USES

PARKING GARAGE

FAST FOOD AND TAKE OUT RESTAURANT USES

TRANSPORTATION USES

FACT SHEET  
AMENDED AND RESTATED DEVELOPMENT PLAN  
FOR PLANNED DEVELOPMENT AREA NO. 1  
STUART STREET, BOSTON, MASSACHUSETTS

EXISTING PDA  
DEVELOPMENT PLAN  
FOR PDA NO. 1

The Boston Redevelopment Authority (the "Authority") approved the Development Controls for Planned Development District #1 in the Back Bay on July 11, 1968 (the "Initial PDA Plan"), establishing the zoning controls for Planned Development Area No. 1 (the "PDA No. 1") in the City of Boston. On July 23, 1968, the Zoning Commission of the City of Boston (the "Zoning Commission") approved the Initial PDA Plan and Code Map Amendment No. 49 establishing PDA No. 1. The Initial PDA Plan was subsequently amended by the Amendment to Development Plan for Planned Development Areas No. 1 and No. 2 approved by the Authority on August 5, 1982 (the "Initial PDA Plan Amendment"). The Initial PDA Plan, as amended by the Initial PDA Plan Amendment, is hereinafter referred to as the "Original PDA Plan".

AMENDMENT AND  
RESTATED  
DEVELOPMENT PLAN  
FOR PLANNED  
DEVELOPMENT AREA  
NO. 1

The Amended and Restated Development Plan for Planned Development Area No. 1 (the "PDA Plan Amendment") amends the Original PDA Plan to incorporate a new mixed-use building (the "380 Stuart Building") as a Proposed Project within PDA No. 1 to be located at 380 Stuart Street, Boston, Massachusetts (the "380 Stuart Project").

DEVELOPER:

The developer of the 380 Stuart Project will be John Hancock Life Insurance Company (U.S.A.), or its affiliate.

PROJECT SITE:

The 380 Stuart Project will be developed on the following parcels, which as indicated on the site plan attached the PDA Plan Amendment as Exhibit A, contain, collectively, approximately 33,217 square feet in area: (i) an approximately 30,617 square foot site made up of three separate but adjacent parcels of land located directly across Stuart Street from Parcel 1 and Parcel 2 and proposed to have a future address of 380 Stuart Street, Boston, Massachusetts, as more particularly described in Exhibit B attached to the PDA Plan Amendment (collectively, the "380 Stuart Parcel"); and (ii) an approximately 1,200 square foot portion of Stuart Street (the "Pedestrian Bridge Area") over which the Pedestrian Bridge (defined in the PDA Plan Amendment) may extend in the future subject to appropriate future approvals, along with an approximately 1,400 square foot portion of Stuart Street over which certain design elements of the 380 Stuart Project, including a canopy, will extend (the "Building Canopy Area"). The 380 Stuart Parcel, Pedestrian Bridge Area and Building Canopy Area are all more fully described and shown in the PDA Plan Amendment.

PROJECT:

The 380 Stuart Project is anticipated to include a new mixed-use building consisting of a Gross Floor Area of approximately 625,000 square feet devoted to office, retail, service, restaurant, and parking



uses, and other uses accessory thereto, including, without limitation, common areas, lobbies, one or more conference centers, fitness center, building amenities such as a common roof deck and building amenity space, which may include restaurant or other food service uses, as well as a potential pedestrian bridge (subject to appropriate future approvals) comprised of approximately 3,000 square feet of gross floor area that would extend over Stuart Street between the Parcel 1 Building and 380 Stuart Building in PDA No. 1 to provide safe pedestrian access for occupants and visitors of the buildings within PDA No.1 and other design elements.

The design of the 380 Stuart Building is shown on the plans, drawings and elevations included in Exhibit C of the PDA Plan Amendment (the "Drawings"), as such Drawings may be further refined, revised, amended and approved pursuant to review by the Authority and other appropriate agencies and authorities.

**UNDERLYING ZONING:**

According to Map 1 (Boston Proper) of the City of Boston Zoning Maps ("Map 1"), the 380 Stuart Parcel is located within the B-8 Business District, the Restricted Parking Overlay District established by Section 3-1A.c of the Code and the Groundwater Conservation Overlay District established by Article 32 of the Code. According to Appendix B to Article 27D of the Code, the 380 Stuart Parcel is also located within Subdistrict K of the Downtown Interim Planning Overlay District.

## PUBLIC NOTICE

The Boston Redevelopment Authority (“BRA”), pursuant to Article 80C-5 of the Boston Zoning Code, hereby gives notice that an Amended and Restated Development Plan (“PDA Plan Amendment”) for Planned Development Area No. 1 (“PDA No. 1”) was submitted to the BRA on September 18, 2015 by John Hancock Life Insurance Company to incorporate a new mixed-use project (the “380 Stuart Project”) comprised of approximately 625,000 square feet of Gross Floor Area within PDA No. 1 to be developed on certain parcels of land located in the Back Bay neighborhood of Boston having an address of 380 Stuart Street, Boston, Massachusetts (the “380 Stuart Parcel”), which 380 Stuart Parcel represents a portion of the area comprising PDA No. 1. The 380 Stuart Project is a mixed-use project anticipated to consist of office, retail, service, restaurant, and parking uses, and other uses accessory thereto, including, without limitation, common areas, lobbies, one or more conference centers, fitness center, building amenities such as a common roof deck and building amenity space, which may include restaurant or other food service uses. The PDA Plan Amendment also describes a pedestrian bridge that would be subject to future approvals. Approval is requested of the BRA pursuant to Article 80C-5.4 for the submission of a petition by the Director of the BRA to the Zoning Commission to approve the PDA Plan Amendment. The PDA Plan Amendment may be reviewed at the Office of the Secretary of the BRA, Room 910, Boston City Hall, Boston, MA 02201, between 9:00 AM and 5:00 PM, Monday through Friday except legal holidays. Public comments on the PDA Plan Amendment, including the comments of public agencies, should be submitted in writing to Christopher Tracy, Project Manager, by mail c/o Boston Redevelopment Authority, One City Hall Square, Boston, MA 02201 or by e-mail to [christopher.tracy@boston.gov](mailto:christopher.tracy@boston.gov) by November 5, 2015.

BOSTON REDEVELOPMENT AUTHORITY

Brian P. Golden, Director

September 21, 2015