



CENTER PLAZA IMPROVEMENT

APPLICATION FOR ARTICLE 80E SMALL PROJECT REVIEW

September 14th, 2015

Submitted by

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Submitted to

Boston Redevelopment Authority
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LETTER OF TRANSMITTAL

September 11th, 2015

BY HAND DELIVERY

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Mr. Brian Golden, Director
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, Massachusetts 02118

Re: Application for Small Project Review — Center Plaza

Dear Director Golden:

On behalf of SRI Ten Center Plaza, LLC (the “Proponent”), the owner of the property located at One, Two, and Three Center Plaza (the “Project Site”), we are pleased to submit the enclosed application for Small Project Review under Article 80E of the Boston Zoning Code (“Code”) for the renovation of the existing approximately 663,795 square foot building (the “Building”) located on the Project Site (the “Project”).

The Project will include improvements to the Building and the Project Site, including enhancements to existing lobby areas, entrances, pedestrian arcades and passageways; new and relocated signage; installation of LED lighting and other façade elements; and a rooftop addition of office space with outdoor decks. Improvements to Pemberton Square, which adjoins the Project Site, have also been considered, as illustrated in the enclosed application. However, at this time, such improvements are purely conceptual in nature and are subject to further refinement, coordination with other landowners, stakeholders and regulatory approvals.

The Project has been designed to be consistent with the guidelines set forth in the Government Center Urban Renewal Plan, which governs the Project Site. The Project will require minor modifications to the Government Center Urban Renewal Plan and the Land Disposition Agreement for Parcel 12 of the Government Center Project Area, as well as title-related approvals by the BRA and the Public Improvement Commission.

The Proponent is engaged in outreach efforts with BRA staff, local officials, and others to discuss the Project. We recognize that the Project is not obligated to undergo Small Project Review since it does not trigger any of the applicable thresholds set forth in Section 80E-2 of the Code. Nevertheless, we are filing this application for the Design and Comprehensive Sign Design components of Small Project Review in order to provide a broader forum for further review of the Project.

We look forward to continuing our ongoing discussions with your staff and community members as you review the Project. Please do not hesitate to contact me if you have any questions or require anything further.

Very truly yours,

Douglas Husid, Esq.

Enclosures

cc: Mr. Kevin Kuzemchak
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PROJECT SUMMARY

DEVELOPER PROFILE



Figure 01: Existing Photos

SRI Ten Center Plaza LLC, an affiliate of Shorenstein Properties LLC (the “Proponent”) proposes to renovate and modernize the existing Center Plaza building located along Cambridge Street in the Government Center area of downtown Boston. The building has not had notable improvements since its construction in the mid-to-late 1960s. The Proponent looks forward to advancing the Project (defined below) as the Government Center MBTA Station project and coordinated public realm improvements are being completed. The Proponent is further encouraged by the Walsh Administration’s commitment to additional design and programmatic enhancements to City Hall Plaza and looks forward to participating in ongoing discussions concerning this area. The Proponent believes the Project will have a substantial benefit to Government Center and the surrounding areas.

Shorenstein is one of the country’s oldest and most respected real estate organizations. They are active nationally in the ownership and operation of high-quality office properties. The company is privately owned and is headquartered in San Francisco. The company’s current portfolio totals 24.8 million square feet. The close coordination between the investment, asset management and operating professionals within Shorenstein is the key to Shorenstein’s ability to deliver exceptional services to its tenants and exceptional value to its clients and partners. This coordination, together with Shorenstein’s excellent track record as an office owner, will ensure a first-class upgrade to the building.

PROJECT SITE

The Project Site is located at One, Two and Three Center Plaza in the Government Center area of Boston. The Project Site comprises approximately 87,000 square feet of lot area bounded generally by Cambridge Street and Tremont Street to the east, One Beacon Street to the south, Pemberton Square and the Suffolk County Courthouse complex to the west, and Somerset Street to the north. The Project Site slopes from Cambridge Street up to Pemberton Square, which creates a ground floor experience within the pedestrian arcade along the Cambridge Street frontage and also along Pemberton Square. The Project Site is shown on the aerial photo attached as [FIGURE 02](#). With its prime positioning, the Project Site connects several neighborhoods including Downtown Crossing, the Financial District, Beacon Hill, and Faneuil Hall. The building offers valuable connections to civic, governmental and community uses.

Existing Building Description

Center Plaza is a nine-story brick, concrete and steel mixed-use building totaling 663,795 square feet of gross floor area. Built between 1965 and 1969, pursuant to Urban Renewal efforts, the building comprises three interconnected components: One, Two, and Three Center Plaza. The building’s crescent shape references the footprint of buildings once in this location—Boston’s historic Scollay Square.

The building includes approximately two levels of below-grade parking consisting of approximately 575 parking spaces, an arcaded sidewalk along the Cambridge/Tremont Street frontage, and two passageways through the building extending from Cambridge Street to Pemberton Square. One passageway is located adjacent to the Three Center Plaza lobby and the other is located adjacent to the One Center Plaza lobby. As shown in the existing conditions photographs, on attached [FIGURES 01, 03](#)

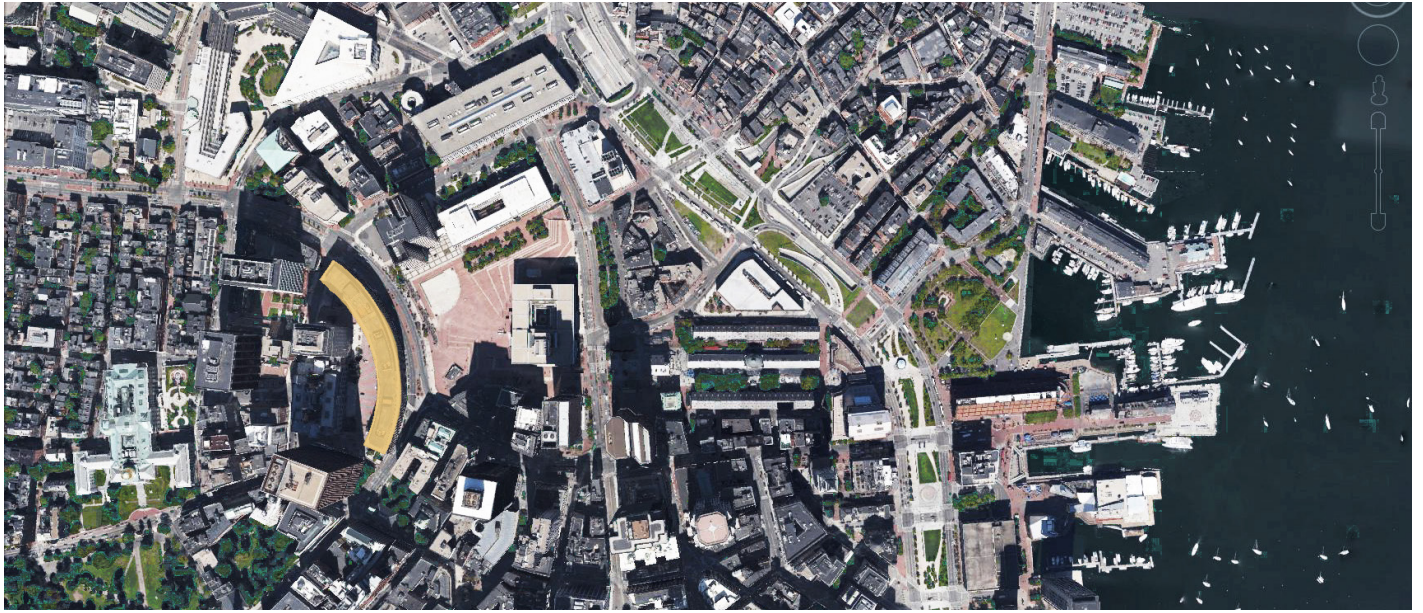


Figure 02: Locus Plan



CP2 Pemberton Square



CP2 Arcade



CP2 Entrance

Figure 03: Existing Photos

& 05, the Cambridge Street sidewalk arcade and passageways through the building are dark, uninviting, outdated and underutilized. The building's existing signage and lighting currently hang low and block the views out to Boston, as depicted on [FIGURE 07](#).

The building roof mechanical spaces are a story-and-a-half, clad in precast concrete panels. The windows from the office space on the Penthouse Level are not visible from the street.

Existing Site Uses

The building includes office, retail, restaurant, service, parking and accessory uses. Many of the tenant spaces are currently vacant and the existing retailers lack commercial draw. The retail and building lobby uses are generally located on the ground floors of the building along Cambridge Street and Pemberton Square and the upper floors include office uses. Parking and loading are provided in a below-grade parking structure. Refer to [EXHIBIT A: EXISTING SITE PLAN](#).

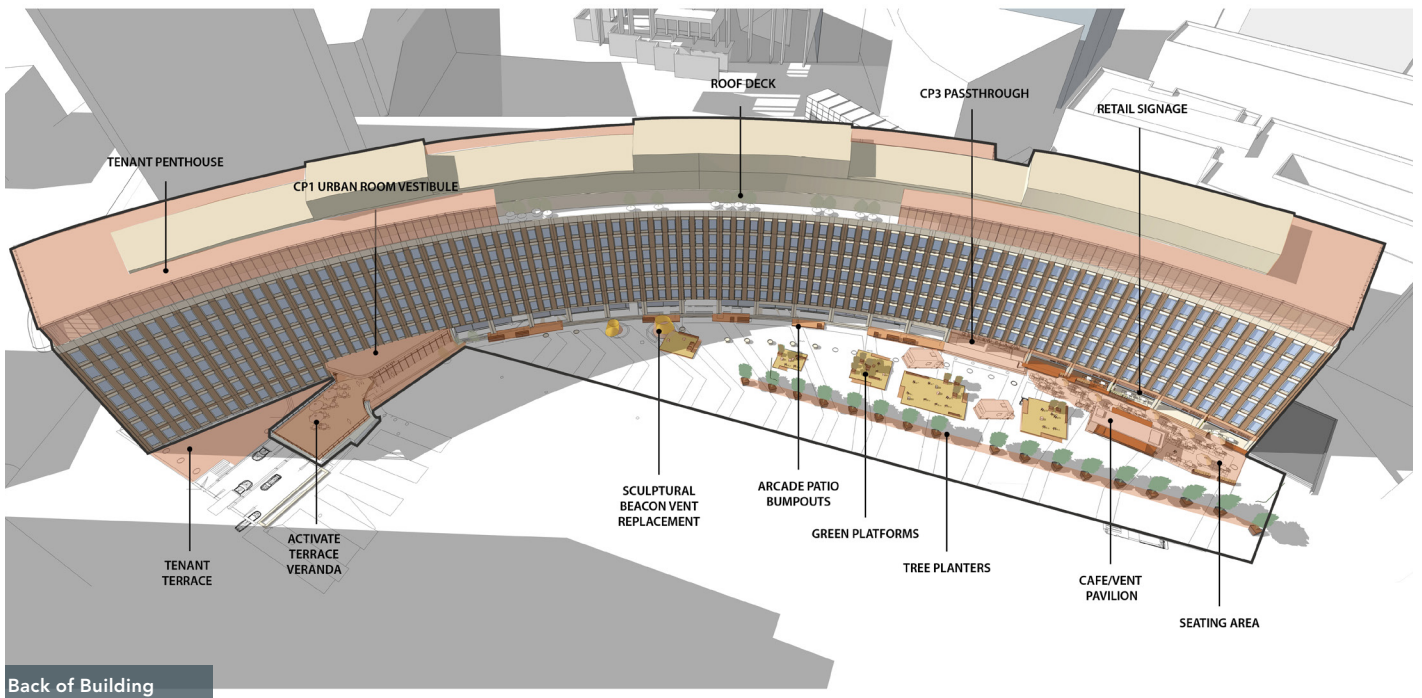
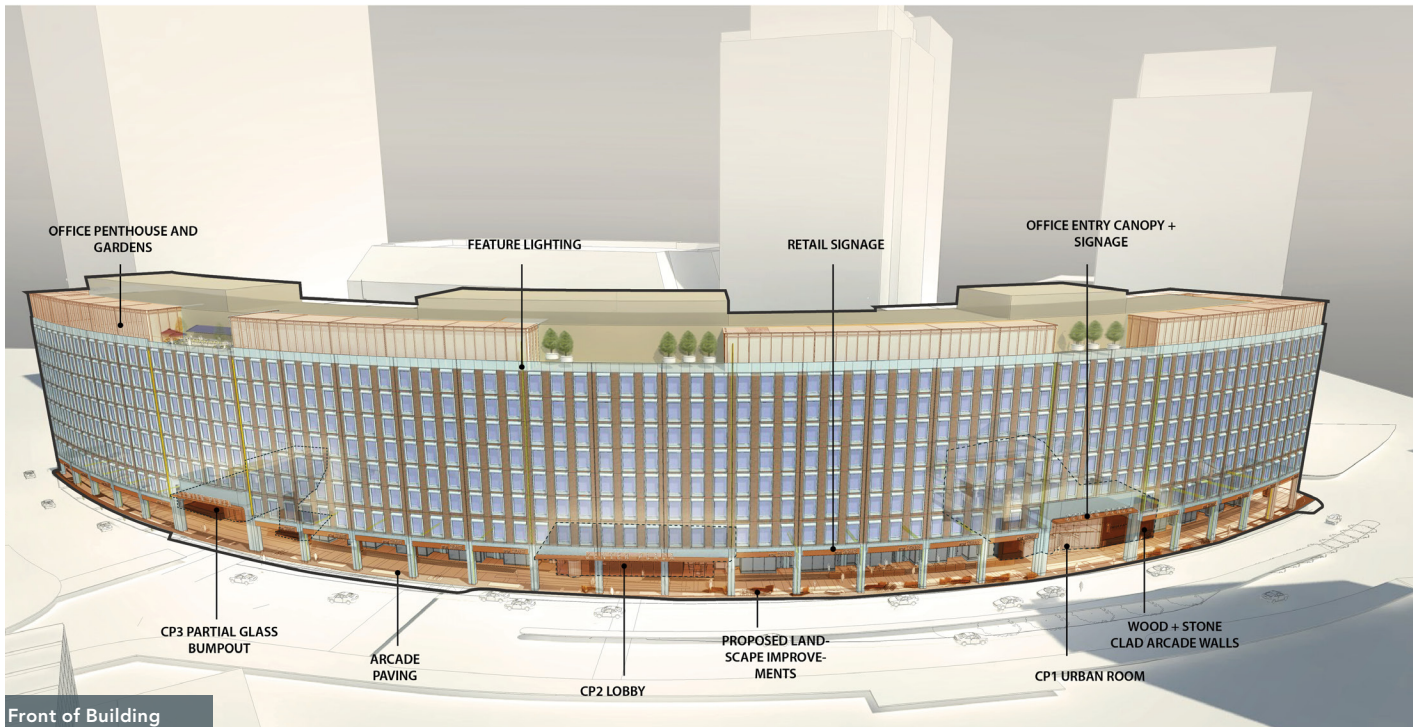


