

**AMENDED AND RESTATED DEVELOPMENT PLAN  
FOR  
PLANNED DEVELOPMENT AREA NO. 84  
COPLEY PLACE  
AND  
THE COPLEY PLACE RESIDENTIAL ADDITION AND RETAIL  
EXPANSION PROJECT  
HUNTINGTON AVENUE/PRUDENTIAL CENTER DISTRICT, BOSTON**



*Submitted to:*  
**BOSTON REDEVELOPMENT AUTHORITY**  
One City Hall Square  
Boston, MA 02201

*Submitted by:*  
**COPLEY PLACE ASSOCIATES, LLC**  
**C/O SIMON PROPERTY GROUP**  
225 W. Washington Street  
Indianapolis, IN 46204

**August 2, 2013**

**RACKEMANN**  
**SAWYER & BREWSTER**  
PROFESSIONAL CORPORATION  
COUNSELLORS AT LAW

Established 1886

Johanna W. Schneider  
(617) 951-1162  
jschneider@rackemann.com

August 2, 2013

**BY HAND DELIVERY**

John Fitzgerald, Project Manager  
Boston Redevelopment Authority  
One City Hall Square  
Boston, MA 02201

**Re: Planned Development Area No. 84**

Dear John:

On behalf of Copley Place Associates LLC, we are pleased to submit thirty five (35) copies of the proposed Amended and Restated Development Plan for Planned Development Area No. 84, in connection with Copley Place Residential Addition and Retail Expansion Project.

Please do not hesitate to contact me should you have any questions regarding this submission. Thank you very much.

Very truly yours,

  
Johanna W. Schneider

Enclosures

cc: Patrick Peterman, Simon Property Group  
Donna Camiolo, Collaborative Partners  
Louis C. Miller, Esq.

## PUBLIC NOTICE

The Boston Redevelopment Authority (“BRA”), pursuant to Sections 80A-2.1 and 80C-5.3 of the Boston Zoning Code (the “Code”), hereby gives notice that an Amended and Restated Development Plan (the “Amended Development Plan”) for Planned Development Area No. 84 for Copley Place in Boston (the “Site”), together with a Fact Sheet describing the proposed project and a map of the area involved (together with the Development Plan, the “PDA Documents”), were received by the BRA on August 2, 2013. The project proponent is Copley Place Associates, LLC (the “Proponent”).

The BRA Board previously approved a PDA Development Plan for the Site on November 17, 2011, which was approved by the Boston Zoning Commission on December 14, 2011 (the “Original PDA Approval”). The Amended Development Plan reflects modifications that have been made to the project since the Original PDA Approval.

The Amended Development Plan proposes approximately 115,000 square feet of new retail and restaurant space and approximately 690,000 square feet of new residential space, including a sky lobby with residential amenities and associated support areas for up to 542 residential units (the “Proposed Project”).

The Proponent requests (a) approval by the BRA of the Amended Development Plan pursuant to Article 80C of the Code, and (b) authorization for the BRA Director to (i) petition the Boston Zoning Commission to approve the Amended Development Plan, (ii) issue a Certification of Consistency with respect to the Proposed Project pursuant to Section 80C-8 of the Code, and (iii) execute any and all agreements and documents in connection with the Proposed Project that the Director deems appropriate and necessary.

The PDA Documents may be reviewed at the office of the Secretary of the BRA, Room 910, Boston City Hall, Boston, MA between 9:00 AM and 5:00 PM, Monday through Friday, except legal holidays. Public comments on the Development Plan, including the comments of public agencies, should be submitted in writing to John Fitzgerald, Senior Project Manager, BRA, Boston City Hall, Boston, MA 02201, or via email to [John.Fitzgerald@cityofboston.gov](mailto:John.Fitzgerald@cityofboston.gov), within forty-five (45) days of the BRA’s receipt of the PDA Documents, i.e., September 16, 2013.

Boston Redevelopment Authority  
Brian P. Golden  
Executive Director/Secretary

## FACT SHEET

### AMENDED AND RESTATED DEVELOPMENT PLAN FOR PLANNED DEVELOPMENT AREA NO. 84

#### COPLEY PLACE

- Proponent:** Copley Place Associates, LLC
- Site:** The PDA Site consists of air-rights over the MassPike, bounded generally by Huntington Avenue, Stuart Street, Dartmouth Street, the Southwest Corridor, and Harcourt Street (the Marriott Hotel and a cooperative housing development is not part of the PDA Site or the Development Plan), Boston, Suffolk County, Massachusetts, and containing approximately 264,423 square feet (approximately 6.07 acres).
- General Description of Project:** The Project building program will total up to 805,000 square feet of retail and residential uses including two components: (1) approximately 115,000 square feet of new retail and restaurant space (including 40,000 square feet expansion of the existing Neiman Marcus store and 75,000 square feet of new retail, restaurant and atrium uses with associated support areas); and (2) approximately 690,000 square feet of new residential space, including a Sky Lobby with residential amenities and associated support areas for up to 542 residential units. The Project will significantly improve conditions along Stuart and Dartmouth Streets by enlarging sidewalks and channeling vehicular traffic in a more pedestrian friendly manner. The regrading of interior and external space will provide improved accessibility and seamless transitions. Expansion of the retail base podium will bring activity to the street edge and provide a generous interior atrium for four-season use by the public. The Project height will not exceed 625 feet.
- Zoning:** The PDA Site is located within the Huntington Avenue/Prudential Center District, governed by Article 41 of the Code, and the Groundwater Conservation Overlay District. The PDA Site comprises Planned Development Area No. 84.
- Previous Approvals:** A Project Notification From ("PNF") for the Project was filed with the BRA on June 23, 2008; a Draft Project Impact Report ("DPIR") was filed on August 15, 2011. On December 1, 2011, the BRA Director issued a Preliminary Adequacy Determination waiving further review of the Project. On

November 17, 2011, the BRA Board approved a Development Plan for the Project (the "Original Development Plan"), which was approved by the Boston Zoning Commission on December 14, 2011. Since the Original Development Plan was approved, certain modifications have been made to the Project; a Notice of Project Change was filed on July 18, 2013. To reflect these modifications, this Development Plan, once approved by the BRA Board and the Boston Zoning Commission ("BZC") and signed by the Mayor, will replace and supersede the Original Development Plan.

Public Benefits:

The Project will provide a number of public benefits to the City of Boston. Through this Project, the Proponent will strengthen the commercial base in the Back Bay and contribute to the overall future economic health of the entire City by significantly reinvesting in and upgrading an asset rather than allowing it to be overtaken by newer investments made outside of Boston. In addition, it will add up to 542 residential units in an area well served by public transit and, by introducing residential uses into a predominantly commercial development, it will increase variety and activity for a greater number of hours during the day and into the evening. The Proponent will comply with the Mayor's Executive Order relative to the City's Inclusionary Development Policy, as amended on May 16, 2006.

The Project is anticipated to generate approximately 1,700 construction jobs and approximately 250-270 permanent jobs, and will generate significant housing and jobs linkage funds, as well as approximately \$7.2 million in new annual property taxes for the City of Boston.

In addition, the Project has been designed to significantly improve the public realm, including by creating a more active and transparent pedestrian level façade, offering a welcoming atrium space, and enhancing the streetscape along Stuart Street; providing new landscaping and paving for surrounding sidewalks and expanding the sidewalk at the corner of Stuart and Dartmouth Streets by converting to space that is currently used for automobile travel to pedestrian use; improving the Stuart Street/Dartmouth Street intersection; and reconfiguring the entrance from the Southwest Corridor to Copley Place with more commodious escalators and a new handicapped accessible elevator that will enhance circulation from the South End and Back Bay Station to and through Copley Place.

**AMENDED AND RESTATED DEVELOPMENT PLAN**  
**FOR**  
**PLANNED DEVELOPMENT AREA NO. 84**  
**COPLEY PLACE**  
**AND**  
**THE COPLEY PLACE RESIDENTIAL ADDITION AND RETAIL EXPANSION PROJECT**  
**HUNTINGTON AVENUE/PRUDENTIAL CENTER DISTRICT, BOSTON**  
**\_\_\_\_\_ 2013 [BRA Board Date]**

**Amended and Restated Development Plan:**

In accordance with Sections 3-1A and 80C of the Boston Zoning Code (the "Code"), this plan constitutes the Amended and Restated Development Plan ("Development Plan") for the existing building components and the development of new project components on the parcel of land bordered generally by Huntington Avenue, Stuart Street, Dartmouth Street, the Southwest Corridor, and Harcourt Street (the Marriott Hotel and a cooperative housing development is not part of this Development Plan) in the Back Bay neighborhood of Boston's Huntington Avenue/Prudential Center District, containing approximately 6.07 acres described in Exhibit A attached hereto, and as shown on the plan attached hereto as Exhibit B and referred to as the "PDA Site". As further described herein and as set forth on the appendices included herewith, the Development Plan includes the Existing Component, hereinafter referred to as: "Existing Copley Place", and the New Proposed Project Component, hereinafter referred to as "Copley Place Retail Expansion and Residential Addition Project" or the "Project". This Development Plan sets forth the Project's location and appearance of structures, open spaces and landscaping, proposed uses and appearance of structures, dimensions of structures, density of structures, proposed traffic circulation, parking and loading facilities, access to public transportation as well as the dimensional, use and other zoning applicable to the Project.

Upon approval, this Development Plan will constitute zoning for the PDA Site in accordance with Sections 3-1A and 80C of the Code. Under Section 80C-8 of the Code, no building, use or occupancy permit for the Project or for any part of the Project or any phase thereof will be issued until the Boston Redevelopment Authority ("BRA") has issued a Certification of Consistency under Section 80C-8 of the Code for the Project or phase, including the Existing Copley Place Component, as applicable. To the extent that the Director of the BRA certifies consistency with this Development Plan, the Project or phase, including the Existing Copley Place Component, will be deemed to be in compliance with the requirements of the Code, to



the extent that such requirements are addressed in this Development Plan, pursuant to Section 80C-9 of the Code.

This Development Plan consists of twelve pages of text and Exhibits A through F. All references to this Development Plan contained herein shall pertain to such pages and exhibits.

**Background/History:**

The Project was previously reviewed under Article 80B of the Code. A Project Notification From (“PNF”) for the Project was filed with the BRA on June 23, 2008; a Draft Project Impact Report (“DPIR”) was filed on August 15, 2011. On December 1, 2011, the BRA Director issued a Preliminary Adequacy Determination waiving further review of the Project. On November 17, 2011, the BRA Board approved a Development Plan for the Project (the “Original Development Plan”), which was approved by the Boston Zoning Commission on December 14, 2011. Since the Original Development Plan was approved, certain modifications have been made to the Project; a Notice of Project Change was filed on July 18, 2013. To reflect these modifications, this Development Plan, once approved by the BRA Board and the Boston Zoning Commission (“BZC”) and signed by the Mayor, will replace and supersede the Original Development Plan.

**Proponent:**

The Project will be developed by Copley Place Associates, LLC, a limited liability company formed under the laws of Delaware (c/o Simon Property Group, the largest U.S. retail REIT). Further information regarding the Proponent and the Development Team for the Project is included on Exhibit D attached hereto.

**Project Overview:**

Originally constructed on air rights above the MassPike in the early 1980s, Copley Place, as described herein, has contributed significantly to the commercial success of Boston’s historic Back Bay neighborhood. Copley Place Associates, LLC, owner of Copley Place and the largest U.S. retail REIT, endeavors to refine and enhance the Existing Copley Place by expanding the existing Neiman Marcus anchor store and other retail components, adding residential programming, and enriching the pedestrian access and environment of the overall PDA Site. The Project will incorporate sustainable, transit-oriented, aesthetically contextual, and smart growth design principles that will ultimately ensure that Copley Place maintains its status as the most attractive retail destination in the Boston metropolitan area, and will position Copley Place to play an important role in Boston’s future economic development just as it did when it was first built in the 1980s.

**PDA Site Description:**

The PDA Site consists of air-rights over the MassPike, bounded generally by Huntington Avenue, Stuart Street, Dartmouth Street, the Southwest Corridor, and Harcourt Street (the Marriott Hotel and a cooperative housing development is not part of the PDA Site or the Development

Plan), Boston, Suffolk County, Massachusetts, and containing approximately 264,423 square feet (approximately 6.07 acres) as shown on that certain plan entitled "PDA Site Plan in Boston, Massachusetts" prepared by DGT Survey Group ("PDA Site Plan"), as shown on Exhibit B attached hereto and as more particularly bounded and described on Exhibit A attached hereto.

**Development Plan Components:**

**Existing Copley Place:** In the 1960's the Massachusetts Turnpike (MassPike) was extended from Route 128 into downtown Boston. The extension was built on an open tract of land from an existing railroad right-of-way that had separated neighborhoods from each other on either side of the tracks since the mid-19th century. Copley Place was constructed on air rights above the Boston Extension of the MassPike in the early 1980s. This was a pioneering project as its location above a MassPike interchange presented significant design and structural challenges. By bridging over the MassPike off-ramps in the block bounded by Harcourt Street, Stuart Street, Dartmouth Street, and the Southwest Corridor, Copley Place played an important role in repairing and infilling the open space left by the former railroad right-of-way. This provided significant urban design and social benefits by linking the Back Bay and South End communities and stimulating economic growth.

The original development included 3.4 million square feet of retail, office, and hotel uses. Housing was also included and located facing Harcourt Street and the Southwest Corridor adjoining South End and Saint Botolph Street residential areas. This housing represented a very small portion of the overall Copley Place program: approximately 85,000 square feet, or only 2.5% of the total project program.

At that time, success of in-town retail was far from assured, especially as Copley Place was situated at the edge of the Back Bay commercial core. But Copley Place did succeed and it helped stimulate the revitalization of the surrounding area. It accomplished significant city planning objectives by mending the hole in the urban fabric created by the MassPike interchange and linking the Back Bay and the South End neighborhoods. It created a vibrant retail environment that drew people to in-town shopping. Hotel, office, and residential uses provided activity extending beyond the retail experience.

The Existing Copley Place consists of three (3) levels of parking containing approximately 860 parking spaces, three (3) levels of retail with shops and restaurants containing approximately 520,000 square feet of retail space, seven (7) levels of office space containing approximately 770,000 square feet of office space, and accessory and ancillary mechanical and support space, including connecting bridges and appurtenances for a total area (excluding parking) of approximately 1,290,000 square feet, all as shown on the plans attached hereto as Exhibit E.

Although part of the Existing Copley Place, the Proponent also plans to undertake approximately 115,000 square feet of renovations to the existing Neiman Marcus store in conjunction with the Project. There will be no exterior additions or expansions to the Existing Copley Place, as described above, without an amendment to this Development Plan being approved by the BRA Board and the BZC in accordance with Section 80C of the Code.



## **Copley Place Retail Expansion and Residential Addition Project – The Project:**

The Copley Place Retail Expansion and Residential Addition Project is located within the Copley Place Central Area and at the southwest corner of Stuart and Dartmouth Streets. This location was not built upon as part of the initial Copley Place construction because it was located directly above the main artery of the MassPike. The site currently functions as a large brick paved entry plaza for Neiman Marcus and Copley Place. The Project presents an opportunity to improve the public realm adjoining Copley Place along Dartmouth Street and Stuart Street, as well as developing a more inviting entrance from the Southwest Corridor. It is immediately adjacent to office, commercial, and residential uses, and has immediate access to a variety of mass transit and vehicular transportation systems. The Project also presents an opportunity to add residential programming to the Existing Copley Place, further strengthening the connection between the Back Bay and the South End neighborhoods, and will take advantage of the PDA Site's proximity to several mass transit facilities. The Project will significantly improve conditions along Stuart and Dartmouth Streets by enlarging sidewalks and channeling vehicular traffic in a more pedestrian friendly manner. The regrading of interior and external space will provide improved accessibility and seamless transitions. Expansion of the retail base podium will bring activity to the street edge and provide a generous interior atrium for four-season use by the public.

The Project building program will total up to 805,000 square feet of retail and residential uses including two components:

1. Approximately 115,000 square feet of new retail and restaurant space (including 40,000 square feet expansion of the existing Neiman Marcus store and 75,000 square feet of new retail, restaurant and atrium uses with associated support areas) ("Retail Expansion Component"); and
2. Approximately 690,000 square feet of new residential space, including a Sky Lobby with residential amenities and associated support areas for up to 542 residential units, which includes between 90 and 140 condominiums and between 402 and 452 rental units. ("Residential Addition Component").

All as shown on the plans attached hereto as Exhibit F.

### **Project Design Program:**

Two central features comprise the Project's design: the Retail Expansion Component, which will be a retail base extension into the plaza at Stuart and Dartmouth Streets, and the Residential Addition Component, which will be a residential building positioned atop the retail base. First, extending the retail base into the brick-paved plaza defines the street edge at the intersection of Stuart and Dartmouth Streets. The new, active retail façade, consisting of transparent glass, provides welcoming views of the multi-story atrium that will draw pedestrians into a vibrant all-seasons space. This atrium then connects to the existing main retail galleries. The redesign of the entry to Copley Place from the Southwest Corridor will be

more inviting to the public and will encourage pedestrian circulation through the building to the atrium and outward to make connections to Stuart Street and beyond. The Project will significantly improve conditions of the public realm at Stuart and Dartmouth Streets by enlarging sidewalks and channeling traffic in a more pedestrian-friendly manner.

The introduction of residential programming to Copley Place capitalizes on the PDA Site's proximity to several mass transit facilities and further strengthens the connection between the Back Bay and South End neighborhoods. The Dartmouth Street entrance will serve as the primary residential access with two distinct entries (one for the rental portion of the building, one for the condominium portion), enlivening the current blank wall at the pedestrian level. The maximum 52-story Project building (Retail Expansion Component and Residential Addition Component) features slender, elegant massing, providing a floorplate design well-suited to residential design and usage.

**Proposed Location and Appearance of Structures for the Copley Place Retail Expansion and Residential Addition Project:**

**Street Level:** At street level, the Project incorporates a new entry and enclosed atrium at the corner of Stuart Street and Dartmouth Street. The new entrance is intended to convey a more inviting presence for Copley Place at that location in the public realm. The curved entrance, positioned closer to the street edge, will provide a clearer, more user-friendly entrance to the PDA Site. The new interior four-season atrium will replace the underutilized brick plaza and will be a grand gathering space that serves as the "living room" for Copley Place for the community to enjoy. Complemented by beautiful landscaping and comfortable seating, it is designed to provide a relaxed setting for shoppers, pedestrians, and the general public to enjoy throughout the changing seasons. Natural light, two levels of retail and restaurant venues, carts and kiosks, café seating, flower stands, wi-fi access, and other comfortable seating will enliven the atrium, creating a significant node of activity. Transparent vertical glazing encompasses the atrium and enhances the pedestrian experience by establishing visual connections between the interior and exterior. This, in turn, creates an inviting entrance to the site. The glazing follows along the back edge of the expanded sidewalk and reinforces the street wall of the surrounding urban context. Along Dartmouth Street, two entries to the Residential Addition Component create activity along the street and provide a more visually attractive street façade at this location. Elevators in the street-level residential lobby allow access to the sixth floor Sky Lobby where residential amenities can be found. A proposed vehicular pull-off for drop-off only is also located on Dartmouth Street. At the southeast corner of the PDA Site, the Project includes upgraded access from street level to the retail gallery level at the Southwest Corridor entry. Façade improvements create a more welcoming arrival sequence and encourage access to and through Copley Place at this location. The existing single width escalators will be expanded to double width. Handicap accessibility features improve entry conditions and circulation from the Southwest Corridor. Along Stuart Street, façade improvements and landscaping define the street edge while the residential building, set back from the podium below, rises above the urban fabric.