Figure 04: Front and Back Building Diagrams



CP1 Lobby



CP1 Lobby



CP1 Pemberton Square



CP1 Pemberton Square

Figure 05: CP1 Existing Photos

PROPOSED PROJECT

The proposed project (the “Project”) includes several renovations to the building’s street-level lobbies, sidewalk arcade along Cambridge Street and passageways through the building. The Project also includes improvements to arcade and building lighting, a publicly accessible elevator, building and tenant signage and a rooftop addition of office space with outdoor decks. The Project will be constructed in phases and each phase may have sub-phases. The Proponent will work with the Authority concerning its design review of these phases and sub-phases as the appropriate level of design detail is developed for each. As shown in [EXHIBITS C-F](#), the Project includes approximately 30,000 square feet of net new gross floor area (“GFA”) at the lobbies and penthouse levels, including approximately 9,400 square feet of GFA at the ground and mezzanine floors. This is anticipated to consist of lobby, retail, service and restaurant spaces. Approximately 21,000 square feet of GFA at the level 9 penthouse and level 10 penthouse mezzanine will consist of office use.

PUBLIC BENEFITS

The Project will bring a number of improvements to the Project Site and its surrounding area by reimagining and reinvigorating the ground floors of the building, improving retail and urban experience as well as improving pedestrian connectivity along and through the Project Site.

Public Realm Enhancement

- The Project will improve the pedestrian experience along the Cambridge Street sidewalk arcade, refer to [FIGURES 07 & 09](#), and the pedestrian passageways leading from Cambridge Street to Pemberton Square through Three and One Center Plaza; refer to [FIGURES 06 & 08](#)
- Building upon the MBTA’s ongoing Government Center Station accessibility and modernization program, the Project will enhance accessibility and improve the pedestrian experience, including facilitating access to Pemberton Square and the John Adams/Suffolk County Courthouse complex; refer to [EXHIBIT B: SITE PLAN](#)
- The Project will incorporate retail storefront and enhancements that contributes to the public experience as a commercially welcoming building and improves wayfinding for retail and service uses, promoting vibrant retail opportunities for the surrounding neighborhood, as depicted in [FIGURES 07 & 09](#)
- The Project will serve as a catalyst for future improvements in Pemberton Square; depicted in [EXHIBIT B: SITE PLAN](#)

Neighborhood Vitality

- New, active uses will enliven the surrounding neighborhoods offering healthy alternatives, new full-service restaurants and iconic retailers
- The Project will improve the overall pedestrian experience with increased lighting and wayfinding [FIGURES 07 & 09](#)
- The Project will create an effective center of activity, thereby functionally linking surrounding neighborhoods
- Creation of design continuity between public and private parcels that is essential to the inter-relation of all Government Center buildings, open spaces, and pedestrian vehicular ways

PUBLIC BENEFITS (CONTINUED)

Sustainable Design

- The Project will further the goals of the City's green buildings initiative by submitting to the USGBC for LEED Gold certification

Transit-Oriented Development

- Set in a central location adjacent to Government Center, the Project will allow for convenient access by foot, transit, and bike for members of the public, retail and restaurant patrons, and office tenants

Job Creation

- The Project will create several hundred construction jobs and will promote sustainable local employment through additional retail and restaurant opportunities and office space

Increased Revenue

- The Project will generate additional annual property and meals taxes for the Commonwealth and the City of Boston

PUBLIC BENEFITS (CONTINUED)



Figure 06: CP3 Lobby Entrance



Figure 07: CP3 Arcade



Figure 08: CP1 Lobby Entrance





Existing



Proposed

Figure 09: CP1 Arcade



Existing



Proposed

Figure 10: CP1 Retail



Existing



Proposed

Figure 11: CP1 Pemberton Entrance

URBAN DESIGN

As required by Section 80E-3.1 of the Boston Zoning Code (the “Code”), this application addresses the informational elements required for the Design Component of Small Project Review, recognizing that, as the Project is a renovation project, not all elements are as applicable as they would be to new construction. Where appropriate, these elements are addressed holistically within the focus of the three primary Project components: the Arcade & Passageway Connections, the Lobby Improvements, and the Penthouse & Roof Deck Additions.

DESIGN CONCEPT

The Project respects and complements the existing architecture of the building while transforming the building’s presence and elevating the retail mix with locally owned restaurants, higher end shops, and fitness experiences. The concept creates a clear hierarchy of space use and definition with new signage, lighting, pavers, benches, and plantings to create a fresh identity shown in [FIGURE 12](#).



Figure 12: Overall Exterior

URBAN DESIGN (CONTINUED)



Existing

Figure 13: CP2 Lobby Arcade from CP3



Proposed



Existing

Figure 14: CP2 Lobby Arcade From CP1



Proposed



Existing

Figure 15: CP2 Lobby Entrance



Proposed

The design vision seeks to attract people to the building. Improvements to the pedestrian experience, accessibility and aesthetics will resolve the dark, bland and uninviting qualities of the ground level of the building. It will be illuminated and include vibrant signage and create a welcoming destination for the neighborhood. The Proponent's design for the building will make Center Plaza a place to go to, rather than just a go through; it will be a place that is truly the "Center Of It All."

Arcade & Passage Connections

Maximizing the vertical and horizontal accessibility from the principal public pedestrian walks and nearby open spaces will improve the Cambridge Street sidewalk arcade and passageway. These connections will provide a higher degree of convenience and accessibility in Government Center. A newly developed "seating zone" along the retail storefronts will incorporate programmable areas for tenants, which may include such things as tables, chairs, and displays. New pavers, benches, lighting, signage, and greenery will improve the ground level of Center Plaza, as depicted in [FIGURES 06 & 08](#).

The Urban Renewal plan describes circulation systems, (pedestrian, vehicular, and mass transit), open spaces, public buildings, and other facilities. Plant materials, paving, curb treatments, lighting, signs, and other street and open space equipment and furnishings are taken into consideration for all projects. These general planning and design objectives are intertwined within Center Plaza. The Cambridge Street sidewalk arcade consists of three zones; planting zone, pedestrian zone, and seating zone as depicted in [EXHIBIT B: SITE PLAN](#).

The planting zone is located along Cambridge Street between the column and street curb. The Urban Renewal Plan expresses that all open areas must be suitably landscaped to provide a visually attractive environment. The planter components are made out of a kit of parts that incorporate seats, planters, lighting, trash receptacles, and bike racks within the module.

The pedestrian zone extends from the inside face of columns towards the retail storefront, within the Cambridge Street arcade, and consists of an approximate 12' of unobstructed public path. There is a smaller paving pattern within this band that is a consistent band of concrete for improved accessibility for pedestrians. The Urban Renewal Plan provides high standards for the pedestrian's



Figure 16: CP2 Lobby Entrance

ARCADE AND PASSAGE CONNECTIONS (CONTINUED)

safety, comfort, and access to service elements contained in public spaces and rights-of-way, with which Center Plaza is consistent.

The passage connection at Three Center Plaza is accessible from the Government Center T station displayed in [FIGURE 06 & 16](#). The Urban Renewal Plan would like to increase the systems of building arcades, walkways and open spaces starting at Pemberton Square and Government Center Plaza. This project is enhances that connection making it accessible and more enjoyable.

Lobby Improvements

The building's heroic curved façade features two openings that leads to a currently underutilized plaza at the rear as seen in [FIGURE 12](#). The project's turned out building lobbies will improve the primary building entrances and the approach from the Cambridge Street sidewalk arcade, generating public activity, enhancing and augmenting the function of the public arcade along Cambridge Street.

The Project's proposed lobby at Three Center Plaza includes an interior and exterior passage way that connects to Pemberton Square. The monumental stair intersects the vertical glass of the lobby and reads as one form. The stair is flanked with lighted glass hand rails that lead to a publicly accessible elevator inside. Within



Existing

Exhibit 17: CP2 Main Lobby



Proposed

the two-story lobby space, the metal canopy extrudes into the lobby through to Pemberton Square, allowing tenants, patrons and visitors alike to enjoy the same experience from the interior to the exterior of the building. Refer to [FIGURE 06](#).

The Project's proposed lobby at Two Center Plaza is anticipated to be a glass jewel box surrounding a elevator bank clad in warm wood and stone washed with light from above. The illuminated numeral and building signage will bring vitality and a lit nighttime presence to the arcade and entrance presented in [FIGURE 08](#). Lighting and activating portions of the building towards public open space and street space areas will improve nighttime safety.

The proposed lobby at One Center Plaza is anticipated to be a three-story "urban room" evoking a winter garden experience. The grand stair and elevator are surrounded by active retail and office space, connecting Cambridge Street and

Pemberton Square as demonstrated in [FIGURES 08 & 11](#). A greenwall is anticipated to be integrated with the stair, engaging retail and public seating.

Penthouse & Roof Deck Additions

The Project will include approximately a 21,000 SF GFA glass box addition to the exterior of the building at the penthouse level, as well as roof deck areas that will provide a majestic view of Boston and its harbor. Refer to [EXHIBIT F: PENTHOUSE FLOOR PLAN](#). These additions will enhance existing offices on the penthouse level, which are not visible from the street. A continuous band of light will be added to the parapet of the penthouse level, enhancing the building's curve and accenting its iconic standing within Government Center.

CONSISTENCY WITH THE GOVERNMENT CENTER URBAN RENEWAL PLAN

As required by Section 80E-4.1 of the Code, the Project has been designed to be consistent with the planning and design objectives set forth in the Government Center Urban Renewal Plan (the "Urban Renewal Plan"), which governs the Project Site. The Urban Renewal Plan establishes certain design objectives and land use and building controls that are to govern design within the Government Center Urban Renewal Area. These controls relate primarily to ensuring design continuity between parcels in the Urban Renewal Area; providing adequate circulation systems that encourage pedestrian traffic and increase transit efficiency; ensuring high standards for pedestrian safety and comfort; providing a functional and attractive system of open spaces; providing a high degree of convenience and self-sufficiency with respect to local retail, personal service, and visitor accommodation facilities; and providing an adequate standard of light, air, and open space, and creating a total pattern of buildings which is both expressive of contemporary real estate development and a harmonious part of historic Boston.

The Project is consistent with the Urban Renewal Plan in that it:

- Enhances the existing pedestrian paths in a way that protects and defines pedestrian movement where adjacent to important streets and provides maximum flexibility for pedestrian desires
- Preserves an approximately twelve-foot unobstructed public pedestrian zone within the of the Cambridge Street arcade, extending from the inside face of columns towards the retail and restaurant storefronts.
- Establishes a surfacing treatment within the Cambridge Street arcade pedestrian zone that will improve pedestrian accessibility and responds to the Urban Renewal Plan's call to provide high standards for the pedestrian's safety, comfort, and access to service elements contained in public spaces and rights-of-way
- Provides a zone along Cambridge Street between the building's columns and street curb that incorporates seats, planters, lighting, trash receptacles, and bike racks, creating a visually attractive and suitably landscaped environment
- Responds to the Urban Renewal Plan's call to bring the focus up towards the roof by providing well-organized parapet and rooftop structures that provide an attractive appearance from all points of view, including views from higher buildings

The Project's signage and lighting components have also been designed in line with the Urban Renewal Plan's design objectives, land use, and building controls, as addressed next.

COMPREHENSIVE SIGN DESIGN

BUILDING SIGNAGE

There is a signage zone that is located along Cambridge Street, the building façade facing of Pemberton Square, and at the each end of the building. This area is contained within the horizontal concrete band of the building and the upper portion of the Cambridge Street sidewalk arcade. Locations of all signage can be seen on [EXHIBITS G-K](#).

The signs are designed with a hierarchy for pedestrian, vehicular, city/distance viewing and experience. The existing building and retail signage hangs very low and blocks a visitors view towards the building and towards the city. The new signage provides an unobstructed common setting towards City Hall that is visually dominant and unique, which is responsive to Urban Renewal Plan requirements. Additionally, as shown in [FIGURE 12](#), no signs or advertising will be placed on the exterior façade above the second floor, and all signs will be integrated with the architectural design of the building and will be non-animated and non-flashing type, as required by the Urban Renewal Plan.

Lobby Canopies

Building brand signage will be placed atop a canopy that extends into the Cambridge Street sidewalk arcade at each lobby entrance. The signage is visible from City Hall Plaza and the surrounding areas during the day and is internally illuminated at night. The letters of "Center Plaza" are located in the center of each



Figure 18: Lobby Canopies

INTERNALLY
ILLUMINATED



canopy, as shown in [FIGURE 18](#). The sign will not protrude beyond the eyebrow of the canopy, conforming to the Urban Renewal Plan requirements. Pemberton Canopies.

Pemberton Canopies

Along Pemberton Square, the proposed entry canopy portal to Three Center Plaza will be raised to create a larger view portal to the courthouse as shown in [FIGURE 16](#). This allows for a more welcoming experience and creates a host for the internally illuminated building signage atop the canopy, providing improved wayfinding for pedestrians. In addition, One Center Plaza will have lighted building signage on the Pemberton glass addition of the upper area of the “urban room.”

Building Ends

Each end of the building will receive a building sign to increase branding and wayfinding. The signs will be located at the narrow sides of the building above pedestrian arcade, along the façade facing One Beacon Street and Somerset Street. Presented in [FIGURE 19](#).

Feature Wall

A feature wall will be located along the arcade near each lobby entry, wrapping the elevator banks. The wood slats will extend the full height of the arcade and are grounded by a stone base, which will provide protection along the arcade from the urban environment. The signage will consist of a tall, backlit numeral that is recessed into the wood wall adjacent to pin-mounted building signage. This will provide wayfinding at the pedestrian level. Refer to [FIGURE 05, 06 & 08](#).



Figure 19: CP3 Tremont St. Entrance

RETAIL SIGNAGE

Upturned Fin

The signage will consist of a tall, backlit numeral that is recessed into the wood wall adjacent to pin-mounted building signage as shown in [FIGURE 20](#). There will be blank signs adjacent to the building canopies and at each end of the building that do not have any text in order to express hierarchy of the building and retail tenants.

On the Pemberton Square side there is a mix of retail and office tenants. The Project will provide a similar series of upturned signs along the building's curved façade that will be backlit for the tenant signs. Locations of the retail signs are shown on [EXHIBITS G-K, PROPOSED PLANS](#).

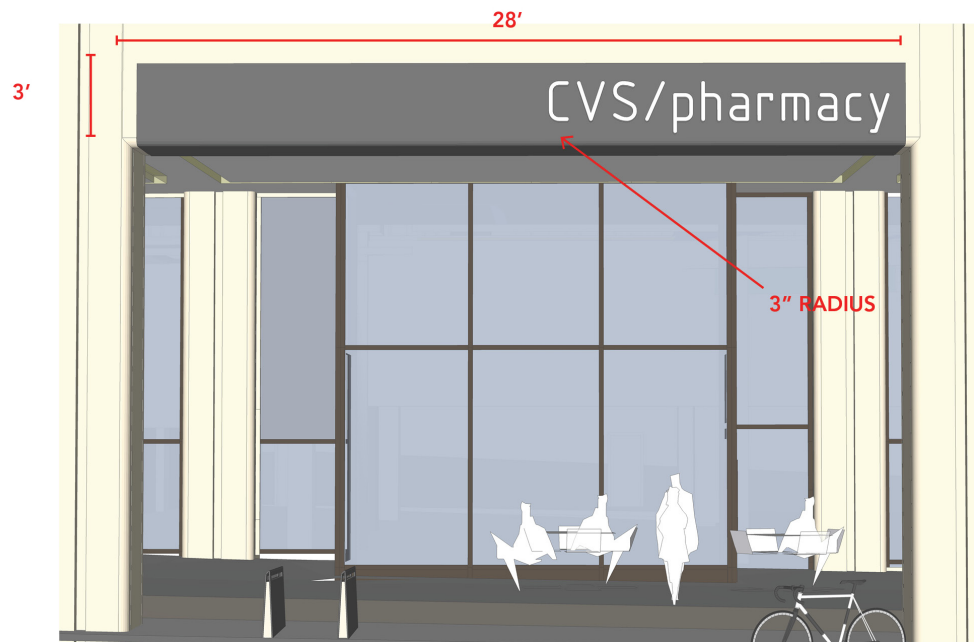


Figure 20

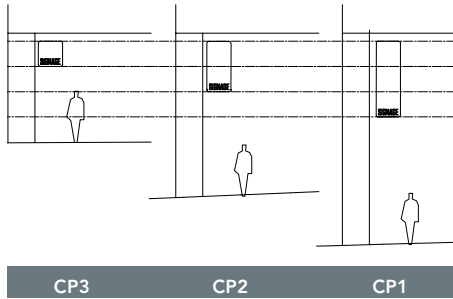
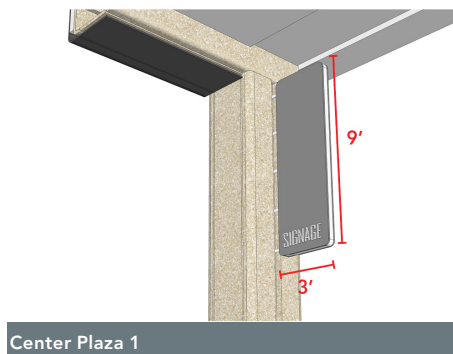


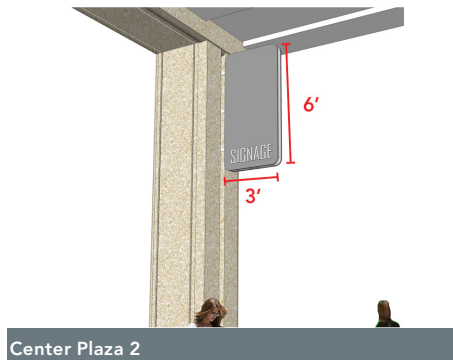
Figure 21

Arcade Fin

The Cambridge Street arcade retail signage will be located on the inside face of exterior columns to provide better visibility for pedestrians and building tenants. This retail signage will be vertically located at a consistent pedestrian height for wayfinding and will be longitudinally located in front of designated retail suites, as shown in **FIGURE 21**. The fins, using a ratio of three, will be proportional with the changing height of the arcade and will have subtle, rounded edges that are consistent with the existing building detail. The bottom panel will have illuminated lettering, as shown in **FIGURE 22**. All signs will be non-animated and non-flashing and will not project more than 24" from the building face, which is within the Urban Renewal Plan requirements.



Center Plaza 1

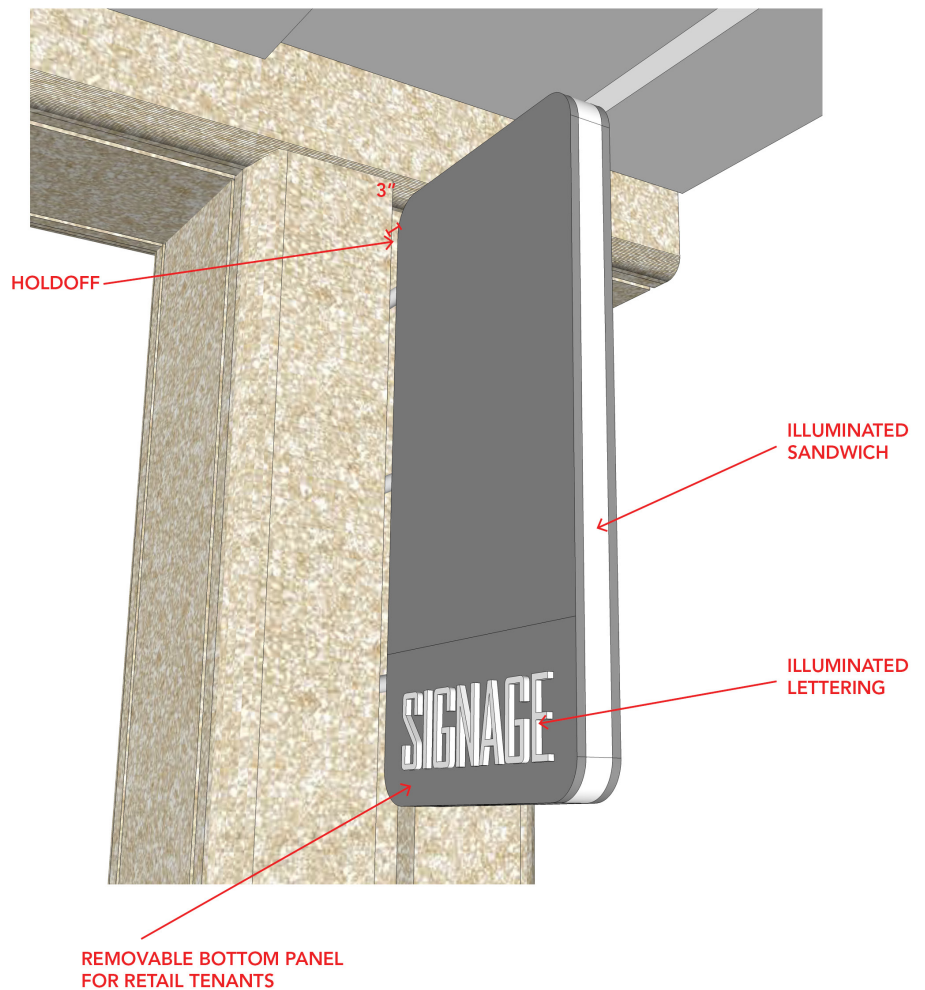


Center Plaza 2



Center Plaza 3

Figure 22



ZONING AND URBAN RENEWAL REQUIREMENTS

ZONING RELIEF

The Project Site is located in the Pemberton Square Protection Area of the Government Center/Markets District, governed by Article 45 of the Code. The Project Site is also located within the Restricted Parking Overlay District, governed by Section 3-1A.c of the Code.