**Mezzanine Level:** Visible within the multi-story volume of the atrium, the mezzanine level expansion adds variety and depth to the space and enriches the atrium experience. Enhancements to the mezzanine level include new restaurant and retail venues that activate this area. A residential entrance enables convenient access to Copley Place and the extended circulation system. The expanded mezzanine space allows additional seating for pedestrians moving to and from Copley Place and the Westin Hotel.

**Gallery Levels:** The new Stuart Street entrance serves as the primary access to the first gallery level. The grand stair, escalator, and elevator provide vertical circulation. This level features additional retail space for Neiman Marcus and other retail and restaurant tenants. The improved escalators from the Southwest Corridor entry also arrive at this first gallery level. The second gallery level contains additional Neiman Marcus space.

**Level 6 – Sky Lobby:** The elevators from the residential entries at Dartmouth Street open into the residential sky lobby at Level 6. This space includes basic lobby functions, user amenities, and a seating area. The elevator core serving the upper residential floors originates at this level.

**Upper Levels:** The upper levels of the new building include residential units of varying sizes. The floor plate design contains geometric and dimensional variations at different levels. As the Project building ascends, the sinuous floor plan evolves to present a more slender elevation profile at higher levels of the building.

**Proposed Project Uses:** The proposed uses may include one or more of the uses as set forth on Exhibit C attached hereto, including: Residential, Restaurant (including take-out) and Entertainment, Office, Hotel or motel, Daycare center/family care center, Elementary or Secondary School, Recreational and Community, Service, Retail, Non-institutional Professional School, Parking garage, Fast food restaurant, Transportation uses, and accessory or ancillary uses.

**Proposed Project Dimensions:** The dimensional requirements for the Existing Copley Place and the Copley Place Retail Expansion and Residential Addition Project are as set forth below:

<b>Dimensions</b>	<b>Existing Copley Place</b>	<b>Copley Place Retail Expansion and Residential Addition Project – Proposed Project</b>	<b>Combined</b>
PDA Site			6.07 acres (264,423 GSF)
Gross Floor Area, excluding parking	1,290,000 GSF (existing)	805,000 GSF (proposed)	2,095,000 GSF maximum
Maximum FAR (existing)			10.0 maximum (7.9 proposed)

Maximum Height <sup>1</sup>	200 ft (existing)	625 ft.	
Parking and Loading	Existing	As set forth in PDA Plan	
Open Space	Existing	As set forth in PDA Plan	

**Zoning History:**

The development of the Existing Copley Place in 1980 was exempt from the Code pursuant to the Legislation authorizing the Massachusetts Turnpike Authority (“MTA”) to lease air rights for the Existing Copley Place Project. Recognizing this exemption and in accordance with Section 7 of Chapter 3 of the Acts of 1997, the City of Boston, acting by and through the BRA, entered into a Memorandum of Understanding (“MOU”) with the MTA on June 1, 1997, which provided for BRA review of the air-rights development proposals and established a process for project review, including the provisions for mitigation and, in accordance with the Executive Order of Mayor Thomas M. Menino of October 20, 2000, as amended by the Executive Order of April 3, 2001, the establishment of a Citizen’s Advisory Committee (“CAC”). Notwithstanding the foregoing, in 2010, the Legislature adopted Chapter 302 of the Acts of 2010 and made the Existing Copley Place and the Copley Place Retail Expansion and Residential Addition Project subject to the Code. As a result, the PDA Site is located within the Huntington Avenue/Prudential Center District, Article 41 of the Code, which regulates the use, dimensions and design of projects.

**Current Zoning:** On August 10, 2011, the BZC approved an amendment to Article 41 of the Code to allow for the establishment of Planned Development Area (“PDA”) zoning for Copley Place. Such zoning amendment allowed PDAs within Copley Place in order to: to establish a more flexible zoning law and encourage large-scale private redevelopment of the obsolete Prudential Center and other sites including Copley Place, while ensuring high-quality design by providing planning and design controls; to provide a secure economic base and encourage economic growth for office, hotels, convention and hospitality economies; and to encourage residential and economic development which knits together the surrounding neighborhoods through a new urban design in a vibrant, mixed use manner. As set forth in the approved amendment, the dimensional requirements for a project within the Copley Place PDA area: PDA-IV, are to be set forth in the applicable approved development plan.

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<sup>1</sup> The height, including mechanical penthouses, shall not exceed six hundred and twenty-five (625) feet for Copley Place Retail Expansion and Residential Addition Project and two hundred (200) feet for the Existing Copley Place. Any increase in existing or proposed height for the project components is subject to approval in accordance with Section 80C-7 of the Code and shall be in Substantial Accord with the PDA Development Plan. “Substantial Accord” means, with respect to building height, that the vertical distance from grade to the top of the structure of the highest occupied floor of a Proposed Project shall not exceed the specified height limit by more than fifteen (15) feet. Any further increase in height shall be the subject of an amendment to this Development Plan. The issuance of a Certification of Consistency for Planned Development Area Review, pursuant to Section 80C-8, or the issuance of a Certification of Compliance for Large Project Review, pursuant to Section 80B-6, shall conclusively determine compliance with the requirements of this paragraph.

### **Parking, Loading and Access to Transportation:**

**Parking:** In total, the Proponent controls 1,558 parking spaces in the Existing Copley Place garage and the adjacent Dartmouth Street garage. In the Existing Copley Place garage, 860 commercial spaces are permitted by the Air Pollution Control Commission. Of these spaces, 267 are currently committed on monthly leases either to tenants or other parties. The remaining 593 spaces are available for public use and include the spaces for Neiman Marcus customers. In the Dartmouth Street garage, 276 commercial spaces, 293 employee exempt spaces, and 129 residential exempt spaces are permitted, for a total of 698 spaces. Zipcar uses ten spaces in the Dartmouth Street garage. In the interest of sustainability and transportation demand management, no new parking will be provided as part of the Project. Parking for the Existing Copley Place and the Retail Expansion and Residential Addition Project will be accommodated in the Existing Copley Place garage and the Dartmouth Street garage.

Residential parking will be supplied at the rate of 1.06 spaces per dwelling unit for the 109 condominium units within the building, and 0.35 spaces per unit for the 433 rental units (a total of 268 parking spaces). One level of the Existing Copley Place garage will accommodate 116 reserved spaces for condominium units in the building. The remaining total of up to 154 spaces for the rental units will be located as unreserved self-park spaces in the Dartmouth Street garage.

**Loading and Service:** Loading, service, and trash removal for the Retail Expansion Component of the Project and for the new residential units in the Residential Addition Component of the Project will take place from the loading docks of the Existing Copley Place accessed from Harcourt Street. A new service elevator will connect the new residential building to the loading dock.

**Access to Public Transportation:** The PDA Site is convenient to the MBTA public transportation system. It is within a five minute walk (or a quarter of a mile) of the Green Line Copley Station and directly across Dartmouth Street from the Orange Line, commuter rail, and Amtrak Back Bay/South End Station. The Green Line provides service on its four branches between Lechmere Station to the north and Boston College, Cleveland Circle, Riverside, and Heath stations to the west. From Back Bay Station, commuter rail trains serve the Worcester, Needham Heights, Providence and Stoughton lines. Additional commuter rail service from South Station provides access to Plymouth, Kingston, Middleborough/ Lakeville and Forge Park/I-495. In addition to MBTA Orange Line and Green Line subway service, various MBTA buses operate within a five- to 10-minute walk from the PDA Site (a quarter to one-half mile). MBTA bus routes #10 and #170 run adjacent to the PDA Site along Dartmouth Street. Less than a five-minute walk from the PDA Site are bus routes #9, #10, #39, #55, #502, #503.

### **Public Benefits:**

The Project will provide a number of public benefits to the City of Boston, as previously summarized and further described below.



Projected Number of Jobs: It is anticipated that the Project will generate approximately 1,700 construction jobs and approximately 250-270 permanent jobs.

Economic Development: The Project will ensure that Copley Place retains its preeminence as a regional retail destination by providing Neiman Marcus with an opportunity to expand, which will help sustain the character and draw of Copley Place into the future. This will be beneficial not only to other retailers in Existing Copley Place but also to those in the Commercial Back Bay. An expanded Neiman Marcus and related retailers will complement the City's tourist economy. Through this Project, the Proponent will contribute to the overall future economic health of the entire City by significantly reinvesting in and upgrading an asset rather than allowing it to be overtaken by newer investments made outside of Boston.

Housing: The Project will add up to 542 residential units in an area of the City that is well served by public transit. It will help balance the current mix of uses at the Existing Copley Place that is now more heavily weighted to retail and office uses. Introducing residential uses as part of a predominantly commercial development increases variety and activity for a greater number of hours during the day and into the evening. This, in turn, enhances the overall safety and comfort for users. The Proponent will comply with the Mayor's Executive Order relative to the City's Inclusionary Development Policy, as amended on May 16, 2006.

Housing and Jobs Linkage: The Project will also generate approximately \$1,023,000 in housing linkage funds and \$204,000 in jobs linkage funds.

Smart Growth / Sustainable Development: The Project embodies the major principles of Smart Growth development by:

- Redeveloping an underutilized corner in an urban core location as part of an attractive mixed-use development;
- Increasing density of development directly adjacent to public transit;
- Promoting walking as a means of transport;
- Reusing and rehabilitating existing infrastructure;
- Providing sustainability and green building features in building design; and
- Increasing job opportunities near transportation options.

Public Realm Improvements: The Project has been designed to improve the public realm by:

- Creating a more active and transparent pedestrian level façade by locating the entrances to the residential component along Dartmouth Street, bringing the major Copley Place entrance closer to pedestrian activity at the corner of Stuart and Dartmouth Streets, offering a welcoming atrium space, and enhancing the streetscape along Stuart Street;



- Providing new landscaping and paving for surrounding sidewalks and expanding the sidewalk at the corner of Stuart and Dartmouth Streets by converting to space that is currently used for automobile travel to pedestrian use;
- Enhancing open space resources in the project area in cooperation with neighbors, the City and non-profit groups;
- Contribution toward public art in an amount to be determined between the BRA and the Proponent in consultation with the community;
- Channeling, with the City's concurrence, automobile travel with decreased lane widths at the Stuart and Dartmouth Street intersection in conjunction with the Copley Place sidewalk expansion to enhance overall pedestrian comfort and safety; and
- Reconfiguring the entrance from the Southwest Corridor to Copley Place with more commodious escalators and a new handicapped accessible elevator that will enhance circulation from the South End and Back Bay Station to and through Copley Place.

**New Property Tax Revenue:** The Project will generate approximately \$7.2 million in new annual property taxes for the City of Boston.

**No Duty to Develop Project or any Phase:**

Nothing in this Development Plan shall be construed as an undertaking by the Proponent to construct or complete the Copley Place Retail Expansion and Residential Addition Project. If and to the extent that the Copley Place Retail Expansion and Residential Addition Project is undertaken by the Proponent, the sole obligation of the Proponent is to adhere to the provisions of the Development Plan and the Article 80B documents applicable to such project, to the extent provided herein.

**Compliance with the Groundwater Conservation Overlay District:**

The PDA Site is located within the Groundwater Conservation Overlay District which is governed by Article 32 of the Code. The Project shall comply with the standards and requirements set forth in Article 32. The Proponent shall 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 shall demonstrate that the 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 shall provide both a copy of the written determination from BWSC and a copy of the stamped certification from a Massachusetts registered engineer to the BRA and the Boston Groundwater Trust prior to the issuance of a Certification of Consistency. As such, the 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.

### **Green Building:**

The Project will comply with Article 37, Green Buildings, of the Code. The Proponent has incorporated the LEED Building Rating System criteria in the design of the Copley Place Retail Expansion and Residential Addition Project. As a result, the Copley Place Retail Expansion and Residential Addition Project has been designed to meet LEED standards, which incorporates the following Green Building Attributes:

- Sustainable Site Credit with respect to site location, development density and community connectivity, public transportation access, bicycle storage and changing rooms, parking capacity, storm water design, reducing heat island effect, and tenant design and construction guidelines;
- Water Efficiency Credit with respect to efficient landscaping and water use reduction;
- Energy Atmospheric Credit with respect to optimizing energy performance;
- Materials and Resources Credit with respect to construction waste management and reuse of materials;
- Indoor Environmental Quality Credit with respect to air delivery monitoring system, construction IAQ Management Plan, use of low emitting materials.

### **Development Review Procedures:**

All design plans for the project components are subject to ongoing development review and approval of the BRA. Such review is to be conducted in accordance with Article 80 of the Code and the BRA Development Review Guidelines, dated 2006.

**LIST OF EXHIBITS  
TO  
DEVELOPMENT PLAN  
FOR  
PLANNED DEVELOPMENT AREA NO. 84  
COPLEY PLACE  
AND  
THE COPLEY PLACE RESIDENTIAL ADDITION AND RETAIL EXPANSION  
PROJECT**

EXHIBIT	A	PDA Site Description
EXHIBIT	B	PDA Site Plan
EXHIBIT	C	Project Uses
EXHIBIT	D	Proponent and Development Team Information
EXHIBIT	E	Floor Plans and Elevations-Existing Copley Place
EXHIBIT	F	Floor Plans and Elevations-Proposed Project

Additional drawings, perspectives and plans described in this Development Plan will be provided to the BRA for review in compliance with the Design Review Process.

# Exhibit A

EXHIBIT A

PDA Site Description

Leased Premises

Air rights and appurtenant interests in, upon and over those certain parcels of real estate in the Commonwealth of Massachusetts, County of Suffolk, City of Boston, situated at Huntington Avenue and Stuart and Dartmouth Streets and shown on the plan (the "Plan") entitled "Plan of Property Owned by Massachusetts Turnpike Authority Sublease Air Rights to UIDC of Massachusetts, Inc. (Central Development), Copley Place, Boston, Massachusetts", consisting of 6 sheets, dated August 18, 1982, most recently revised September 2, 1982, prepared by Cullinan Engineering Co., Inc., and recorded with the Suffolk County Registry of Deeds (the "Registry") in Book 10056, Page 233, said parcels being bounded and described as follows and as shown on the Plan:

First Parcel

That portion of the following described parcel lying above elevation 90.00, as shown on sheet 1 of the Plan:

Measuring from a point, as shown on sheet 1 of the Plan, at the intersection of the northeasterly sideline of Harcourt Street and the southeasterly sideline of Huntington Avenue, said point having a north coordinate of 491049.72 and an east coordinate of 713555.39 referred to the Massachusetts Coordinate System, thence,

N 41° 41' 32" E,

along the southeasterly sideline of Huntington Avenue, a distance of 192.31 feet to a point; thence,

NORTHEASTERLY

along said southeasterly sideline of Huntington Avenue, by a curve to the right having a radius of 138.92 feet, an arc distance of 26.62 feet to the True Point of Beginning;

From said True Point of Beginning, thence

NORTHEASTERLY

along said southeasterly sideline of Huntington Avenue, by a curve to the right having a radius of 138.92 feet, an arc distance of 18.92 feet to a point of intersection with another curve; thence,

NORTHEASTERLY

along said southeasterly sideline of Huntington Avenue, by a curve to the right having a radius of 1938.42 feet, an arc distance of 129.39 feet to a point of intersection with another curve; thence,

NORTHEASTERLY

along the southeasterly sideline of the merge of Huntington Avenue with Stuart Street, by a curve to the right having a radius of 554 feet, an arc distance of 200.60 feet to a point of tangency; thence,

N 71° 59' 45" E,

a distance of 6.38 feet to a point; thence,

S 27° 00' 53" E,

a distance of 41.67 feet to a point; thence,

NORTHEASTERLY

along the southeasterly sideline of Stuart Street, by a curve to the right having a radius of 1390.00 feet, an arc distance of 218.60 feet to a point of tangency; thence,

N 71° 59' 45" E,

a distance of 82.00 feet to a point of curvature; thence

NORTHEASTERLY

along the southerly sideline of the intersection of said Stuart Street and Dartmouth Street by a curve to the right having a radius of 90.00 feet, an arc distance of 31.79 feet to a point of intersection with another curve; thence,

SOUTHEASTERLY

along said southerly sideline of the intersection of Stuart Street and Dartmouth Street by a curve to the right having a radius of 40.00 feet, an arc distance of 47.10 feet to a point of tangency on the southwesterly sideline of Dartmouth Street; thence,

S 20° 17' 35" E,

a distance of 221.61 feet to a point; thence,

S 41° 41' 40" W,

a distance of 547.11 feet to a point; thence,

N 48° 18' 20" W,

a distance of 327.70 feet to a point; thence,

N 41° 41' 40" E,

a distance of 5.80 feet to a point; thence,

N 48° 18' 20" W,

a distance of 57.30 feet to a point; thence,



N 41° 41' 40" E, a distance of 2.75 feet to a point; thence,  
N 48° 18' 20" W, a distance of 20.50 feet to a point; thence,  
S 86° 41' 40" W, a distance of 59.46 feet to a point; thence,  
N 70° 33' 00" W, a distance of 1.43 feet to a point; and thence,  
N 03° 18' 20" W, a distance of 89.54 feet to the True Point of  
Beginning;

Containing 263,087 square feet, more or less, according to the Plan.

Second Parcel - Level 2 Lease Area

That portion of the following described parcel from elevation 90.00 to a plane between line K-J at elevation 119.94 and line L-M at elevation 124.48, as shown on sheets 1 and 3 of the Plan:

Beginning at point "J", as shown on sheet 3 of the Plan; thence,

N 41° 41' 40" E, a distance of 14.26 feet to point "K"; thence,  
S 48° 18' 20" E, a distance of 57.30 feet to point "L"; thence,  
S 41° 41' 40" W, a distance of 5.80 feet to point "M"; thence,  
N 48° 18' 20" W, a distance of 8.32 feet to point "C"; and thence,  
N 58° 06' 01" W, a distance of 49.70 feet to point "J", the point  
of beginning;

Containing 540 square feet, more or less, according to the Plan.

Third Parcel - Level 2A Lease Area

Those portions of the following described parcel from elevation 90.00 to elevation 121.00, as shown on sheets 1 and 3 of the Plan:

Beginning at point "F" as shown on sheet 3 of the Plan, said point being on the southeasterly sideline of Huntington Avenue and the northerly most point of the parcel herein described; thence,

S 03° 18' 20" E, a distance of 39.41 feet to point "E"; thence,

N 63° 46' 00" W, a distance of 7.54 feet to point "R"; thence,  
N 17° 04' 21" W, a distance of 15.26 feet to point "S"; thence,  
N 07° 19' 11" E, a distance of 3.52 feet to point "T"; thence,  
N 82° 40' 49" W, a distance of 1.66 feet to point "U"; being on  
the southeasterly sideline of Huntington  
Avenue; and thence,  
NORTHEASTERLY by a curve to the right, having a radius of  
138.92 feet, an arc distance of 20.46 feet along  
said southeasterly sideline of Huntington  
Avenue to point "F", being the point of  
beginning;

Containing 275 square feet, more or less, according to the Plan.

Fourth Parcel - Level 2B Lease Area

Those portions of the following described parcel from elevation 90.00 to elevation 121.00 and above elevation 145.83, as shown on sheets 1 and 3 of the Plan:

Beginning at point "K" as shown on sheet 3 of the Plan, said point being on the southeasterly sideline of Huntington Avenue, and the northerly most point of the parcel herein described; thence,

S 03° 18' 20" E, a distance of 41.58 feet to point "G"; thence,  
N 63° 46' 00" W, a distance of 1.34 feet to point "E"; thence,  
N 03° 18' 20" W, a distance of 39.41 feet to point "F"; and  
thence,  
NORTHEASTERLY by a curve to the right having a radius of  
138.92 feet, an arc distance 1.90 feet along said  
southeasterly sideline of Huntington Avenue to  
point "K", being the point of beginning;

Containing 47 square feet, more or less, according to the Plan.

Fifth Parcel - Level 2C Lease Area

That portion of the following described parcel from elevation 90.00 to elevation 117.00 and above elevation 145.83, as shown on sheets 1 and 3 of the Plan:

Beginning at point "E" as shown on sheet 3 of the Plan, thence

S 63° 46' 00" E,	a distance of 1.34 feet to point "G"; thence,
S 03° 18' 20" E,	a distance of 47.96 feet to point "H"; thence,
N 70° 33' 00" W,	a distance of 1.27 feet to point "A"; and thence,
N 03° 18' 20" W,	a distance of 48.13 feet to point "E", being the point of beginning;

Containing 54 square feet, more or less, according to the Plan.

#### Sixth Parcel - Level 3 Lease Area

That portion of the following described parcel from elevation 90.00 to elevation 136.50, as shown on sheets 1 and 3 of the Plan:

Beginning at point "N" as shown on sheet 3 of the Plan, thence,

N 86° 41' 40" E,	a distance of 59.46 feet to point "P"; thence,
S 48° 18' 20" E,	a distance of 20.50 feet to point "Q"; thence,
S 41° 41' 40" W,	a distance of 17.01 feet to point "J"; thence,
N 58° 06' 01" W,	a distance of 2.33 feet to point "B"; and thence,
N 70° 33' 00" W,	a distance of 65.09 feet to point "N", being the point of beginning;

Containing 947 square feet, more or less, according to the Plan.

There is excepted from the above six (6) parcels both (i) the Excepted Portion A described below and (ii) the Excepted Portion B described below.

#### Excepted Portion A

The "Excepted Portion A" consists of: (a) the Turnpike Area defined in the Lease and below, including those volumes described in both plan and profile elevation views on said Plan as

"Excepted Portion - Turnpike Area," "Excepted Portion Ramp B (relocated)," "Excepted Portion Ramp D, (relocated)," and "Excepted Portion Ramp B and D," (b) the Railroad Easement Area as defined below, including the volume described in both plan and profile elevation views on said Plan as "Consolidated Rail Corp. Easement" or "Excepted Portion -- R.R. Easement," and (c) those parts of the Leased Premises lying below the plane which is at an elevation of (i) plus ninety feet (+90') referred to the Massachusetts Turnpike Datum, (ii) minus ten feet (-10') referred to the National Geodetic Vertical Datum and (iii) minus four and 35/100 feet (-4.35') referred to the Boston City Base.

#### Excepted Portion B

The "Excepted Portion B" consists of the following: Air rights and appurtenant interests in, upon and over that certain parcel of real estate in the Commonwealth of Massachusetts, County of Suffolk, City of Boston, shown as "Sublease Area = 527 S.F.±" on that certain plan entitled "The Residences At Copley Place, Transfer of Air Rights From Central Area, Copley Place, Boston, Massachusetts", consisting of 1 sheet, dated October 3, 1984, prepared by Cullinan Engineering Co., Inc., and recorded with the Registry in Book 11479, Page 339.

#### Defined Terms

As used herein, the following terms have the following definitions:

##### •Railroad Easement Area

The "Railroad Easement Area" shall refer to the volume described in (b) of the definition of "Excepted Portion A," as further described in a Deed of Easement from Massachusetts Turnpike Authority to New York Central Railroad Company (n/k/a CSX) dated December 27, 1962 recorded with the Registry in Book 7710 page 182, as amended to date.

##### •Turnpike Area

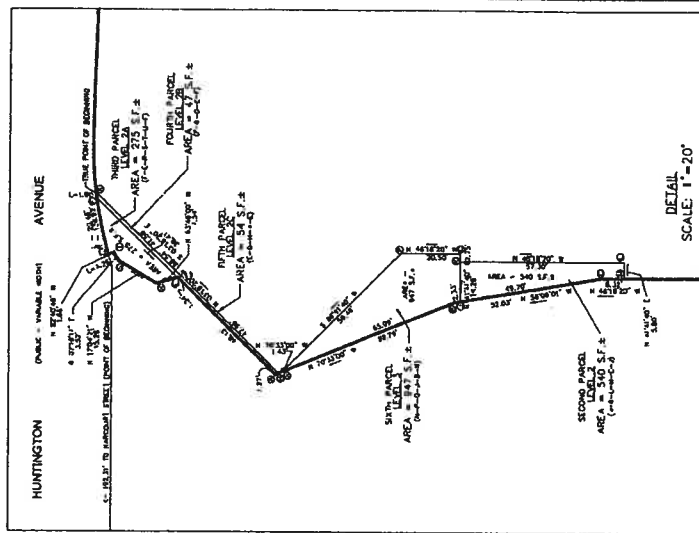
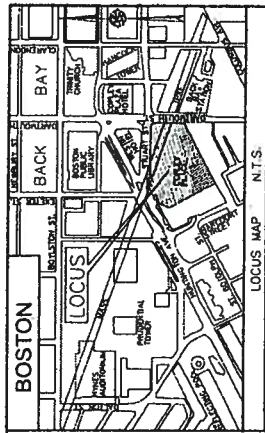
The "Turnpike Area" shall refer to the traveled roadways and ramps within the volumes described in clause (a) of the definition of "Excepted Portion A" above, including, without limitation, all tunnel structures, of the Massachusetts Turnpike and certain retaining walls and support structures which pertain to such roadways and ramps.

##### •Elevations

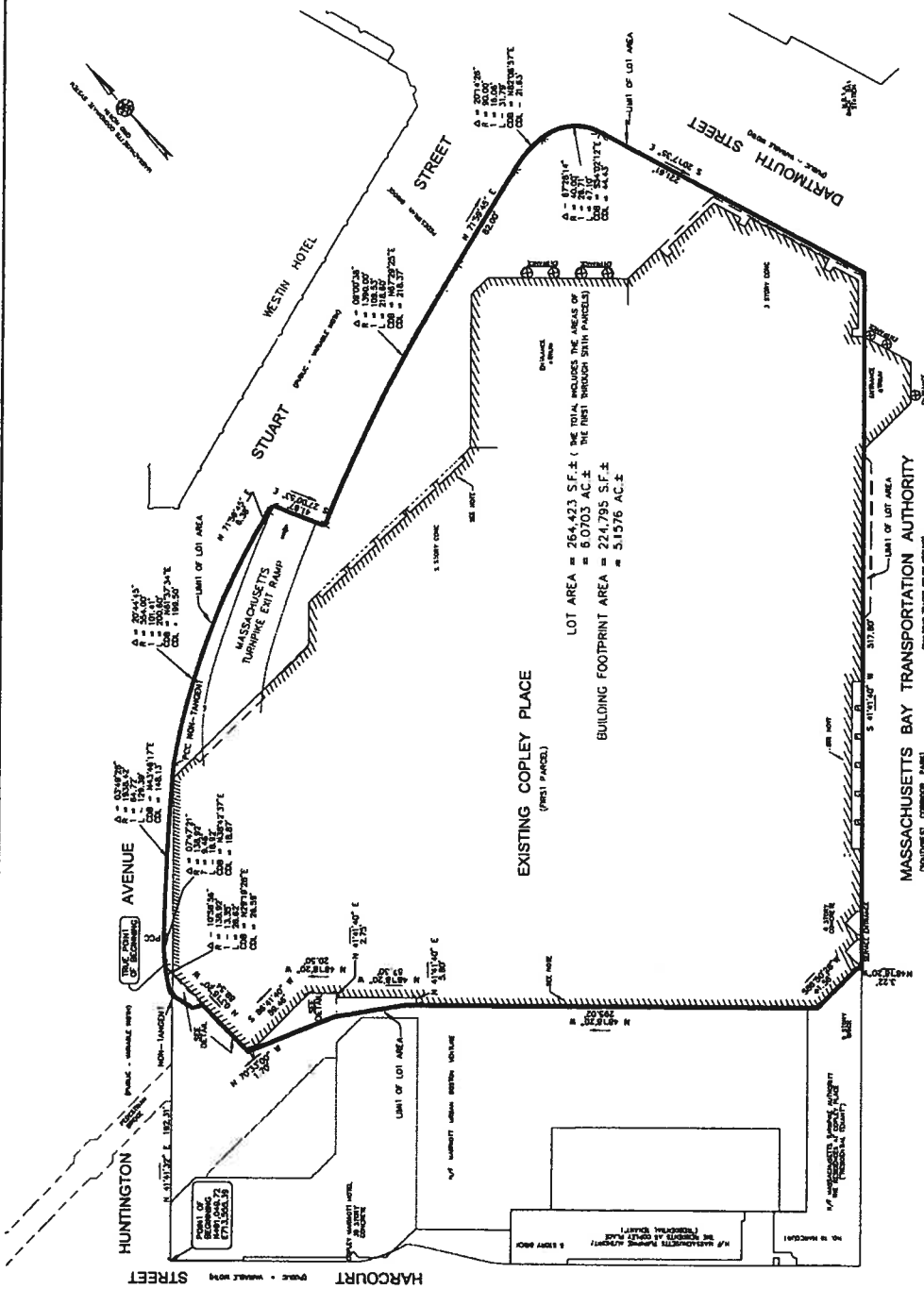
The elevations to which reference is made in this Exhibit A refer to the Massachusetts Turnpike Datum, which is 100 feet below the National Geodetic Vertical Datum (mean sea level datum of 1929) and 94.35 feet below Boston City Base.

# **Exhibit B**

EXHIBIT B



RESEARCH DATE	FIELD DATE	DESIGNER DATE	CHECKED DATE	DATE	DATE	DATE	DATE
W. HARRISON	W. HARRISON	W. HARRISON	W. HARRISON	W. HARRISON	W. HARRISON	W. HARRISON	W. HARRISON
PROJECT NO.	DRAWING NO.	SHEET NO.	STUART STREET AND DARTMOUTH STREET				
PDA SITE PLAN IN BOSTON, MASSACHUSETTS SUFFOLK COUNTY							
PREPARED FOR: COPLEY PLACE							
PREPARED BY: DGT SURVEY GROUP							
A DIVISION OF DIGITAL GEOGRAPHIC TECHNOLOGIES, INC.							
803 SUMNER STREET BOSTON, MA 02117							
TEL 617-273-0511 FAX 617-273-0543 www.dgt.com							



STUART STREET AND DARTMOUTH STREET	DATE	REV.
PDA SITE PLAN		
BOSTON, MASSACHUSETTS		
SUFFOLK COUNTY		
COPLEY PLACE		
DGT SURVEY GROUP		
A DIVISION OF DIGITAL GEOGRAPHIC TECHNOLOGIES, INC.		
803 SUMNER STREET		
BOSTON, MA 02117		
SCALE: 1" = 40'		
0 20 40 80		
DESCRIPTION: PHASE II SITE PLAN	DATE:	REV.:
DRAWING NO.:	DATE:	REV.:

NOTE:  
THE HATCHING DENOTES THE EXISTING BUILDING FOOTPRINT OF COPLEY PLACE  
LIMIT OF COPLEY PLACE LOT AREA

OWNER: COPLEY PLACE ASSOCIATES, LLC

- REFERENCES
- 1) PLAN ENTITLED "PLAN OF PROPERTY OWNED BY MASSACHUSETTS BUREAU OF HIGHWAYS, AND RIGHTS IN USE OF MASSACHUSETTS INC. DATED SEPTEMBER 1, 1987 BY COLLIER ENGINEERING CO., INC. AND RECORDED AT BOOK THREE, PAGE 231 (SIT PLAN)
  - 2) AUTHORITY SURVEY AND MONUMENTS IN MASSACHUSETTS, BOSTON, MASSACHUSETTS, DATED FEBRUARY 1989 BY COLLIER ENGINEERING CO., INC. AND RECORDED AT BOOK SEVEN, PAGE 118
  - 3) PLAN ENTITLED "PLAN OF PROPERTY OWNED BY MASSACHUSETTS BUREAU OF HIGHWAYS, AND RIGHTS IN USE OF MASSACHUSETTS INC. DATED SEPTEMBER 1, 1987 BY COLLIER ENGINEERING CO., INC. AND RECORDED AT BOOK THREE, PAGE 231 (SIT PLAN)
  - 4) PLAN ENTITLED "SURVEY PLAN OF URBAN INTERSECTION AND ADJACENT AREAS OF COPLEY PLACE BOSTON, MASSACHUSETTS, DATED FEBRUARY 1989 BY COLLIER ENGINEERING CO., INC.
  - 5) PLAN ENTITLED "SURVEY PLAN OF URBAN INTERSECTION AND ADJACENT AREAS OF COPLEY PLACE BOSTON, MASSACHUSETTS, DATED OCTOBER 1988 BY COLLIER ENGINEERING CO., INC. AND RECORDED AT BOOK SEVEN, PAGE 118



# Exhibit C

**EXHIBIT C**

**ALLOWED USES**

RESIDENTIAL USES

RESTAURANT AND ENTERTAINMENT USES

OFFICE USES (which may also include office space leased by a hospital for investment purposes or office space occupied by a hospital not having a use that is substantially related to the provision of in-patient or out-patient health care, including care for those with acute illnesses or injuries, and which shall not be deemed to be a hospital use merely by reason of such occupancy, and which does not qualify as a Institutional Use pursuant to the definition of Hospital Use as defined in Article 2A of the Code)

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

PARKING GARAGE

FAST FOOD RESTAURANT USES

TRANSPORTATION USES

# **Exhibit D**

**EXHIBIT D**

**PROPONENT AND DEVELOPMENT TEAM INFORMATION**

**Proponent**

Copley Place Associates, LLC  
c/o Simon Property Group  
225 W. Washington Street  
Indianapolis, IN 46204

Primary contacts: Patrick Peterman  
Gaylon Melton

**Development Consultant**

Collaborative Partners, Inc.  
330 Congress Street  
Boston, MA 02210  
617-778-0900

Primary contacts: Jack Hobbs  
Donna Camiolo

**Architect**

Elkus Manfredi Architects  
300 A Street  
Boston, MA 02210  
617-426-1300

Primary contacts: Howard Elkus  
Rob Halter

**Environmental Consultant**

Epsilon Associates, Inc.  
3 Clock Tower Place, Suite 250  
Maynard, MA 01754  
978- 897-7100

Primary contact: Elizabeth Grob

**Transportation and  
Parking Consultant**

Howard/Stein – Hudson, Inc.  
38 Chauncy Street, 9<sup>th</sup> Floor  
Boston, MA 02111  
617- 482-7080

Primary contacts: Guy Busa  
Michael Santos

Legal Counsel

Rackemann, Sawyer & Brewster  
160 Federal Street  
Boston, MA 02110  
617-542-2300

Primary contacts: Louis C. Miller  
Johanna W. Schneider

Geotechnical Consultant

Haley & Aldrich  
465 Medford Street, Suite 200  
Boston, MA 02129  
617-886-7400

Primary contact: Marya Gorczyca

Civil Engineer

Parsons Brinkerhoff  
75 Arlington Street, 9<sup>th</sup> Floor  
Boston, MA 02116  
617-426-7330

Primary contact: Andrew Boyd

Structural Engineer

McNamara /Salvia  
160 Federal Street, 5<sup>th</sup> Floor  
Boston, MA 02110  
617-737-0040