Uses

In the Government Center/Markets District, a variety of uses are allowed by right, including office, restaurant (without take-out, with some exceptions), local and general retail, and service and trade uses. A smaller set of uses are allowed only by a conditional use permit from the Board of Appeal, including take-out restaurant. The Project Site has frontage on Cambridge Street and Tremont Street. Allowed ground level uses for buildings with street frontage on Cambridge Street and Tremont Street are restricted to those uses listed in Appendix A of Article 45 of the Code. These allowed uses include lobby entrances and various retail, restaurant, banking, health club and pharmacy uses, among others. All other allowed uses with such street frontage are conditional uses when located on the ground level or entered by a ramp or stairs from a sidewalk entry.

The Project will preserve the Property's existing uses, all of which either are allowed by right or have previously obtained necessary relief from the Board of Appeal.

Dimensional Requirements

The only dimensional requirements applicable to the Project Site in the Pemberton Square Protection Area of the Government Center/Markets District are a maximum building height of 125 feet and maximum Floor Area Ratio ("FAR") of eight (8.0). The building currently has an FAR of approximately 7.63, based on an existing total Gross Floor Area of approximately 663,795 square feet and a total lot area of approximately 87,000 square feet. The Project will add approximately 30,000 square feet of new Gross Floor Area, resulting in an FAR of approximately 7.97, complying with zoning. The building has a height of less than 125 feet, measured to the top of the parapet. The final design of the rooftop addition is not completed. To the extent required, based on final design plans, zoning relief, or an interpretation that no relief is necessary, will be sought for the rooftop addition.

Off-Street Parking

The Project Site is located in the Restricted Parking Overlay District, within which a conditional use permit from the Board of Appeal is required to construct off-street parking facilities accessory or ancillary to any use other than hotel or residences. No changes to the Project Site's existing off-street parking facility are proposed; accordingly, no parking-related relief is required.

Zoning Design Requirements

Section 45-16 of the Code establishes design requirements for Proposed Projects that exceed certain thresholds. These requirements relate to provision of areas for recyclable materials, provision of day care facilities, and consistency with certain display window and street wall continuity requirements, among others. The Project will not exceed any applicable thresholds; therefore, these design requirements do not apply.

URBAN RENEWAL PLAN AND LAND DISPOSITION AGREEMENT

¹ While the term of the LDA has expired, the URP was extended and the Proponent has assumed the LDA is currently effective.

The Project Site is identified as disposition parcel number twelve (“Parcel 12”) of the Government Center Urban Renewal Plan Area, governed by the Government Center Urban Renewal Plan, as amended. The Project Site is also governed by a Land Disposition Agreement with the BRA dated January 4, 1964, as amended (the “LDA”).¹ Additional controls affecting the proposed renovation are found in the Urban Renewal Plan and LDA. These controls are generally permissive and mirror underlying zoning. Specifically, the Urban Renewal Plan and LDA authorize a maximum FAR of 8.0 and a building height of not less than 75 feet or more than 125 feet above an elevation of 34 feet, measured from the mean grade of the sidewalk or a given grade elevation to the top of the parapet of the building façade. The Project will not alter the building’s existing parapet, which is not more than 125 feet height, complying with the Urban Renewal Plan and LDA. In addition, the Urban Renewal Plan and LDA encourage maximum coverage of the parcel, prohibit setbacks along the length of the Property’s Cambridge Street frontage, and require a uniform building height along Cambridge Street, which frontage must be arcaded for pedestrian use on the ground floor. The Urban Renewal Plan and LDA also require a pedestrian passageway from Cambridge Street level to Pemberton Square level. With respect to use, the Urban Renewal Plan and LDA require that the Property be devoted principally to general office use, with retail businesses and restaurant uses also allowed.

As addressed above, the Project has been designed to be consistent with the design guidelines and other controls set forth in the Urban Renewal Plan and LDA, and will not require relief from the Urban Renewal Plan’s or LDA’s FAR or maximum height restrictions. However, the Project will require a Minor Modification to the Urban Renewal Plan and an amendment to the LDA to authorize certain dimensional and design features. Specifically, the Project will require BRA approval of a Minor Modification to the Urban Renewal Plan and an amendment to the LDA to authorize the proposed lobby and pedestrian improvements within the existing passageways, which improvements will reduce the passageway dimensions slightly. A Minor Modification to the Urban Renewal Plan and amendment to the LDA are also required to authorize construction of the proposed rooftop elements, which will result in a variable building height along Cambridge Street, whereas a uniform height is currently required. Finally, the proposed amendment to the LDA will also memorialize the BRA’s approval of proposed changes to the Building’s external appearance, including changes to the public lobbies, entrances, and arcades, as required by Section 502 of the LDA.

Anticipated Permits and Approvals

The Project is not subject to Large Project Review. At approximately 30,000 square feet of new construction, the Project does not trigger any of the thresholds set forth in Section 80B-2.2 of the Code for Large Project Review in the Downtown Districts.

The Project will require title-related approvals by the BRA and the Public Improvement Commission (the “PIC”). The Project Site is currently encumbered by a pedestrian sidewalk easement, held by the BRA, of variable width along Cambridge Street. The Proponent anticipates seeking necessary approvals to (i) transfer the majority of the sidewalk easement to the PIC; and (ii) modify the dimensions of the BRA’s retained easement along Cambridge Street and clarifying the allowed uses therein to allow, among other things, cafe seating. The proposed surfacing of the PIC pedestrian easement is anticipated to require approval of a specific repair plan

ANTICIPATED PERMITS AND APPROVALS (CONTINUED)

by the PIC. In addition, the Project will require a projection permit for signage by the PIC.

The Project will comply with state building code and other local requirements, and will be subject to federal accessibility requirements. Additional demolition- and construction-related permits and approvals will be obtained as necessary. Review by the Massachusetts Historical Commission and/or the Boston Landmarks Commission is not anticipated to be required.

Pemberton Square Zoning and Permitting

A portion of the building extends under Pemberton Square. Pemberton Square is located in the Open Space-Urban Plaza sub district ("OS-UP") of the Government Center/Markets District, governed by Articles 33 and 45 of the Code. Pursuant to Section 33-15 of the Code, areas designated as Urban Plazas must be directly accessible to the public from adjoining streets and may be furnished with benches, chairs, or other seating facilities and contain works of art, plantings, and other features. Within the OS-UP sub district, all uses are expressly forbidden, except passive recreational and conservation uses, which are allowed by right, and uses accessory to open space uses, which require a conditional use permit.

Although proposed improvements to Pemberton Square have been depicted on plans included in this application, such depictions are conceptual in nature and are subject to further refinement. It is possible that zoning relief or other approvals may be required for future Pemberton Square improvements. Any permits or approvals required for such improvements will be determined once project parameters are finalized.

TRANSPORTATION

The Transportation Section of this Small Project Review application provides an assessment of existing and proposed vehicular, pedestrian and bicycle traffic and site access for the Project, a Transit-Oriented Development (TOD) located in Downtown Boston. As seen in [EXHIBIT B: SITE PLAN](#), and described earlier, the Project Site is located at One, Two and Three Center Plaza along Cambridge Street and Tremont Street to the east, One Beacon Street to the south, Pemberton Square and the Suffolk County Courthouse complex to the west, and Somerset Street to the north in the Government Center area of Boston. Because of its proximity to public transportation, the Project will not have a noticeable impact on vehicular traffic on surrounding roadways.

PARKING AND LOADING

The Project Site is served by an underground parking garage containing approximately five hundred seventy-five (575) spaces. No changes to the existing off-street parking facility are proposed. On-street parking and curbside use was inventoried along westerly side of Cambridge Street between Sudbury Street and Tremont Street near the Project Site. Presently there are nineteen (19) metered parking spaces along the Cambridge Street curb. Loading operations for the Project Site will continue to occur from a loading dock that is accessed from Somerset Street, as well as from designated loading zones along Cambridge Street. The future uses along the Cambridge Street curb will be determined as part of the MBTA-Government Center Station Project.

PUBLIC TRANSPORTATION FACILITIES

The Project Site is well served by subway and bus public transportation. There are five (5) subway stations within walking distance of the Project Site: the Government Center Station (presently closed for reconstruction) provides access to the Green Line and Blue Line; Park Street Station provides access to the Green Line and Red Line; Bowdoin Station provides access to the Blue Line; State Street Station provides access to the Orange Line and Blue Line; and Haymarket Station provides access to the Green Line and Orange Line. In addition, there are several bus routes currently operating within the proximity of the Project Site that provide service to Downtown Boston as well as Greater Boston.

[FIGURE 23](#) illustrates the available subway, bus and other transportation services adjacent to the Project Site.

PEDESTRIAN FACILITIES

Sidewalks are provided on both sides of Cambridge Street in front of the Project Site. Handicapped-accessible ramps and protected crosswalks are provided at the signalized intersections of Cambridge Street at Sudbury Street; Cambridge Street at Court Street; and Cambridge Street at Beacon Street/School Street. The crosswalks are generally in good condition and supply adequate capacity.

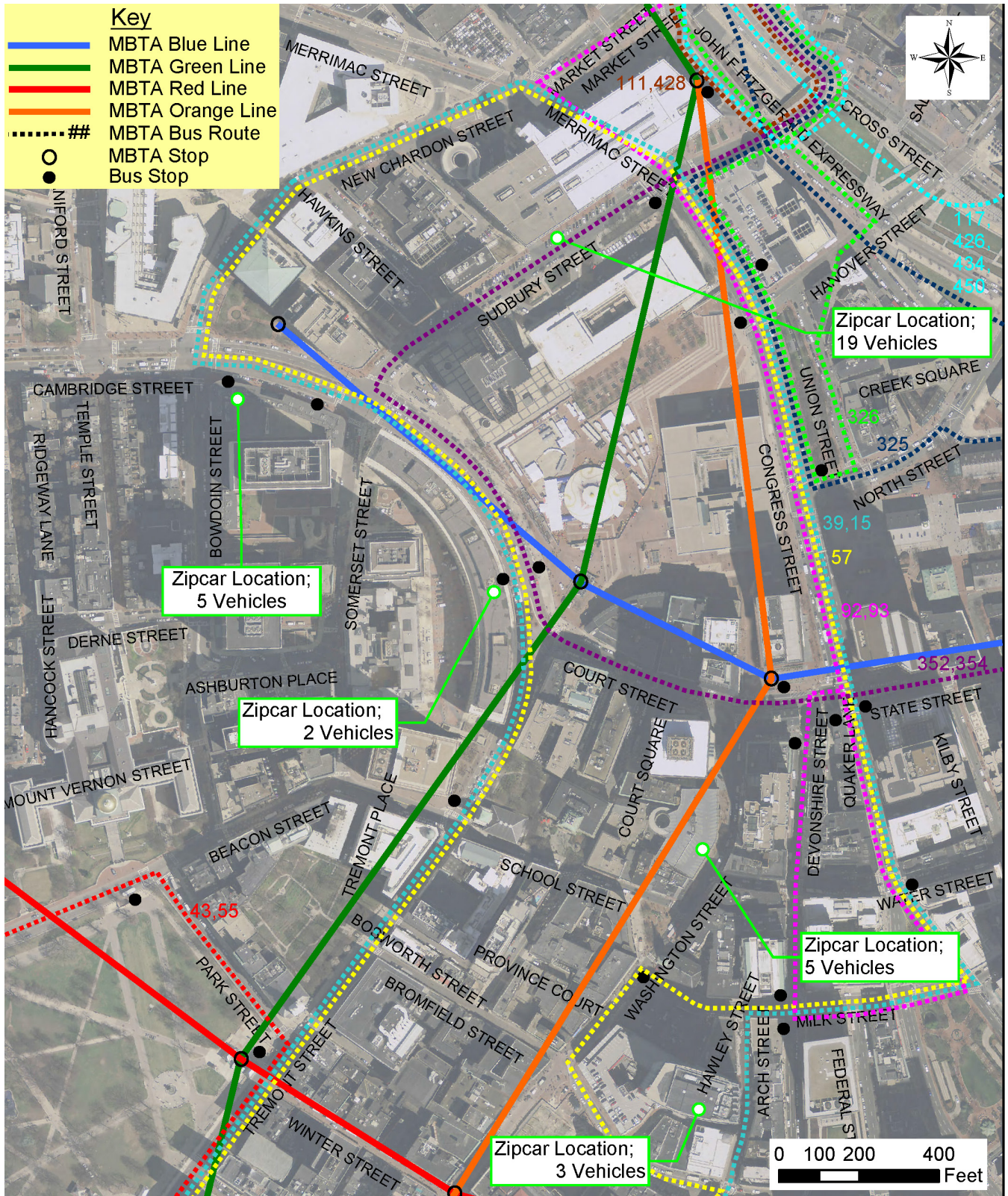


Figure 23: Public Transportation in the Study Area

Government Center
Boston, MA

Data Source: MassGIS
Nitsch Project #10211

BICYCLE FACILITIES

The Project Site currently provides at least five (5) secure exterior bicycle racks, as well as several secure bicycle racks in the garage. In addition, there are several other exterior bicycle racks located in the vicinity of the Project Site. The Project is anticipated to construct approximately twenty-two (22) new bicycle racks along the Cambridge Street sidewalk arcade. The final locations and numbers of these racks will be subject to obtaining approvals and tenant input and may change from time to time. Refer to [EXHIBIT L](#) for locations.