Primary contact: Adam McCarthy

MEP Engineer

Vanderweil Engineers  
274 Summer Street  
Boston, MA 02210  
617-423-7423

Primary contact: Alex Vanderweil

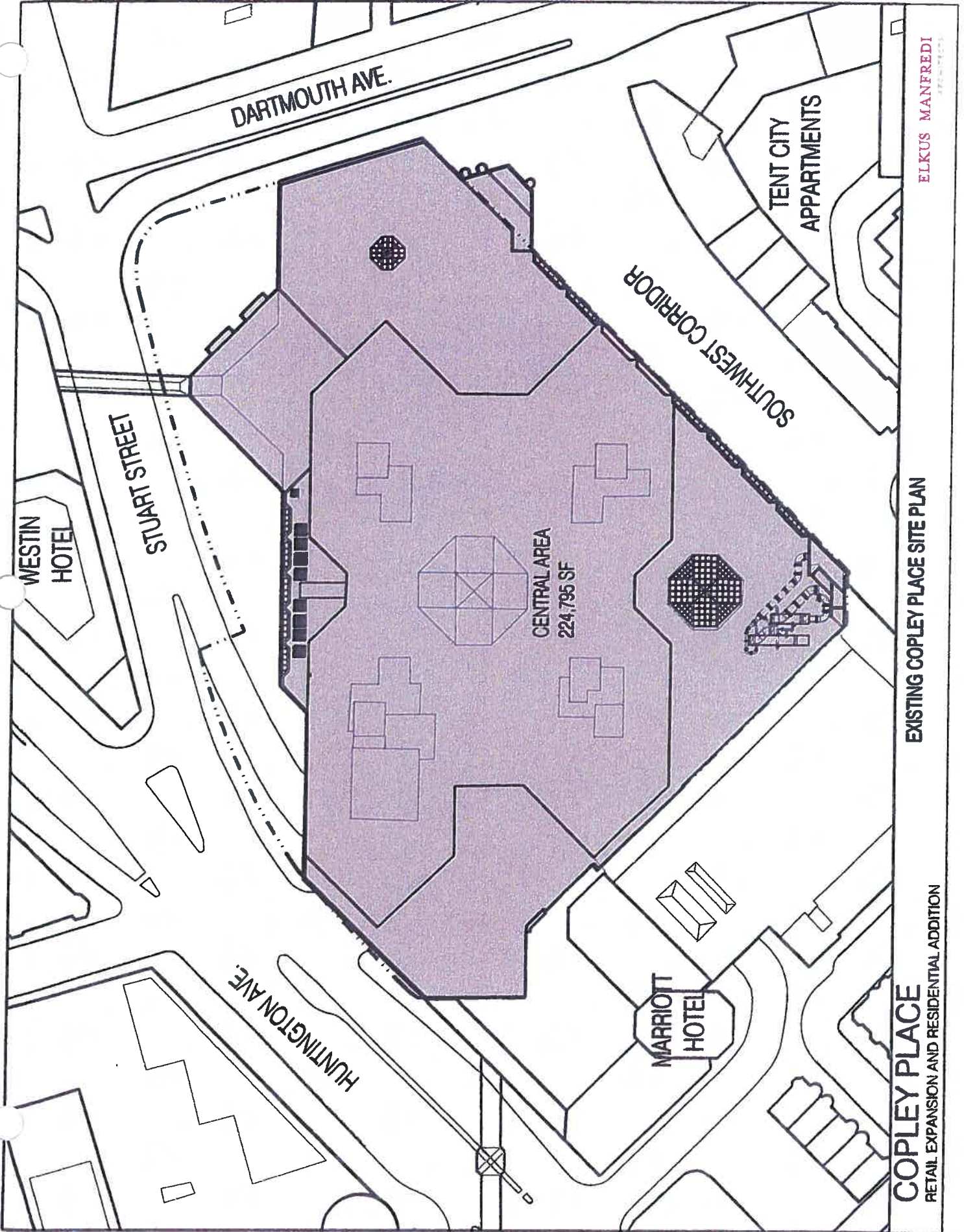
Landscape Architect

Carol R Johnson Associates  
115 Broad Street  
Boston, MA 02210  
617-896-2500

Primary contact: Chris Jones

# **Exhibit E**

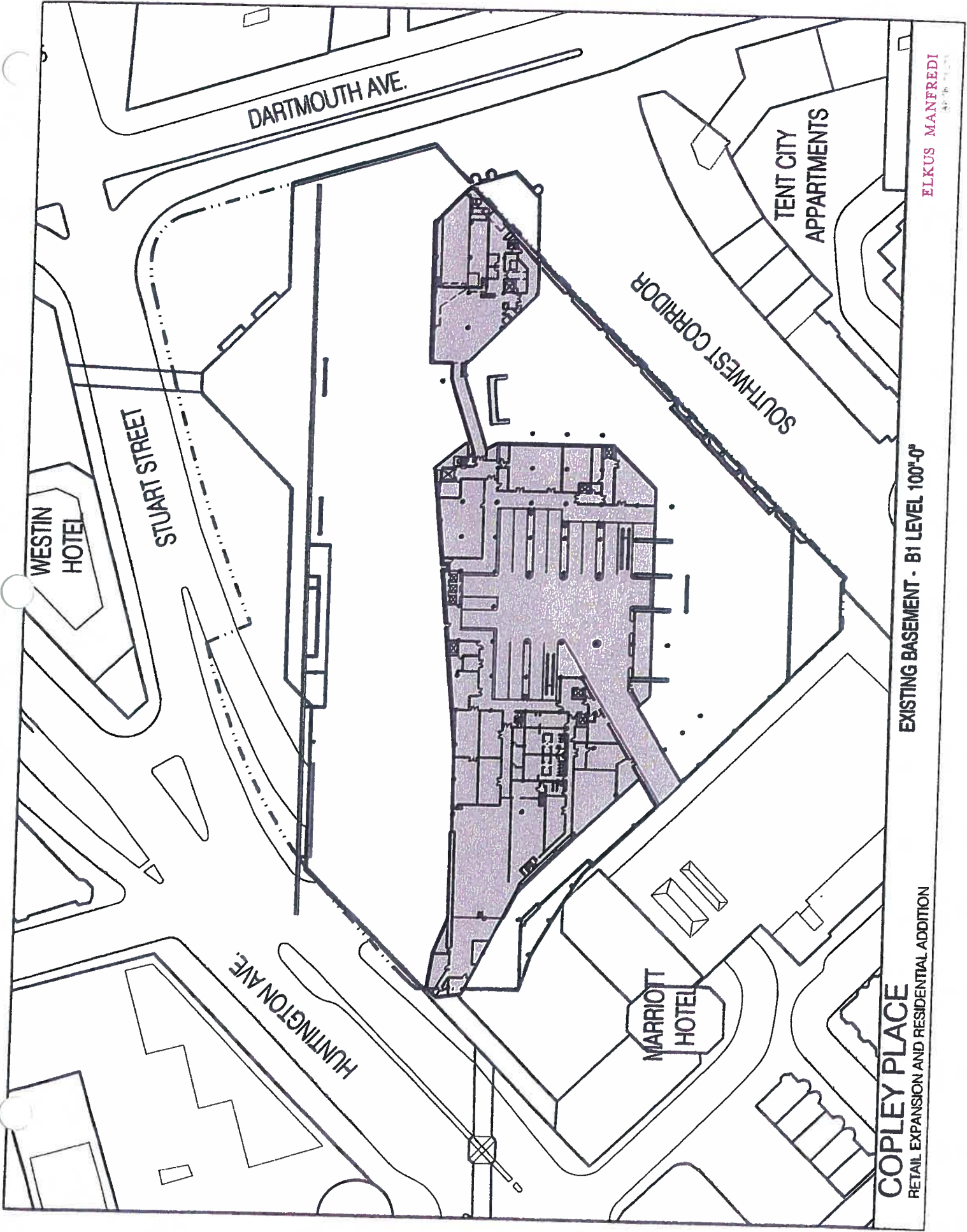




ELKUS MANFREDI  
ARCHITECTS

EXISTING COPLEY PLACE SITE PLAN

**COPLEY PLACE**  
RETAIL EXPANSION AND RESIDENTIAL ADDITION

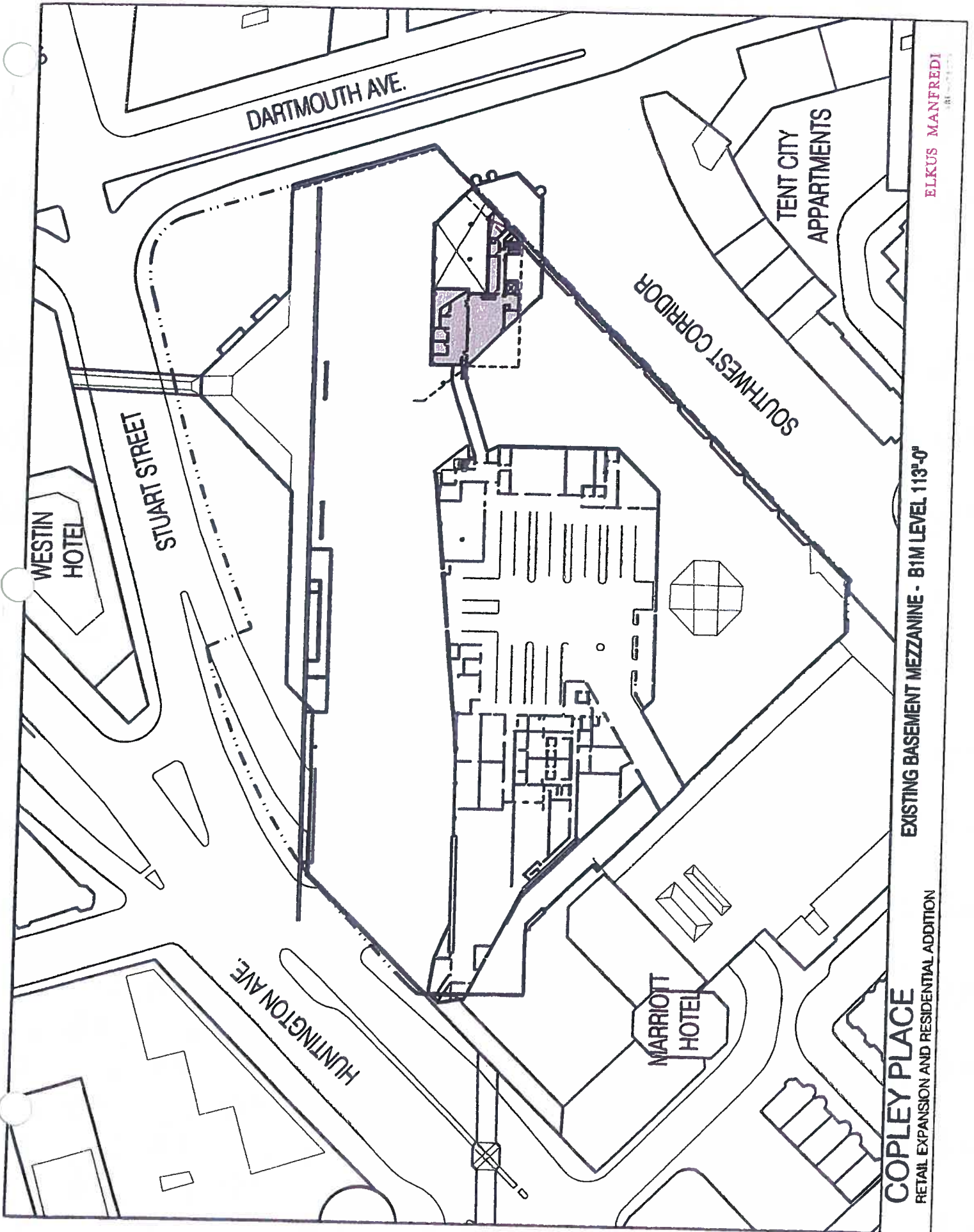


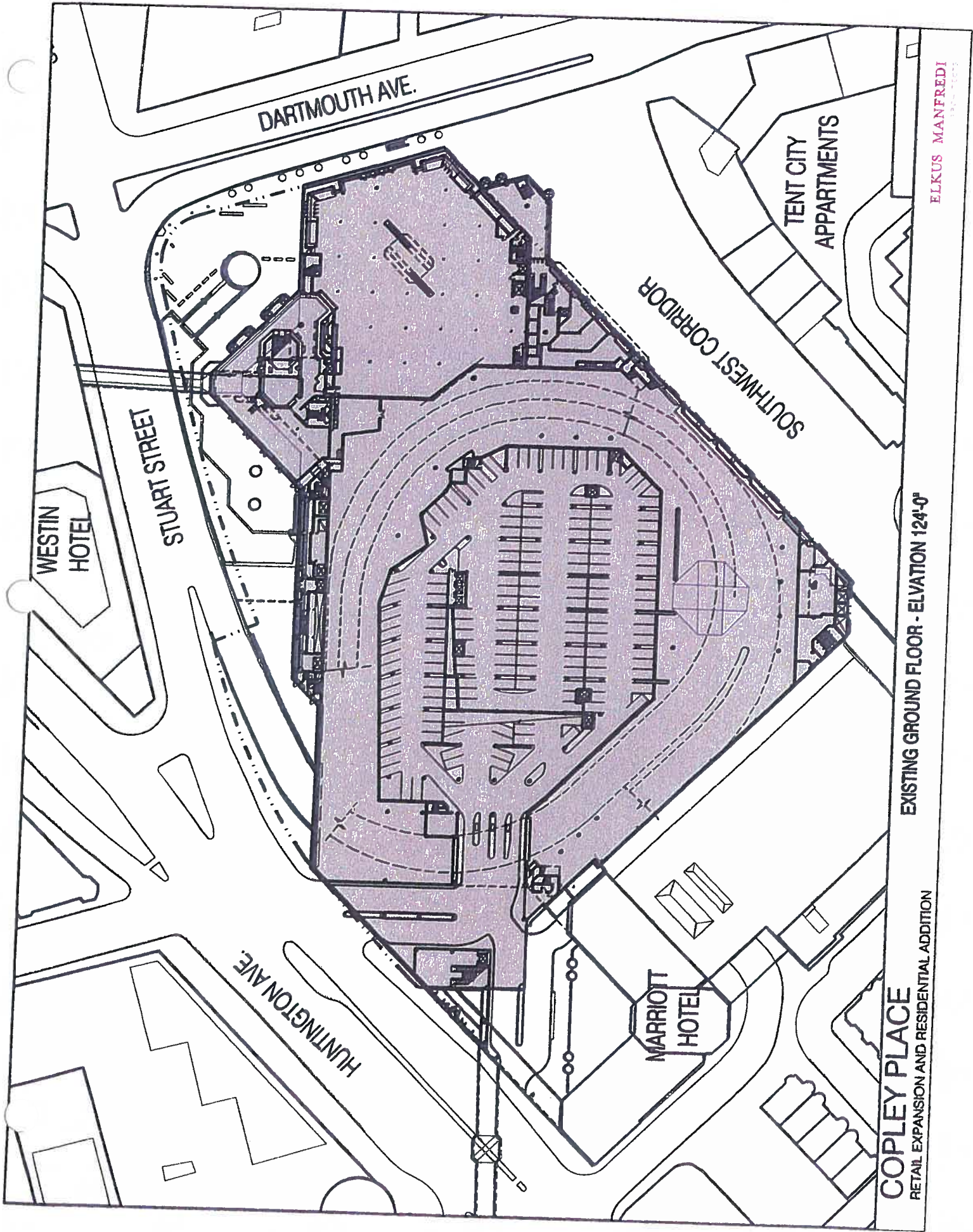
ELKUS MANFREDI  
ARCHITECTS

EXISTING BASEMENT - B1 LEVEL 100'-0"

**COPLEY PLACE**  
RETAIL EXPANSION AND RESIDENTIAL ADDITION





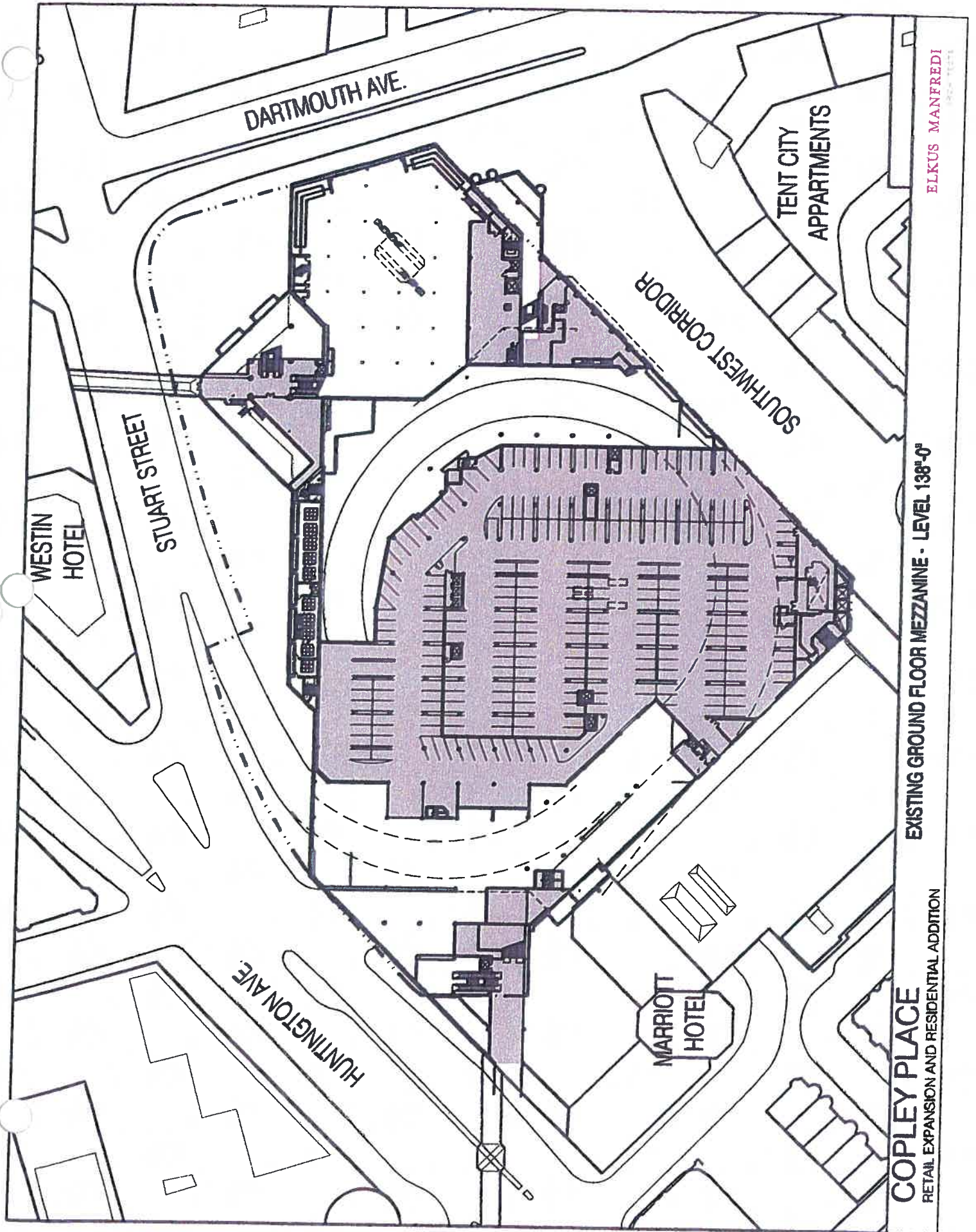


EXISTING GROUND FLOOR - ELEVATION 124'-0"

**COPLEY PLACE**  
RETAIL EXPANSION AND RESIDENTIAL ADDITION

ELKUS MANFREDI  
ARCHITECTS



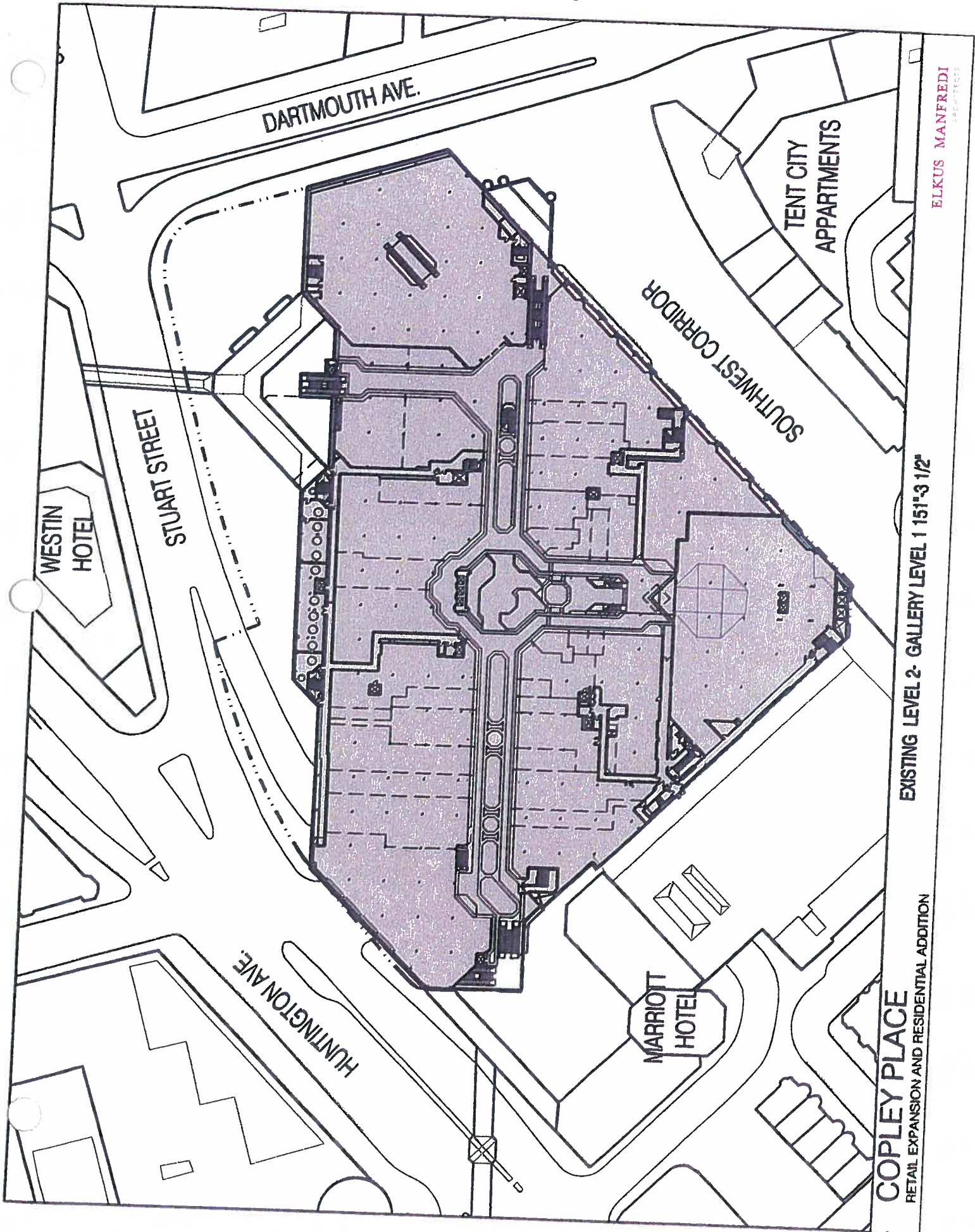


EXISTING GROUND FLOOR MEZZANINE - LEVEL 138'-0"

COPLEY PLACE  
RETAIL EXPANSION AND RESIDENTIAL ADDITION

ELKUS MANFREDI  
ARCHITECTS



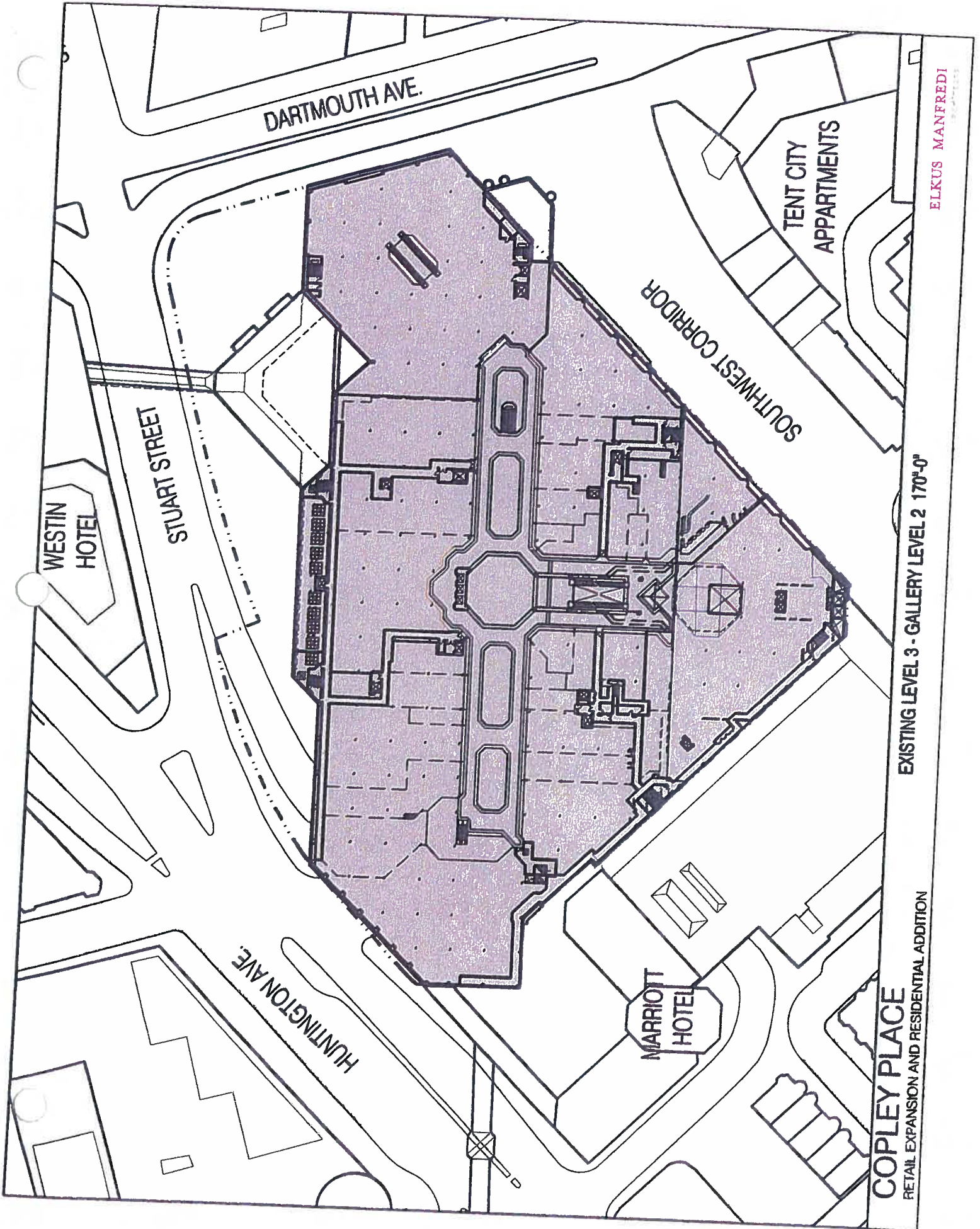


EXISTING LEVEL 2- GALLERY LEVEL 1 151'-3 1/2'

**COPLEY PLACE**  
RETAIL EXPANSION AND RESIDENTIAL ADDITION

ELKUS MANFREDI  
ARCHITECTS

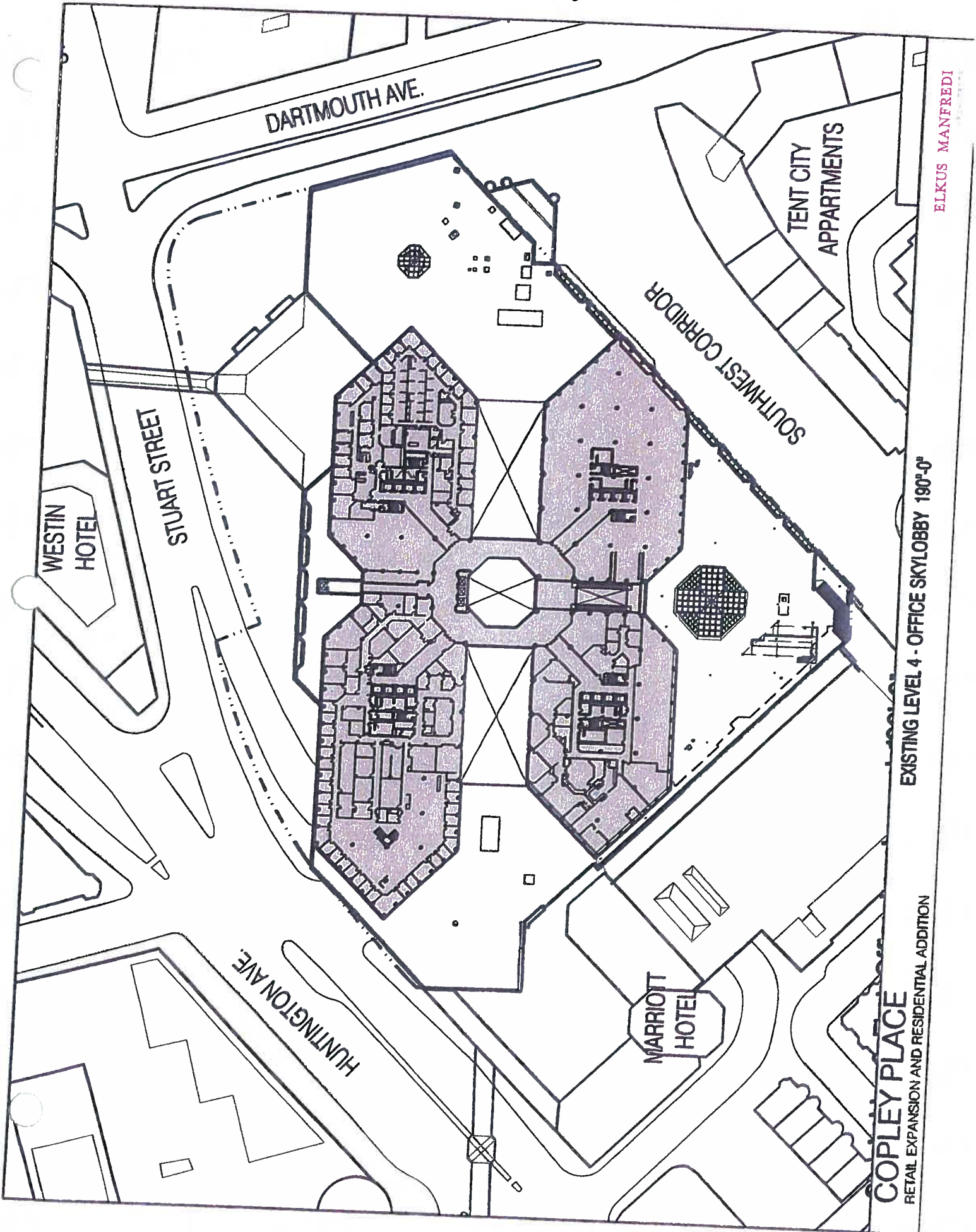




EXISTING LEVEL 3 - GALLERY LEVEL 2 170'-0"

**COPLEY PLACE**  
RETAIL EXPANSION AND RESIDENTIAL ADDITION

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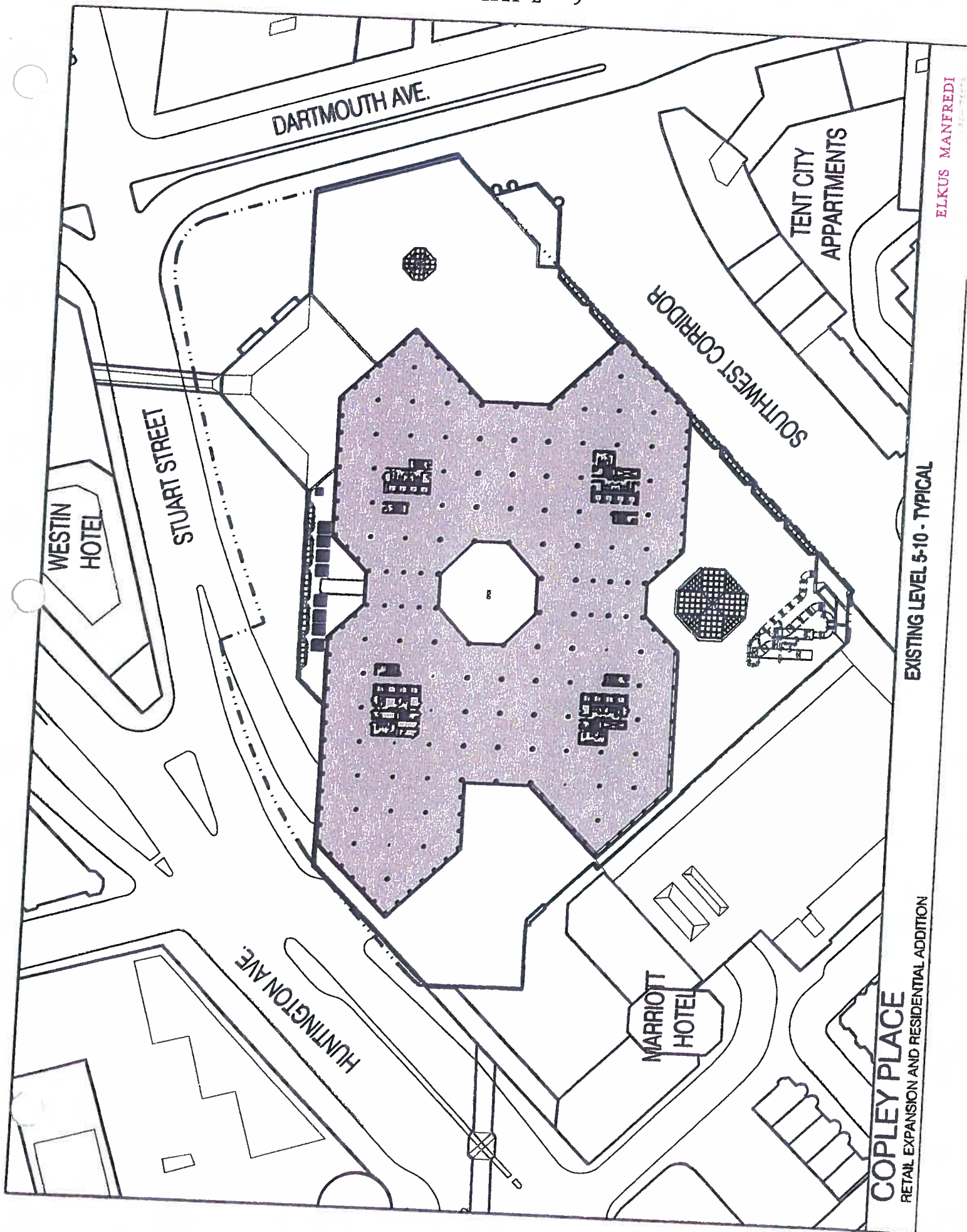


ELKUS MANFREDI

**COPLEY PLACE**  
RETAIL EXPANSION AND RESIDENTIAL ADDITION

EXISTING LEVEL 4 - OFFICE SKYLOBBY 190'-0"