The Project Site is also located adjacent to the Cambridge Street bicycle lanes and near the Charles River Esplanade recreational and commuting bicycle accommodations.

EXISTING CAR SHARING FACILITIES

Car sharing, predominantly served by Zipcar in the Boston area, provides easy access to vehicular transportation for those who do not own cars. Vehicles are rented on an hourly or daily basis, with all vehicle costs (gas, maintenance, insurance, and parking) included in the rental fee. Vehicles are rented for specific time periods and returned to their designated locations.

As shown on [FIGURE 23](#) and summarized in Table 01 Zipcar has five (5) locations at or near the Project Site, with a combined total of thirty-four (34) vehicles within the study area. The nearby Zipcar service provides an important transportation option and reduces the need for private vehicle ownership. In addition, Avis operates a rental car facility at the Project Site with a total of thirty-four (34) cars available for rental.

Facility Location	No. of Vehicles
2 Center Plaza	2
100 Cambridge St.	5
Sudbury St/ Merrimack St.	19
275 Washington St.	5
33 Arch Street	3
Total	34

Table 01: Zipcar Summary

TRIP GENERATION

Nitsch Engineering used the Institute of Transportation Engineers (ITE) publication Trip Generation, 9th Edition to estimate the vehicle trip rates for the Project. For purposes of calculating trip generation, the Project consists of one component: 21,000 SF General Office. Refer to [EXHIBIT F](#). The Project also includes a de minimis new retail and restaurant component; however, as these uses comprise approximately only 600 square feet, they have virtually no impact on vehicle trips.

Trip generation rates for the office space were based on LUC 710 (General Office Building). The unadjusted vehicle trips calculated by the ITE trip generation rates were then converted into person trips using the 1995 National Personal Transportation Survey (NPTS) vehicle occupancy rate of x persons per vehicle. [TABLE 02](#) summarizes the total site-generated person trips related to the Project for the daily and morning and evening peak hours.

As illustrated in Table 02, approximately 220 new daily trips (110 trips in and 110 trips out) are expected to be generated by the Project, with 31 new trips (28 in and 3 out) during the AM peak hour and 30 new trips (5 in and 25 out) during the PM peak hour (representing an increase of approximately 1 trip per three minutes on Cambridge Street and the adjacent roadway network during the AM and PM peak periods).

TRIP GENERATION (CONTINUED)

The Boston Transportation Department (BTD) mode split and distribution information for Zone 2, which covers the Project location, was used to develop the proposed travel mode characteristics of the 982 daily trips. [TABLE 03](#) summarizes the anticipated travel mode splits for the Project.

Time Period	Week Day	AM	PM
Enter	110	28	5
Exit	110	3	25
Total	220	31	30

Table 02: Site- Generated Person Trips

Mode	Percentage
Automobile	28%
Public Transit	30%
Walk/Bike/Other	42%

Table 03: Anticipated Travel Mode Characteristics

Non-Auto Site Generated Trips

Using the values for the walking/bicycle and transit mode splits in [TABLE 03](#), and applying them to the total site-generated person trips presented in [TABLE 02](#) the non-auto site generated trips were developed, and are summarized in [TABLE 04](#).

Time Period	Walking/Bicycle Trips	Transit Trips	Total Non-Auto Trips
Weekday Daily			
Enter	46	33	79
Exit	46	33	79
Total	92	66	158
Weekday AM			
Enter	12	8	20
Exit	1	1	2
Total	13	9	22
Weekday PM			
Enter	2	2	4
Exit	11	8	19
Total	13	10	23

Table 04: Non-Auto Site-Generated Trips (Office)

Auto Trips

The number of auto trips arriving and departing the Project Site by auto was calculated by applying the auto mode split to the person trips. In order to calculate the number of vehicle trips to the site, the local vehicle occupancy rate of 1.14 passengers per car was applied to the auto trips. However, to present a conservative analysis of the project site, the auto trips were not reduced by a vehicle occupancy rate. [TABLE 05](#) summarizes the anticipated Site-generated auto trips for the Project. As illustrated in [TABLE 05](#), the new addition will have a negligible impact on vehicular traffic on roadway operations.

Time Period	Week Day	AM	PM
Enter	31	8	1
Exit	31	1	6
Total	62	9	7

Table 05: Site-Generated Auto Trips (Office)

TRANSPORTATION DEMAND MANAGEMENT

The Project Proponent will implement Travel Demand Management (TDM) measures to reduce dependence on automobiles. TDM will be facilitated by the nature and location of the Project.

A supply of transit information (schedules, maps, and fare information) will be kept on-site and be made available to the patrons of the Project Site. The Proponent will work with the City to develop a TDM program appropriate to the Project and consistent with its level of impact.

The Proponent is prepared to take advantage of the many available public transit options in marketing the Project Site to future tenants by working with them to implement demand management measures that will encourage the use of non-vehicular modes of travel.

TDM measures for the Project may include but are not limited to the following:

On-Site Orientation and Information Packages

Orientation packets will be provided to guests. The packets will contain information on available transportation choices, including transit routes/schedules and nearby Zipcar locations. The on-site management team will help facilitate guest transportation, encouraging the use of public transit modes where appropriate.

Bicycling Incentives and Amenities

Bicycle storage will be provided in secure, sheltered areas for tenants. To encourage bicycling as an alternative mode of transportation, secure bicycle storage will also be made available to employees of the commercial/retail portion of the Project Site. Public-use bicycle racks for visitors will be placed near building entrances (subject to necessary approvals).

Information Dissemination and Website

The Project Site's website will include transportation-related information for residents, workers, and visitors alike.

Transit

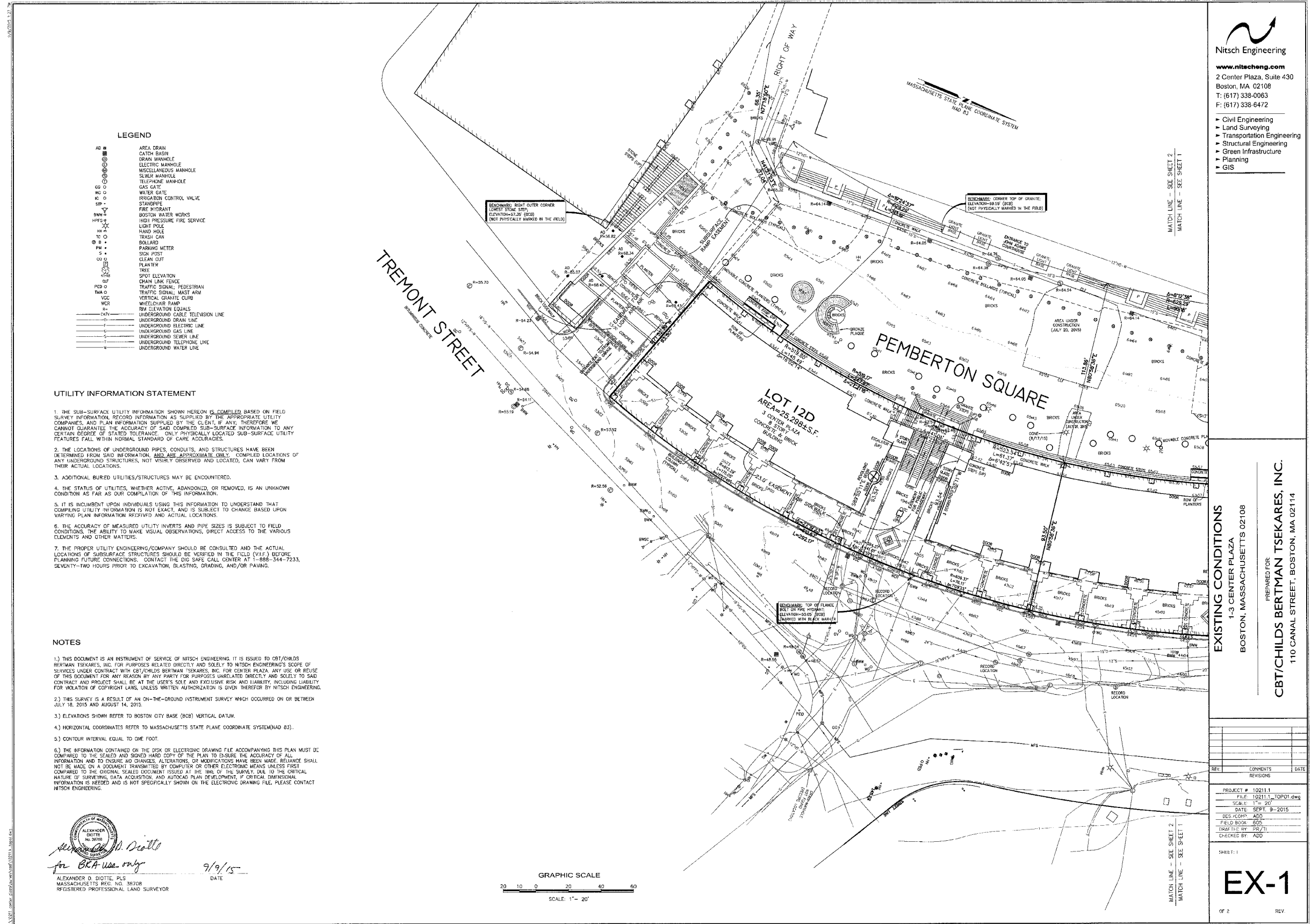
Tenants will be encouraged to provide transit subsidies to employees.

EXHIBITS

LIST OF EXHIBITS

- Exhibit A1: Certified Existing Site Plan - CP3
- Exhibit A2: Certified Existing Site Plan - CP2 & CP1
- Exhibit B: Site Plan
- Exhibit C: First Floor Plan
- Exhibit D: Mezzanine Floor Plan
- Exhibit E: Second Floor Plan
- Exhibit F: Penthouse Floor Plan
- Exhibit G: First Floor Signage Plan
- Exhibit H: Second Floor Signage Plan
- Exhibit I: Cambridge Street Elevation
- Exhibit J: Pemberton Square Elevation
- Exhibit K: Tremont & Somerset Elevation
- Exhibit L: First Floor Plan - Bike Rack Locations

Exhibit A1 : Certified Existing Site Plan - CP3



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- Transportation Engineering
- Structural Engineering
- Green Infrastructure
- Planning
- GIS