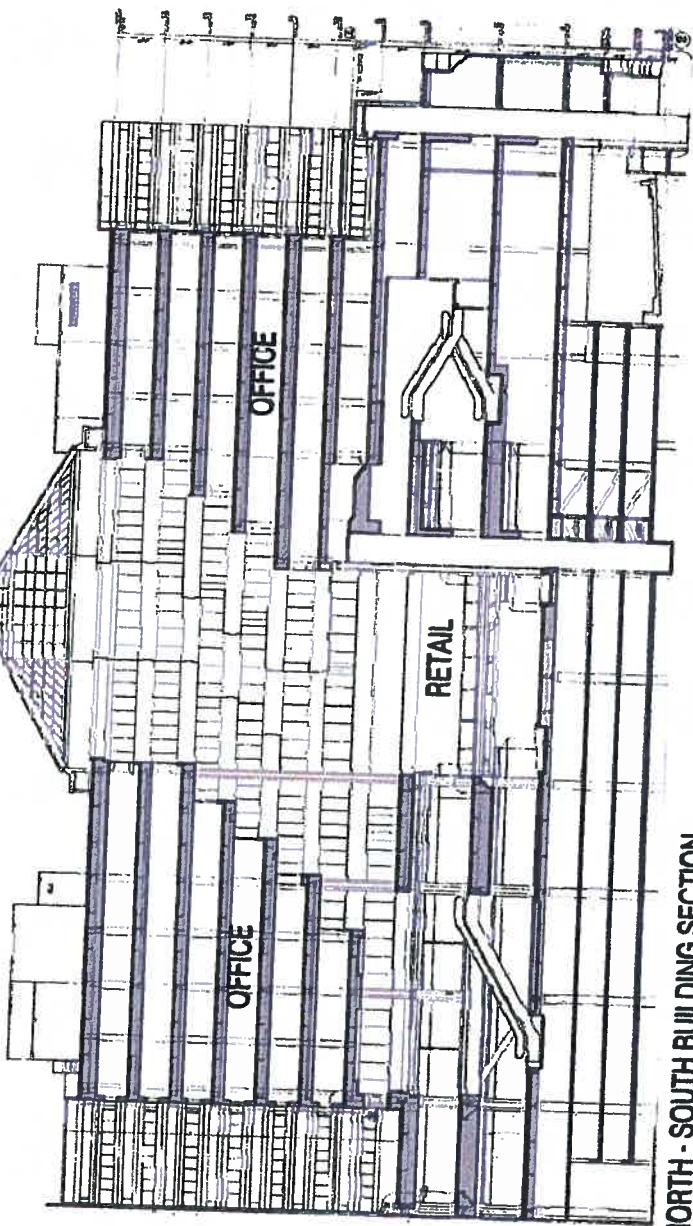




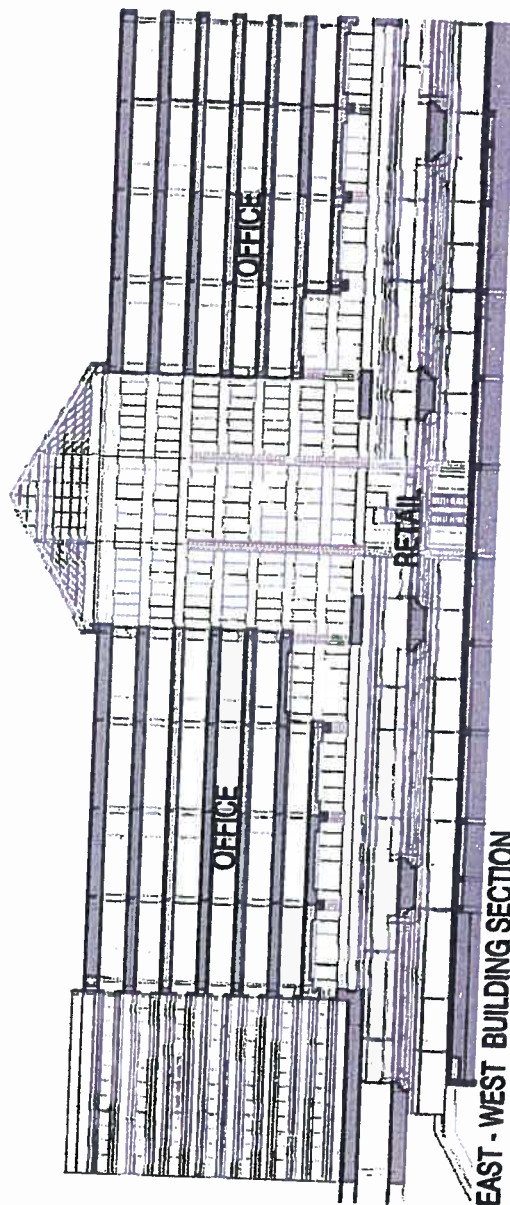
EXISTING LEVEL 5-10 - TYPICAL

**COPLEY PLACE**  
RETAIL EXPANSION AND RESIDENTIAL ADDITION

ELKUS MANFREDI



NORTH - SOUTH BUILDING SECTION



EAST - WEST BUILDING SECTION

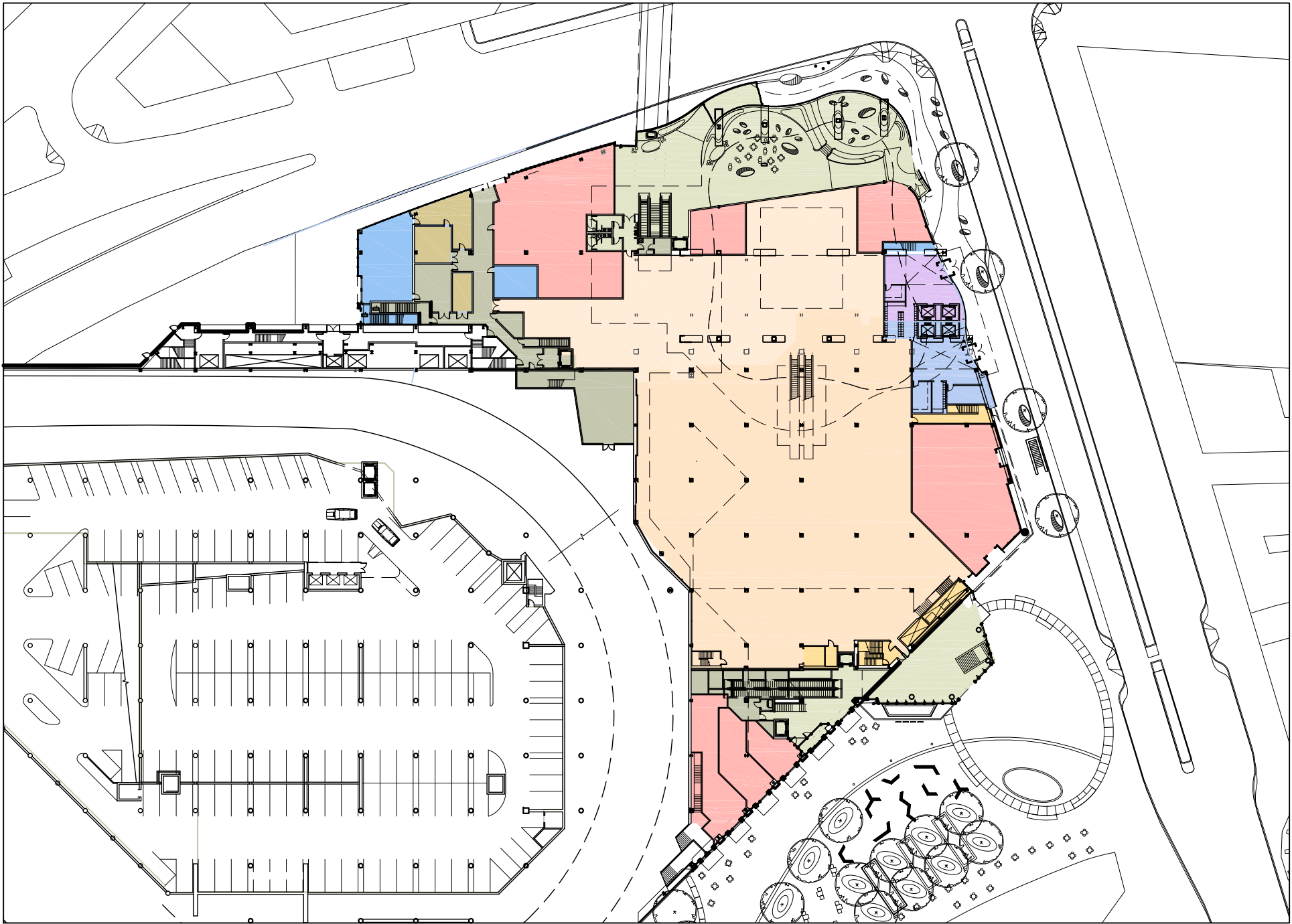
# COPLEY PLACE

RETAIL EXPANSION AND RESIDENTIAL ADDITION

EXISTING COPLEY PLACE SECTIONS

# Exhibit F





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COPLEY PLACE RETAIL EXPANSION  
AND RESIDENTIAL ADDITION  
Boston, Massachusetts

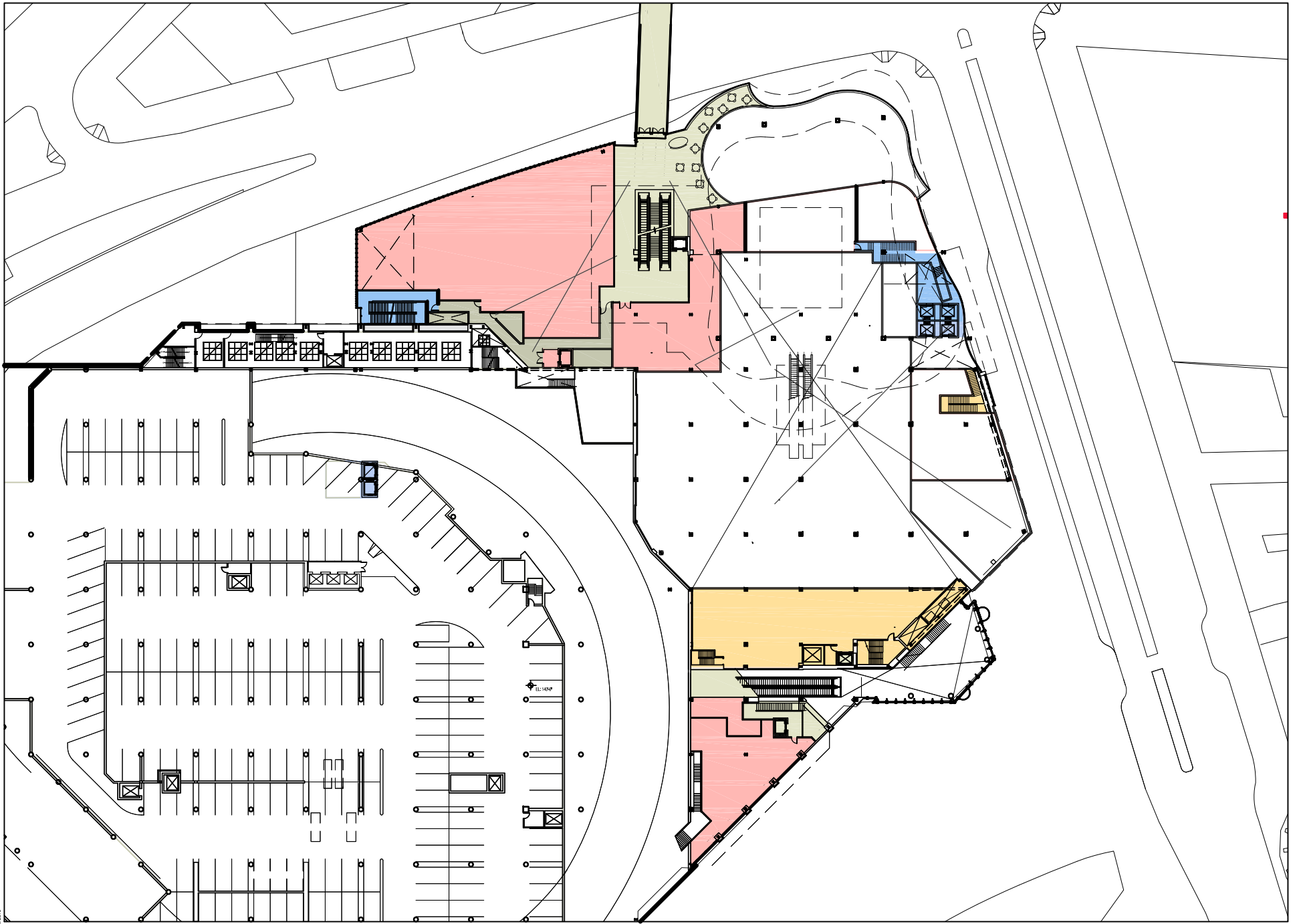
FLOOR 1 - STREET LEVEL  
AUGUST 2, 2013

1"=70'-0"



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COPLEY PLACE RETAIL EXPANSION  
AND RESIDENTIAL ADDITION  
Boston, Massachusetts

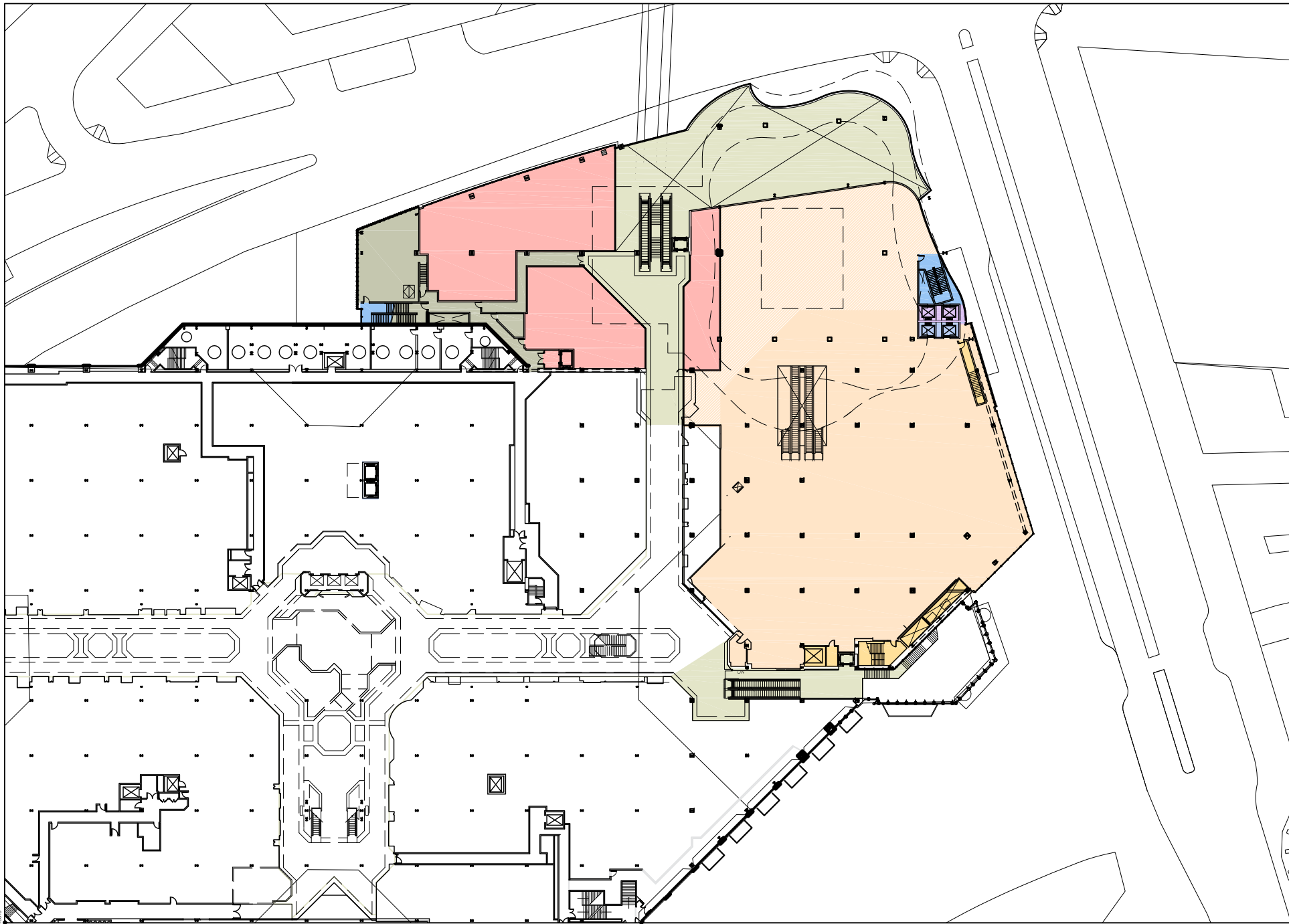
FLOOR 1.5 - MEZZANINE LEVEL  
AUGUST 2, 2013

1"=70'-0"



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COPLEY PLACE RETAIL EXPANSION  
AND RESIDENTIAL ADDITION  
*Boston, Massachusetts*

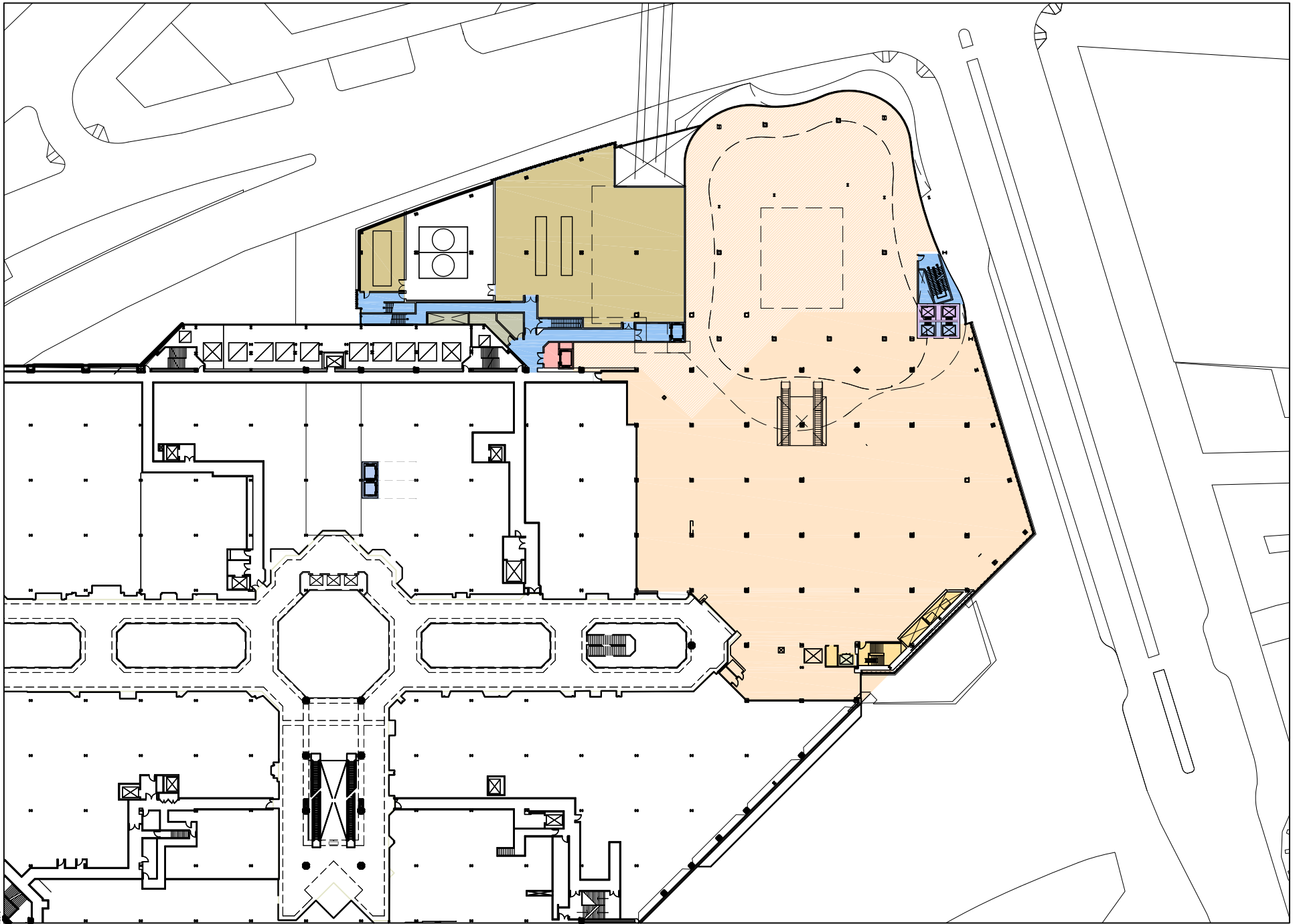
FLOOR 2 - MALL GALLERY LEVEL 1  
AUGUST 2, 2013

1"=70'-0"



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COPLEY PLACE RETAIL EXPANSION  
AND RESIDENTIAL ADDITION  
Boston, Massachusetts

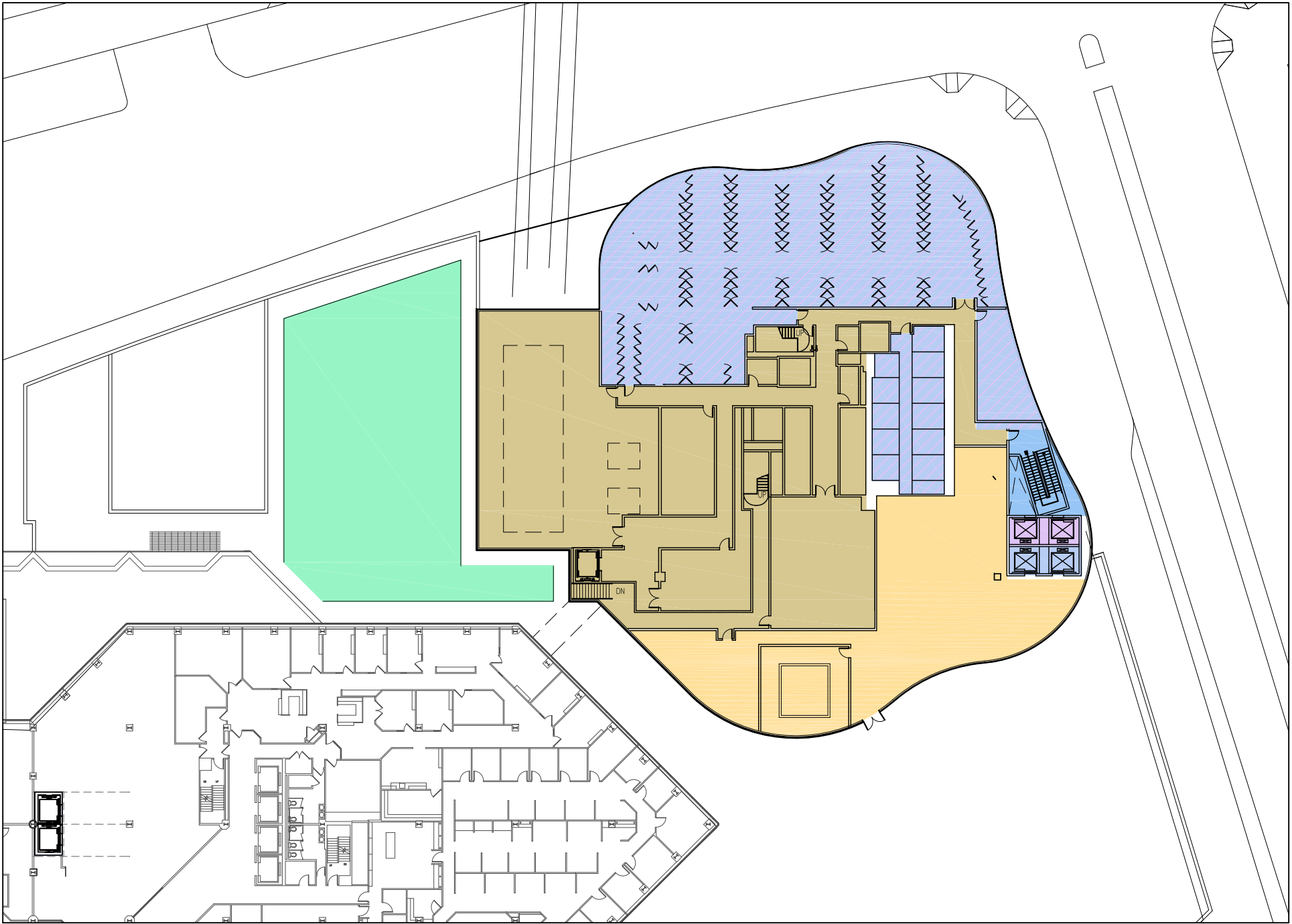
FLOOR 3- MALL GALLERY LEVEL 2  
AUGUST 2, 2013

1"=70'-0"



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ARCHITECTS



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COPLEY PLACE RETAIL EXPANSION  
AND RESIDENTIAL ADDITION  
Boston, Massachusetts

FLOOR 4 - TRANSFER/MECHANICAL LEVEL  
AUGUST 2, 2013

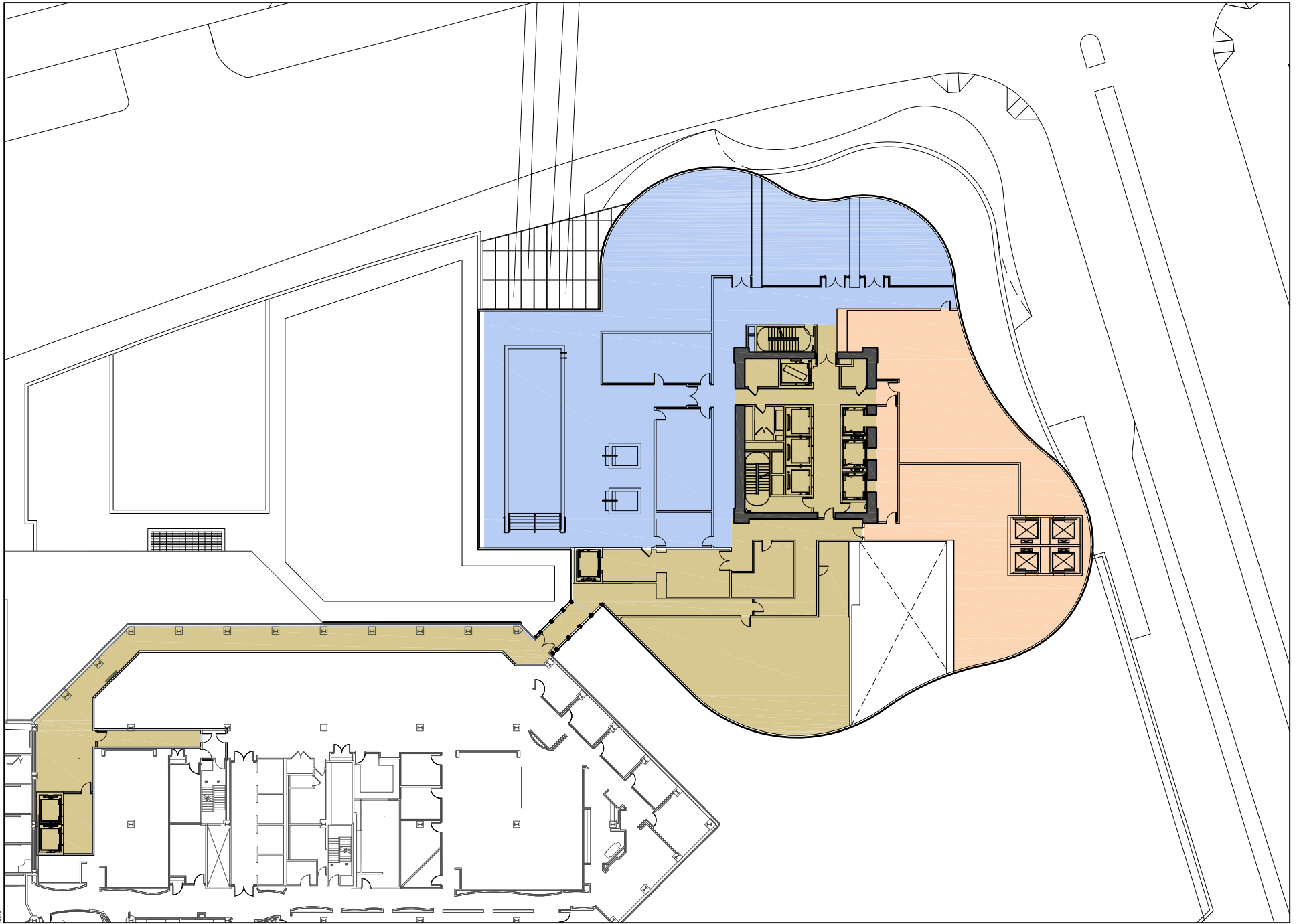
1"=40'-0"



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COPLEY PLACE RETAIL EXPANSION  
AND RESIDENTIAL ADDITION  
*Boston, Massachusetts*

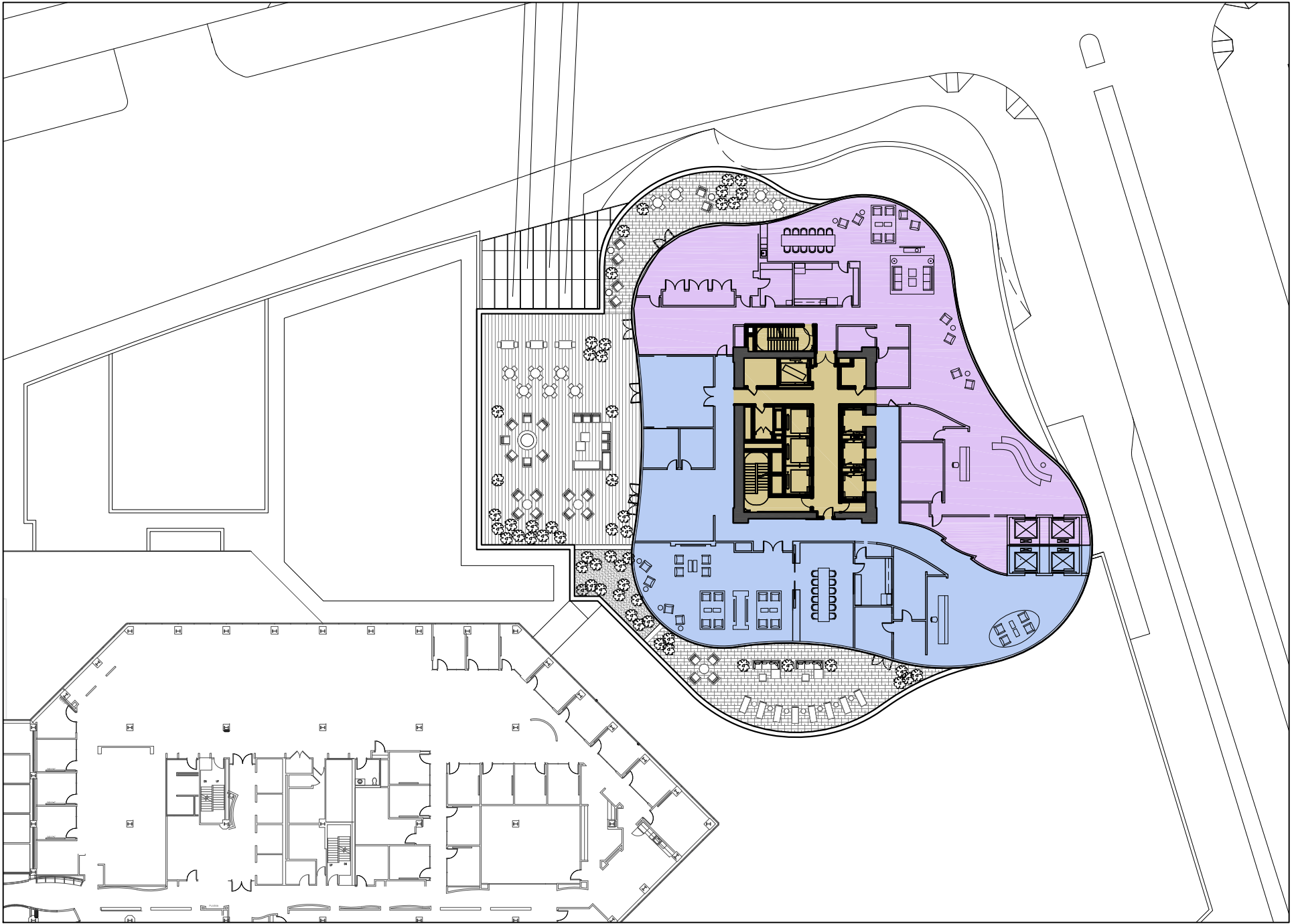
FLOOR 5 - AMENITY LEVEL  
AUGUST 2, 2013

1"=40'-0"



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COPLEY PLACE RETAIL EXPANSION  
AND RESIDENTIAL ADDITION  
Boston, Massachusetts

FLOOR 6 - SKY LOBBY LEVEL  
AUGUST 2, 2013

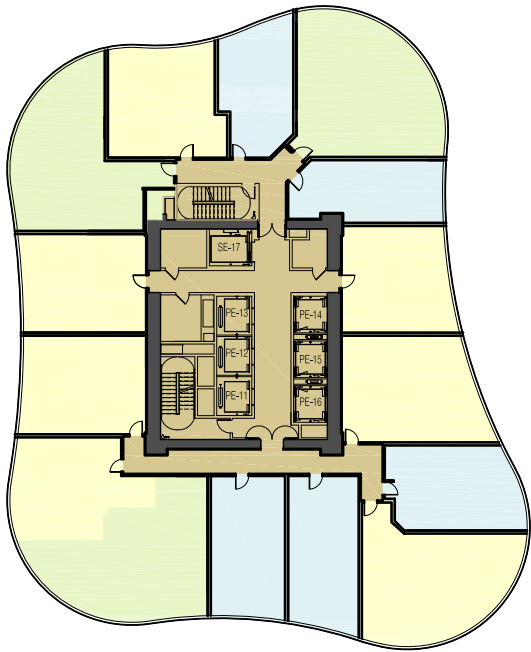
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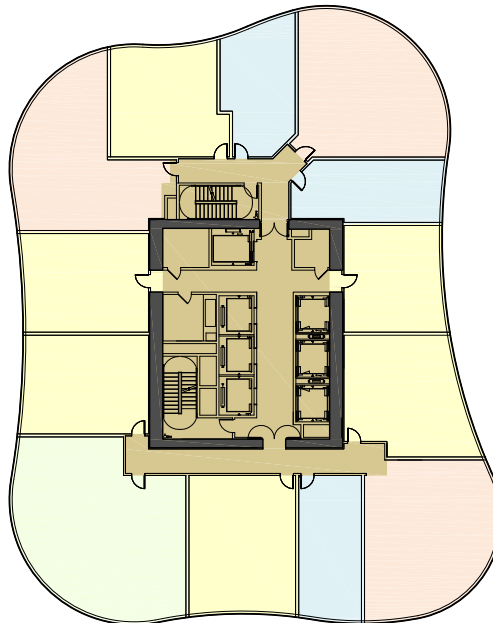
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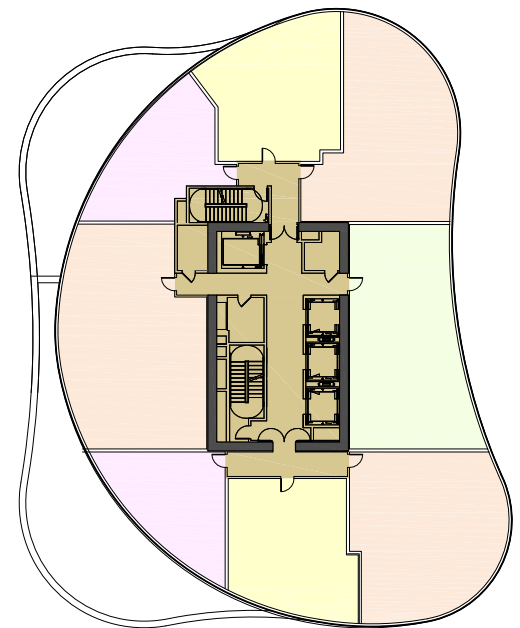
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RESIDENTIAL FLOOR PLANS 07-28