EXISTING CONDITIONS
 1-3 CENTER PLAZA
 BOSTON, MASSACHUSETTS 02108

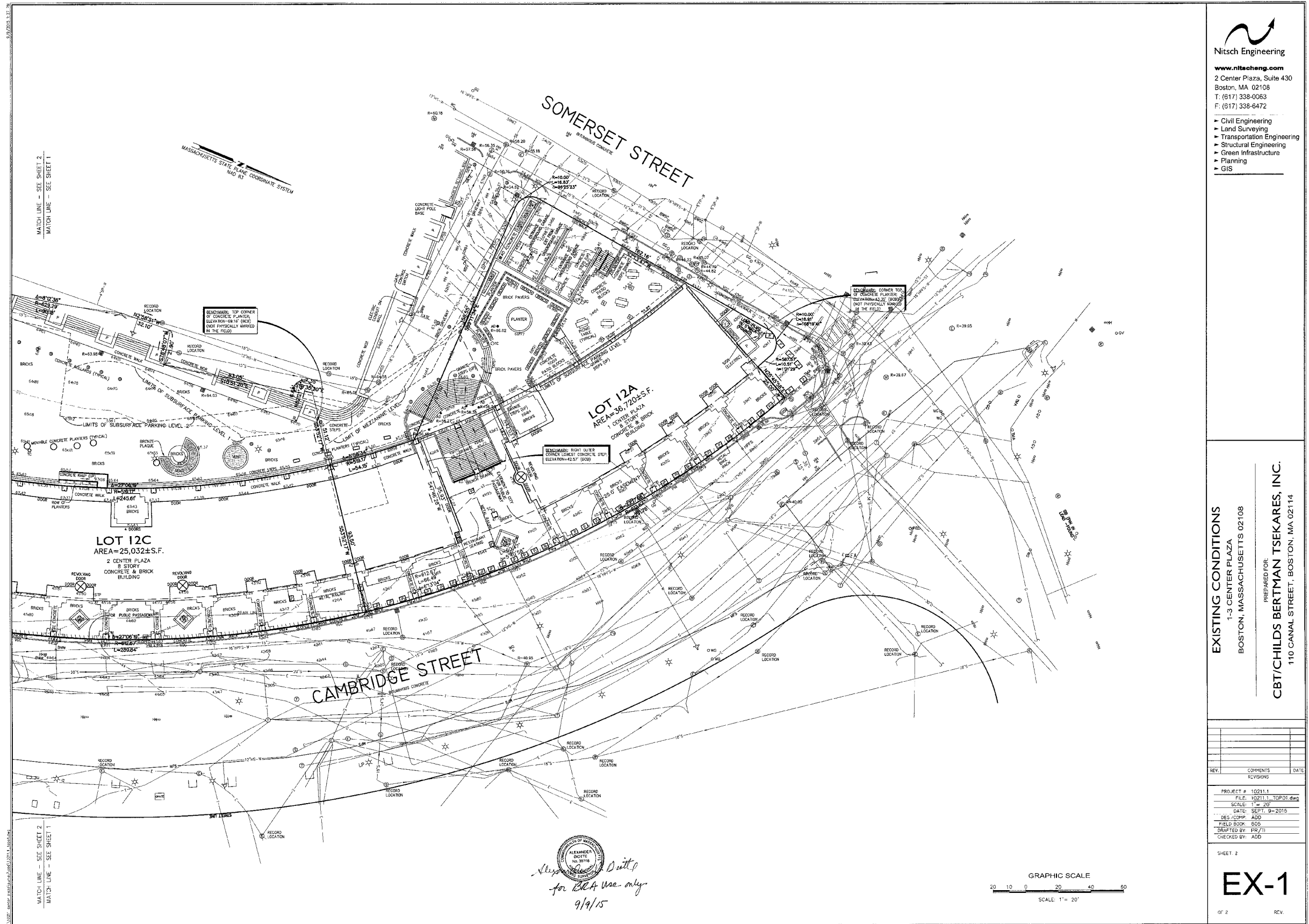
PREPARED FOR:
CBT/CHILDS BERTMAN TSEKARES, INC.
 110 CANAL STREET, BOSTON, MA 02114

REV.	COMMENTS	DATE

PROJECT # 102111
 FILE 102111_TPO01.dwg
 SCALE 1"= 20'
 DATE SEPT. 9-2015
 DES/COMP: ADO
 FIELD BOOK: 605
 DRAWN BY: PR/TH
 CHECKED BY: ADO

SHEET: 1
EX-1
 OF 2 REV

Exhibit A2 : Certified Existing Site Plan - CP2 & CP1



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- Structural Engineering
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EXISTING CONDITIONS
1-3 CENTER PLAZA
BOSTON, MASSACHUSETTS 02108

PREPARED FOR
CBT/CHILDS BERTMAN TSEKARES, INC.
110 CANAL STREET, BOSTON, MA 02114

Exhibit B : Site Plan

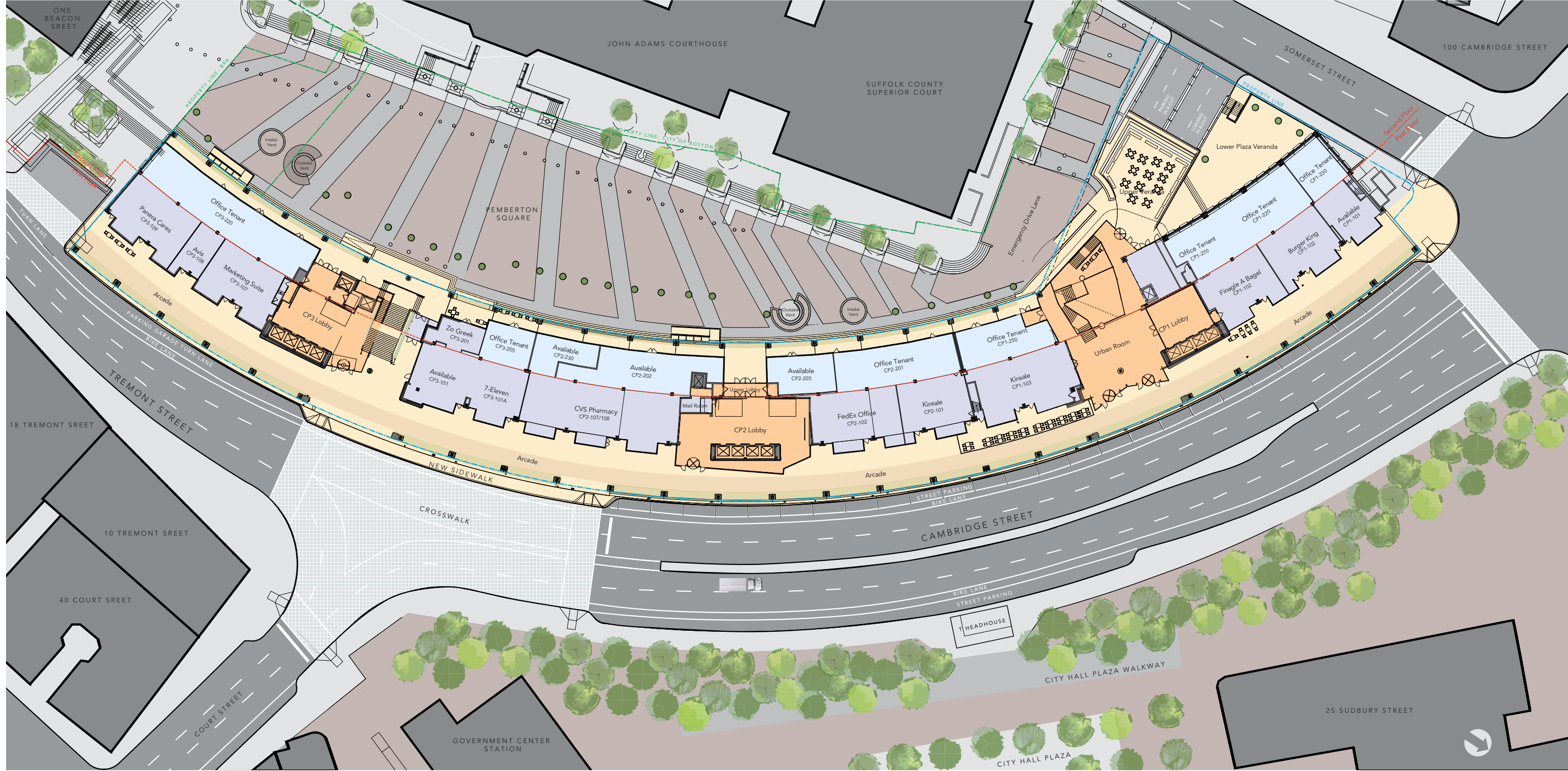


Exhibit C : First Floor Plan

Areas to be improved are shown in color

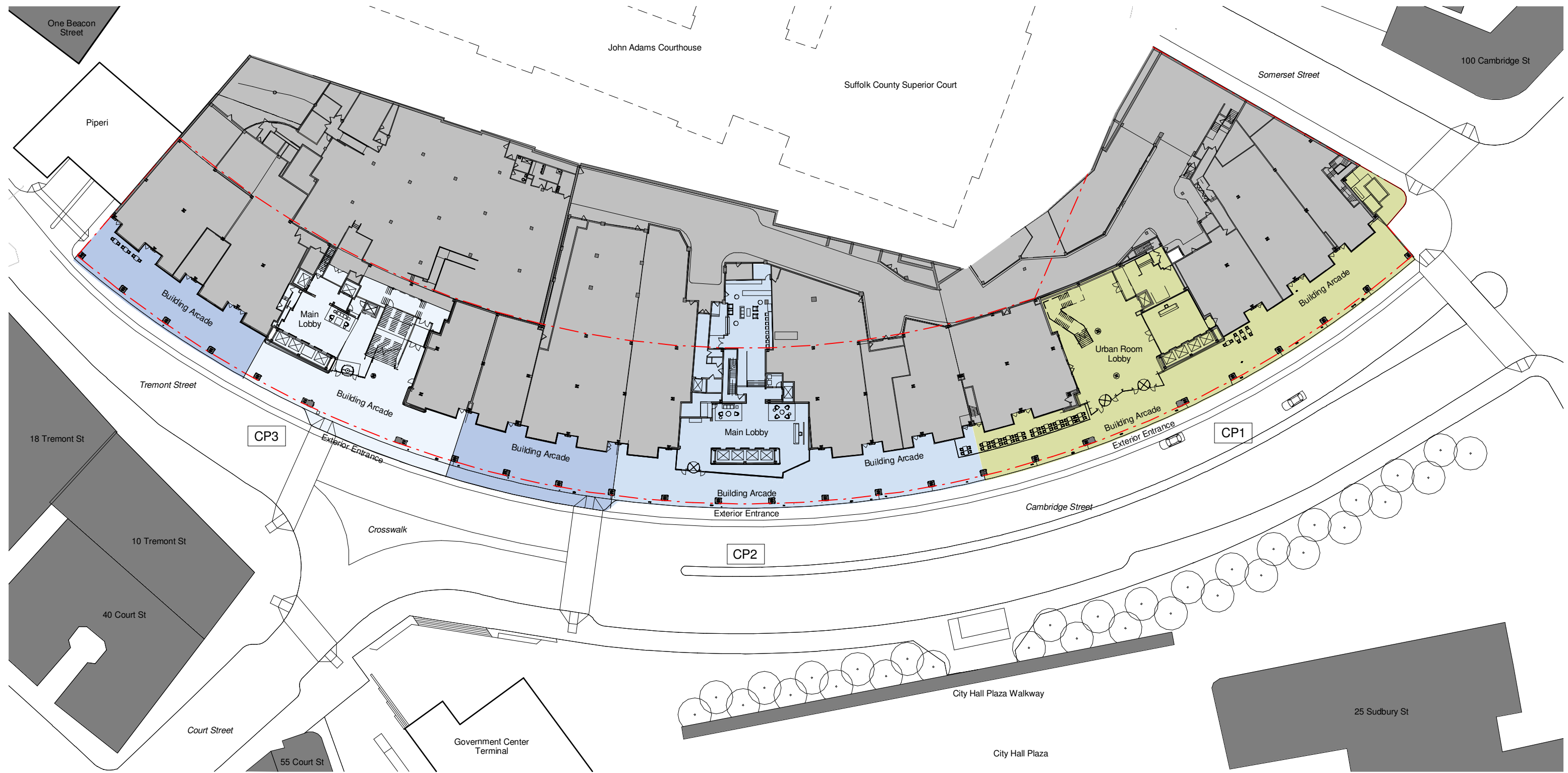


Exhibit D : Mezzanine Floor Plan

Areas to be improved are shown in color

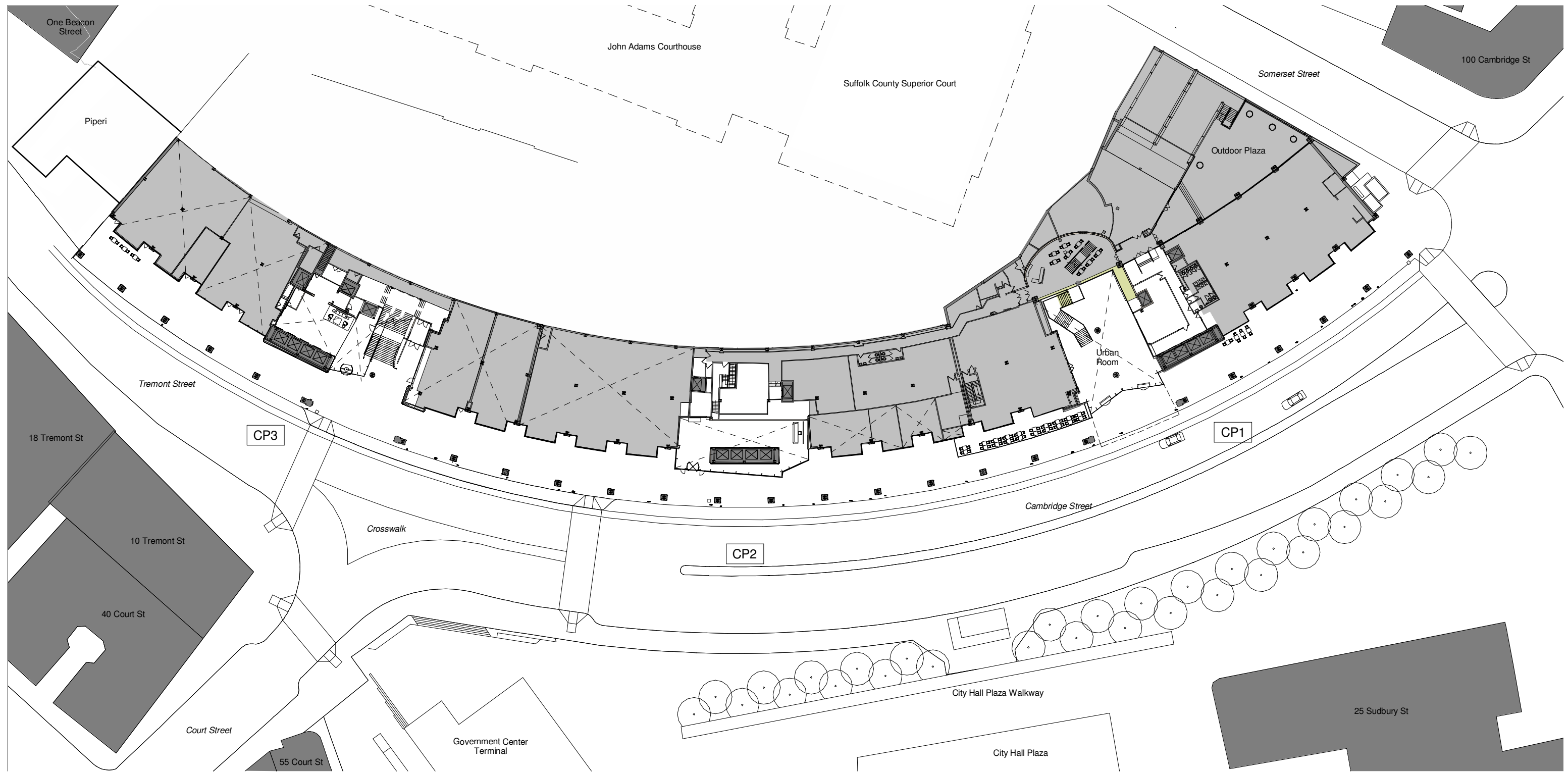


Exhibit E : Second Floor Plan

Areas to be improved are shown in color

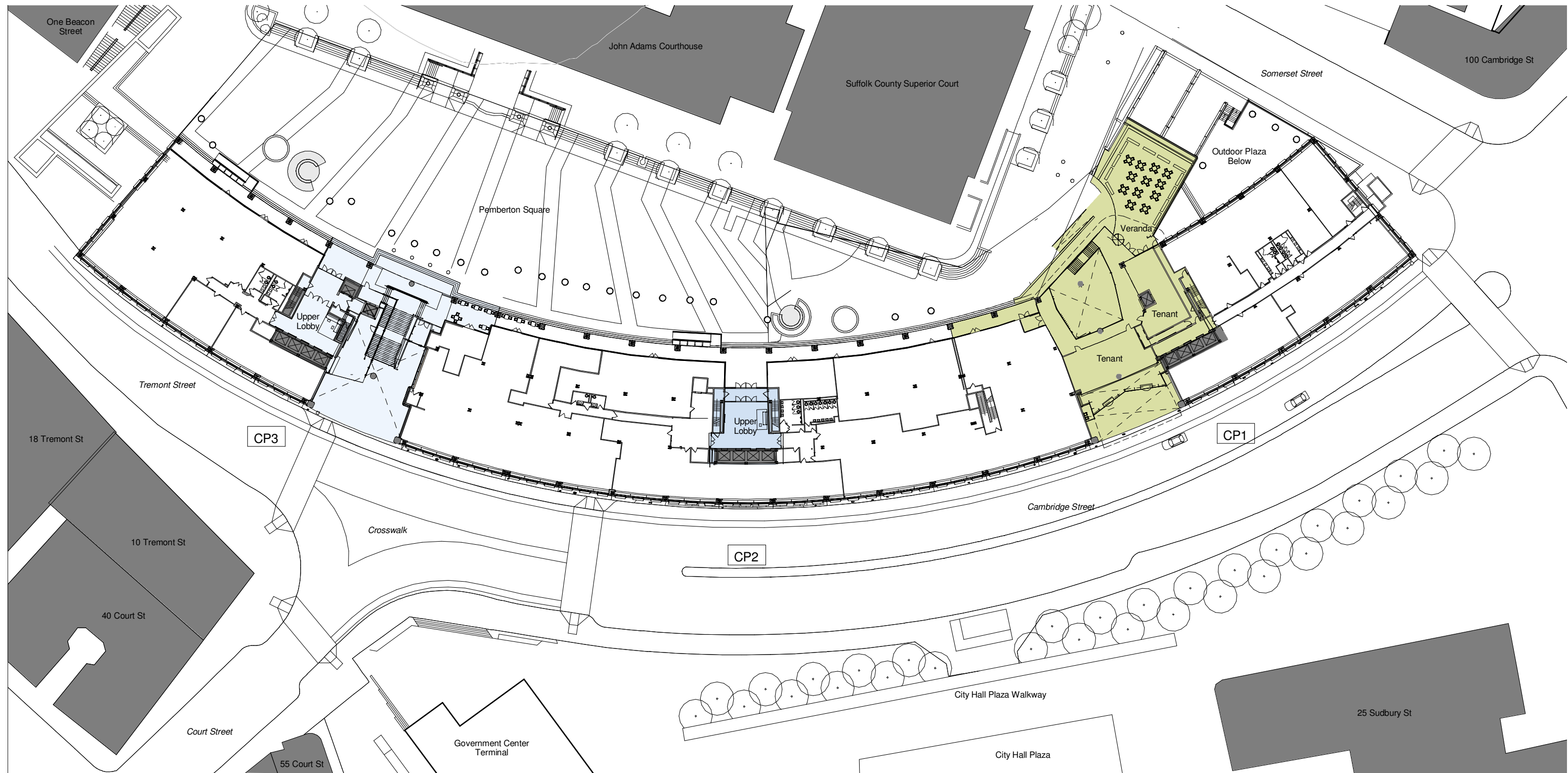


Exhibit F : Penthouse Floor Plan

Areas to be improved are shown in color

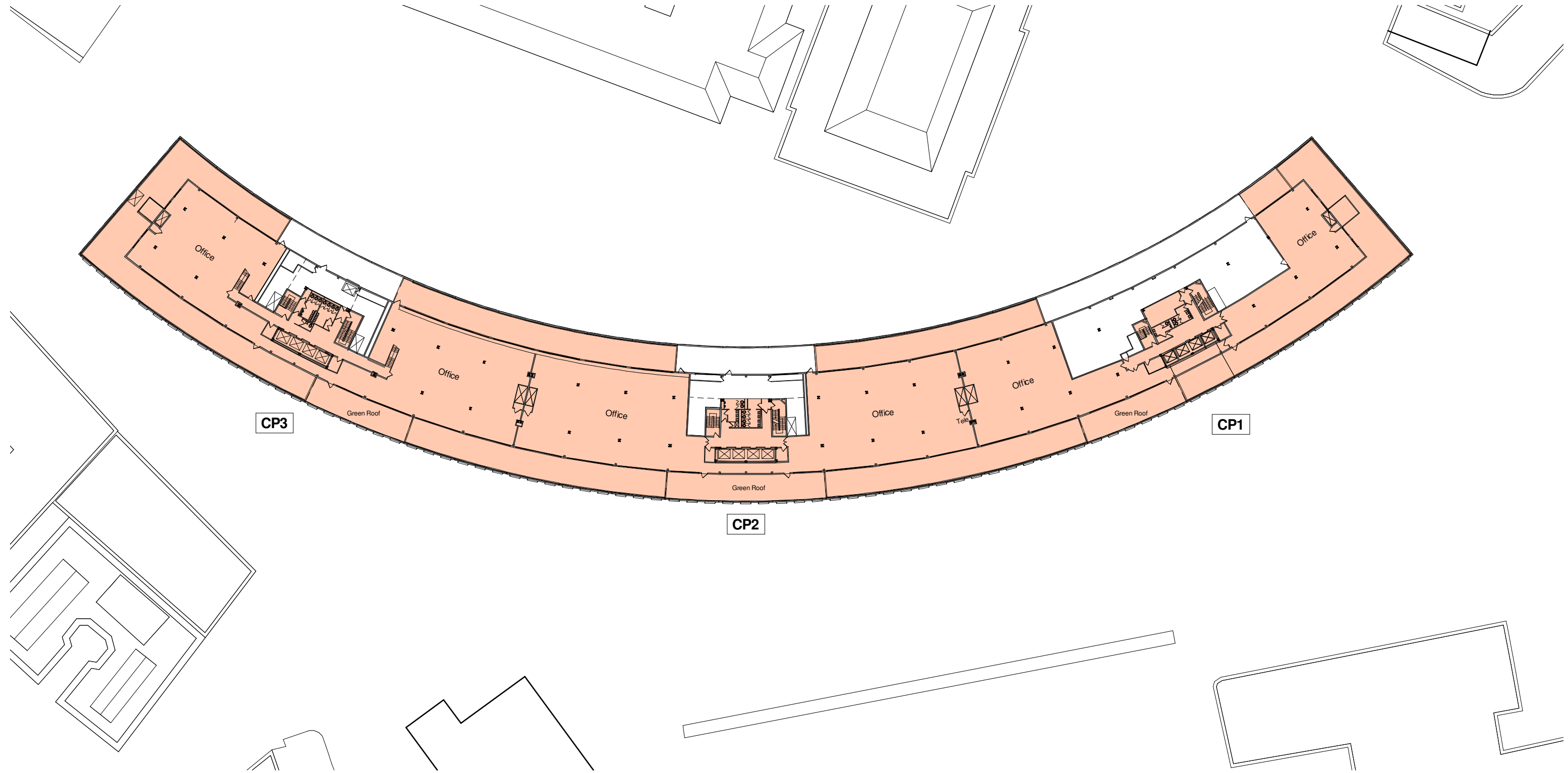


Exhibit G : First Floor Signage Plan

SIGNAGE TYPE

- Exterior: Canopy - Lobby Pin Letter Signage
- Exterior: Retail (Primary)
- Exterior: Specialty
- Exterior: Building (Secondary) Ends
- Interior: Retail Arcade (Primary) - 'Upturned Fin' Retail Signage
- Interior: Retail (Secondary) - Arcade Fin Signage

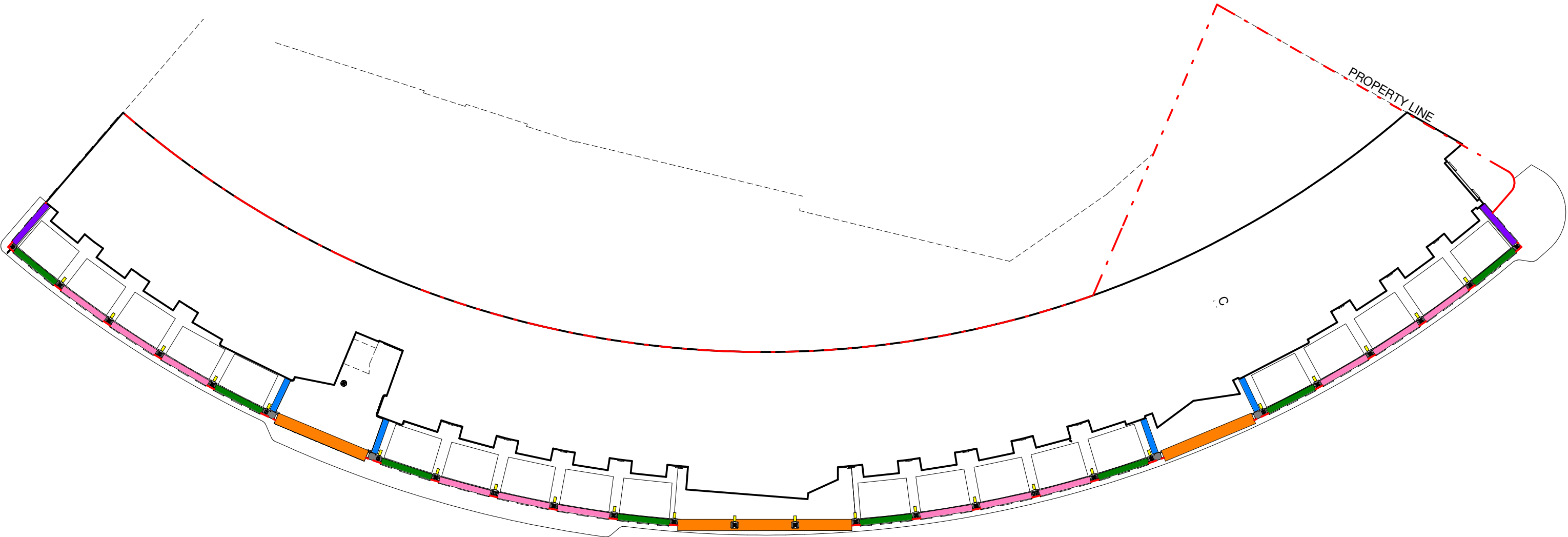


Exhibit H : Second Floor Signage Plan

SIGNAGE TYPE

- Exterior: Canopy - Lobby Pin Letter Signage
- Exterior: Retail (Primary)
- Exterior: Specialty
- Exterior: Building (Secondary) Ends
- Interior: Retail Arcade (Primary) - 'Upturned Fin' Retail Signage
- Interior: Retail (Secondary) - Arcade Fin Signage

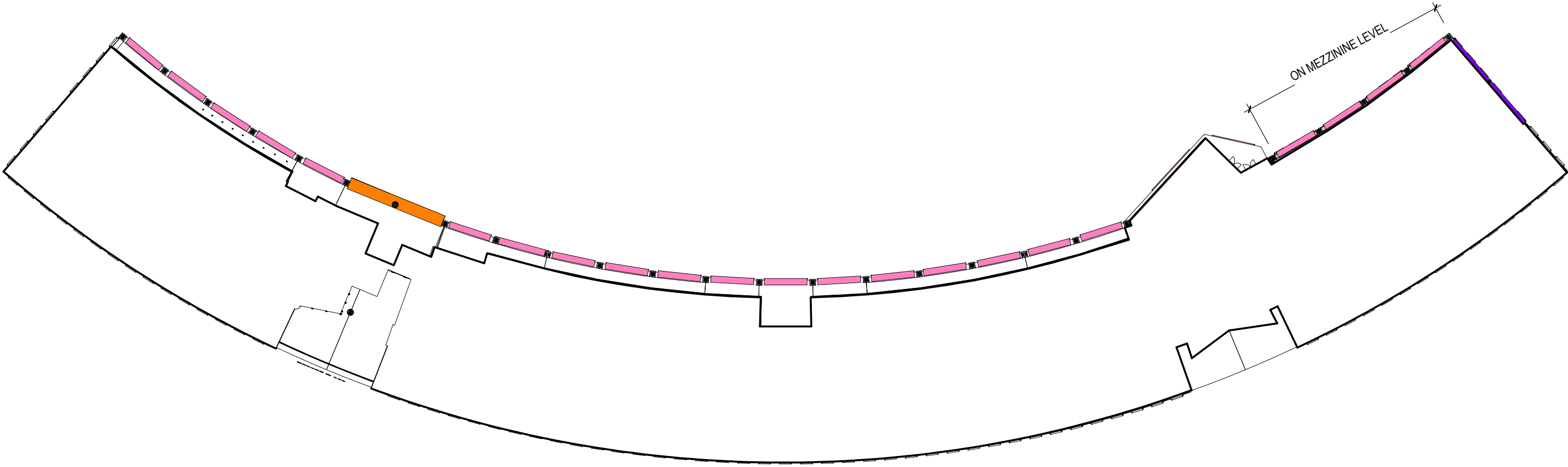


Exhibit I : Cambridge Street Signage Elevation







SIGNAGE TYPE

- Exterior: Canopy - Lobby Pin Letter Signage
- Exterior: Retail (Primary)
- Exterior: Specialty
- Exterior: Building (Secondary) Ends
- Interior: Retail Arcade (Primary) - 'Upturned Fin' Retail Signage
- Interior: Retail (Secondary) - Arcade Fin Signage



Exhibit J : Pemberton Square Signage Elevation

SIGNAGE TYPE

-  Exterior: Canopy - Lobby Pin Letter Signage
-  Exterior: Retail (Primary)
-  Exterior: Specialty
-  Exterior: Building (Secondary) Ends
-  Interior: Retail Arcade (Primary) - 'Upturned Fin' Retail Signage
-  Interior: Retail (Secondary) - Arcade Fin Signage

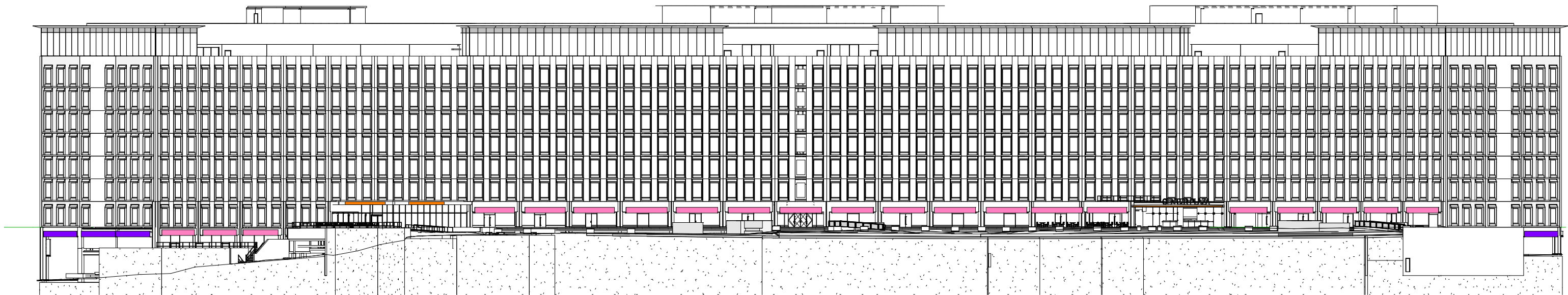
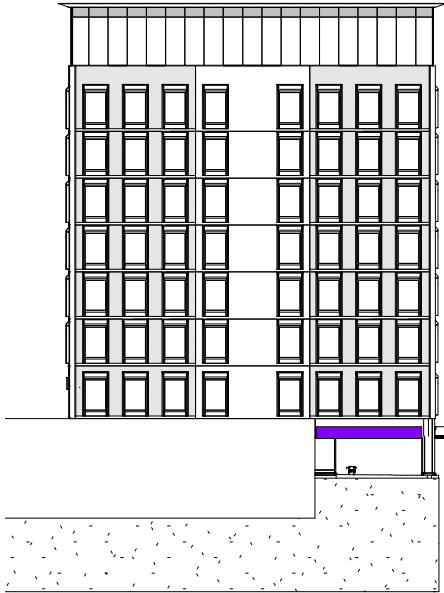


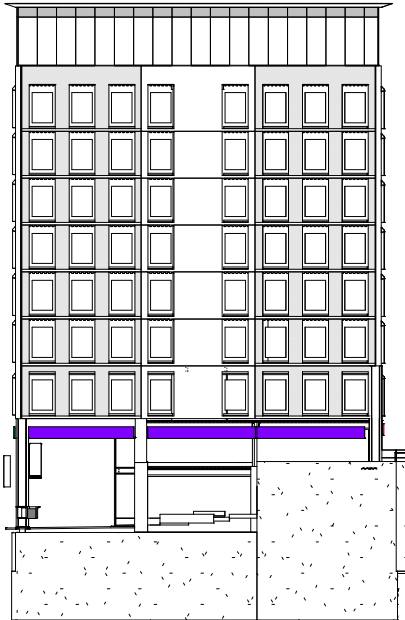
Exhibit K : Tremont & Somerset Signage Elevation

SIGNAGE TYPE

- Exterior: Canopy - Lobby Pin Letter Signage
- Exterior: Retail (Primary)
- Exterior: Specialty
- Exterior: Building (Secondary) Ends
- Interior: Retail Arcade (Primary) - 'Upturned Fin' Retail Signage
- Interior: Retail (Secondary) - Arcade Fin Signage

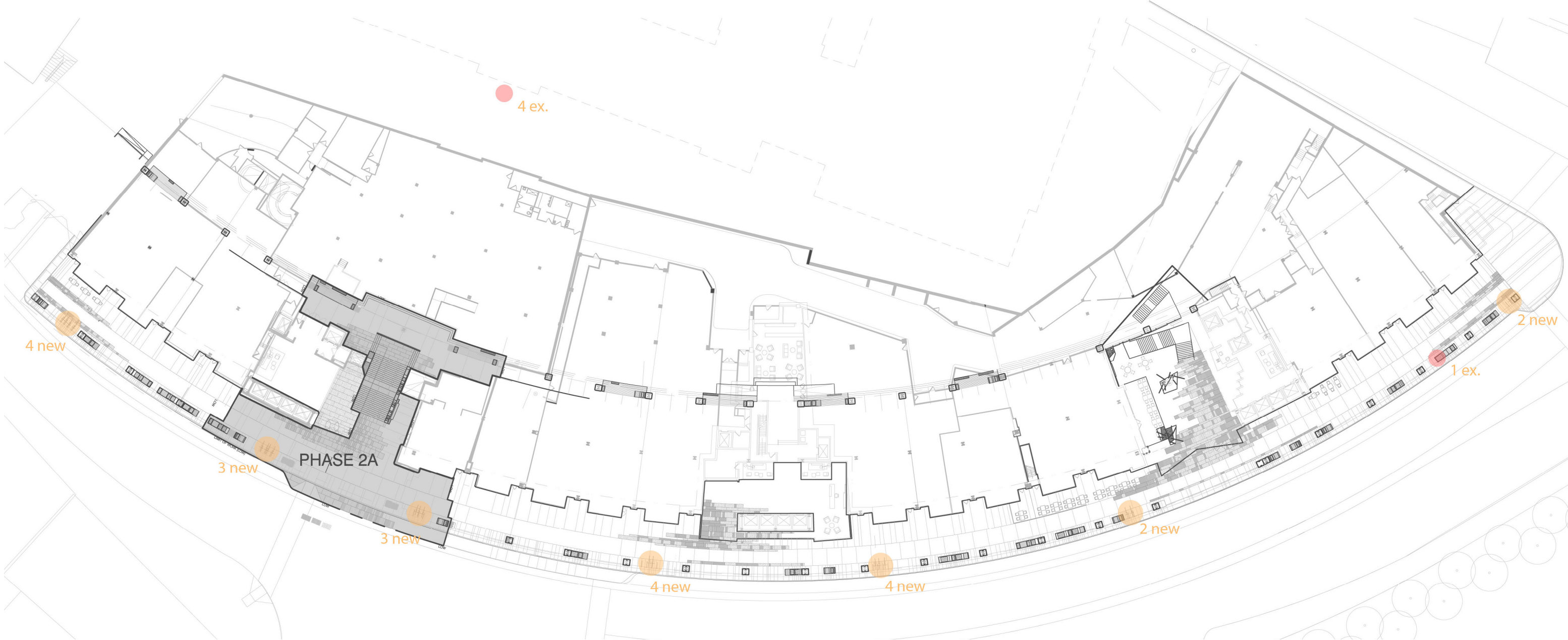


TREMONT STREET ELEVATION



SOMERSET STREET ELEVATION

Exhibit L : First Floor Plan - Bike Rack Locations



Note: Bike rack locations are illustrative and subjective to change