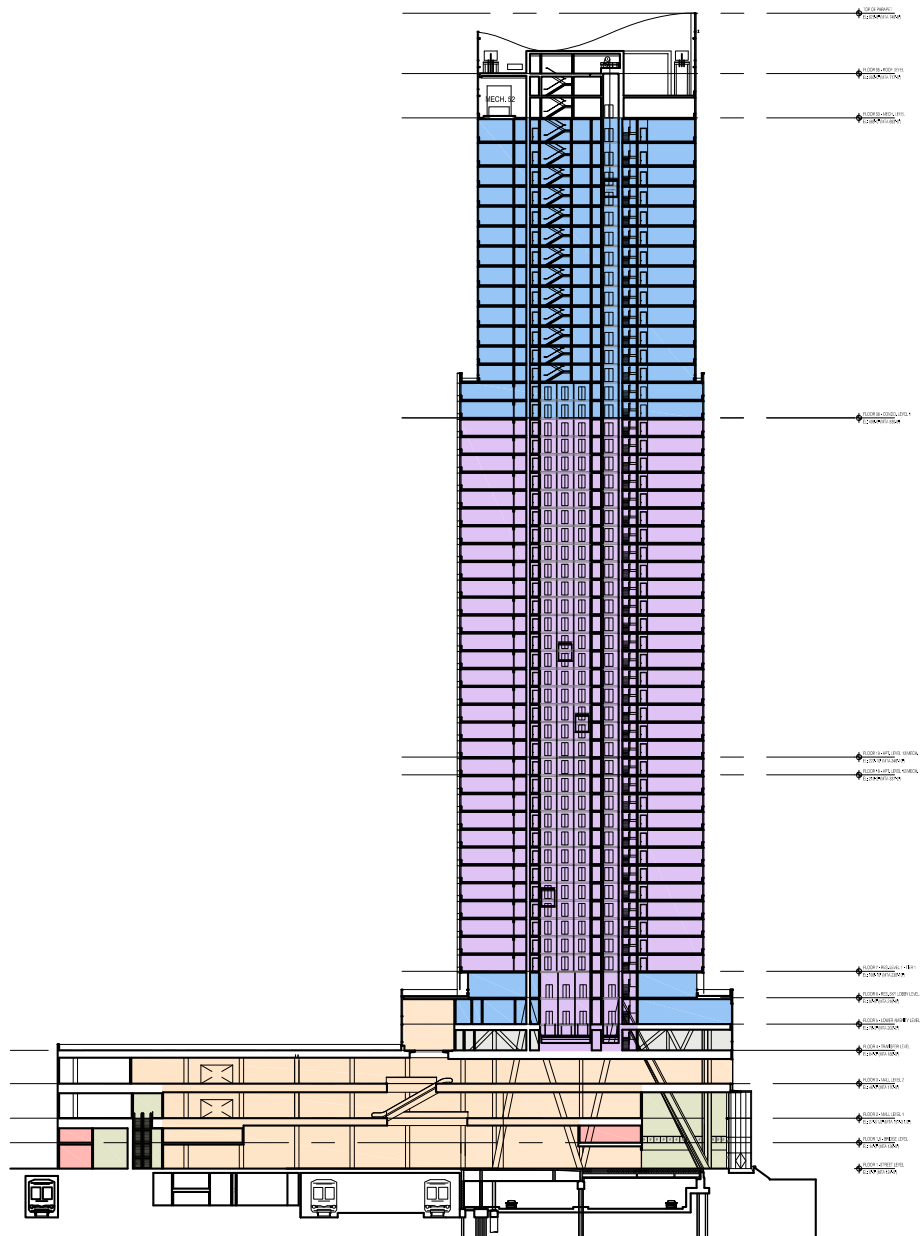


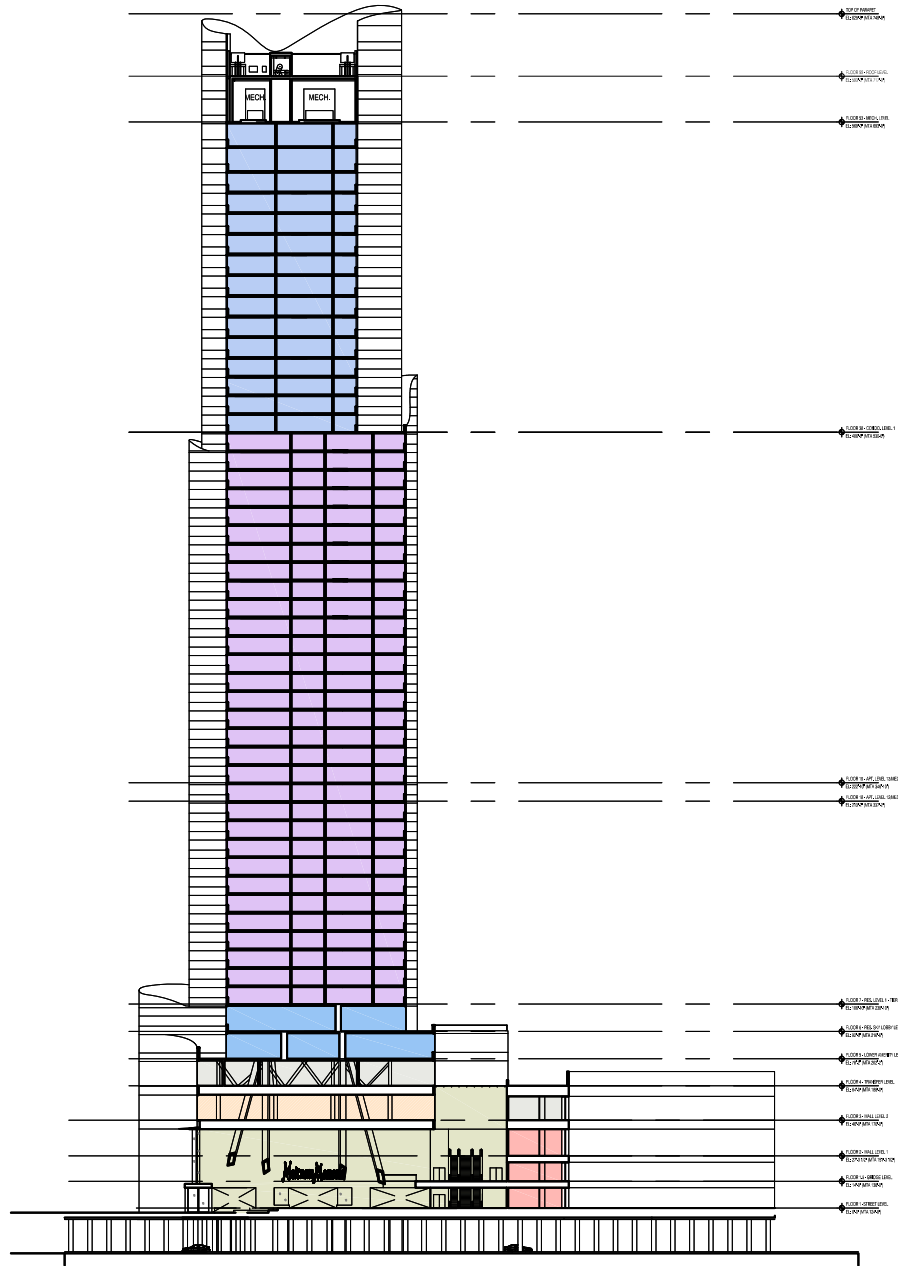
RESIDENTIAL FLOOR PLANS 29-37

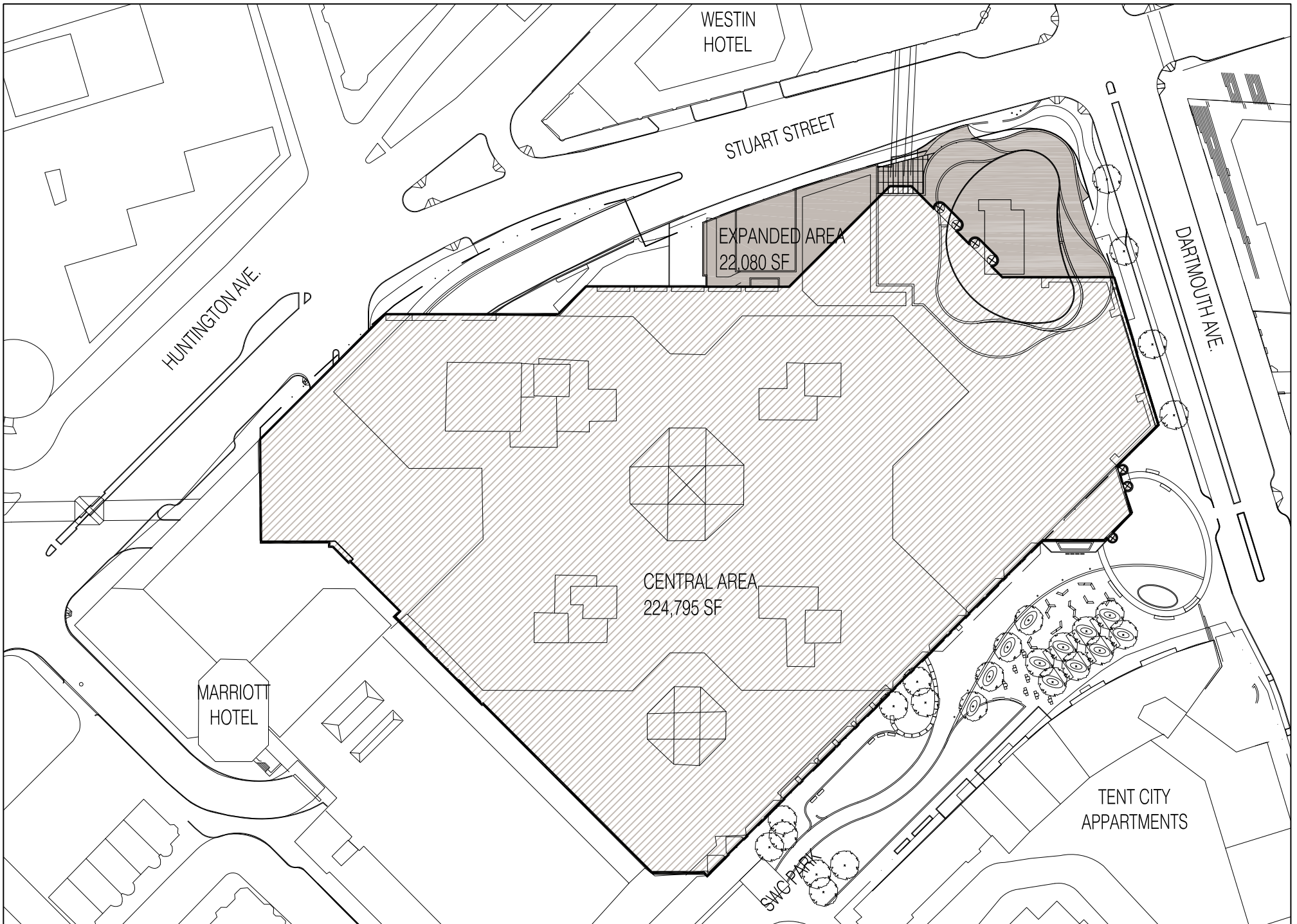


RESIDENTIAL FLOOR PLANS 38-52



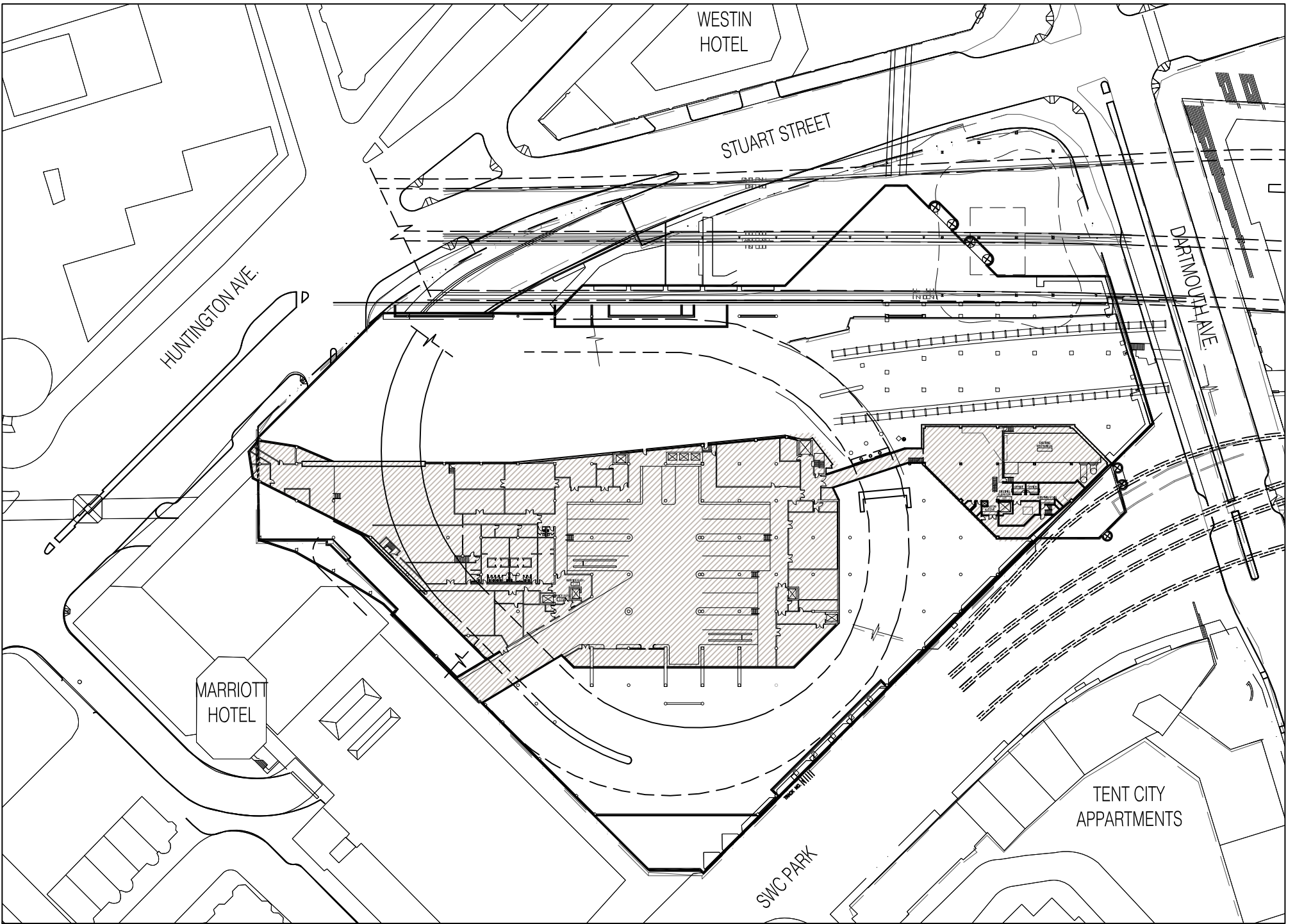






**COPLEY PLACE**  
RETAIL EXPANSION AND RESIDENTIAL ADDITION

**EXISTING & PROPOSED COPLEY PLACE SITE PLAN**



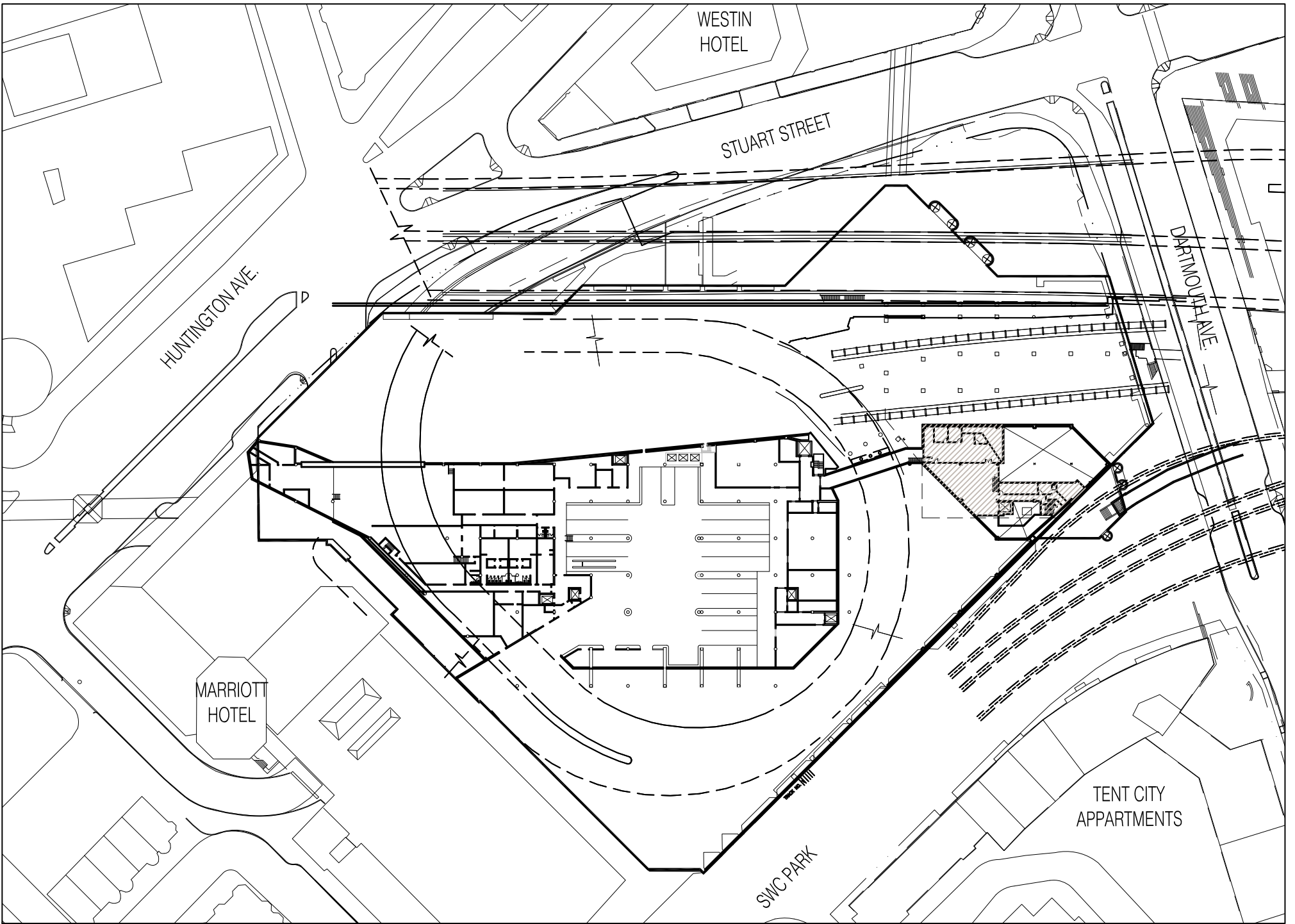
# COPLEY PLACE

RETAIL EXPANSION AND RESIDENTIAL ADDITION

EXISTING & PROPOSED BASEMENT - B1 LEVEL 100'-0"

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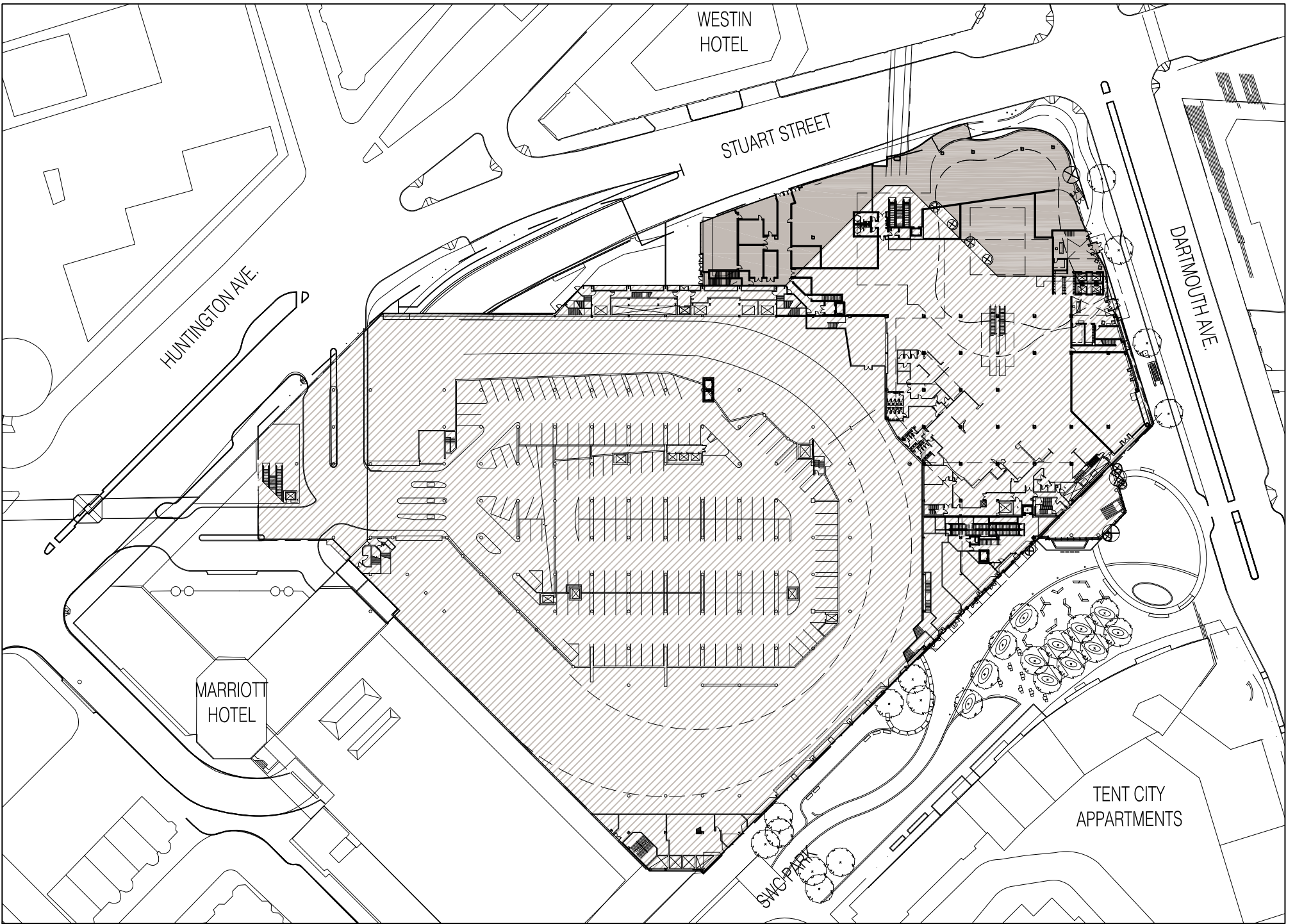
# COPLEY PLACE

RETAIL EXPANSION AND RESIDENTIAL ADDITION

EXISTING & PROPOSED BASEMENT MEZZANINE - B1-M LEVEL 113'-0"

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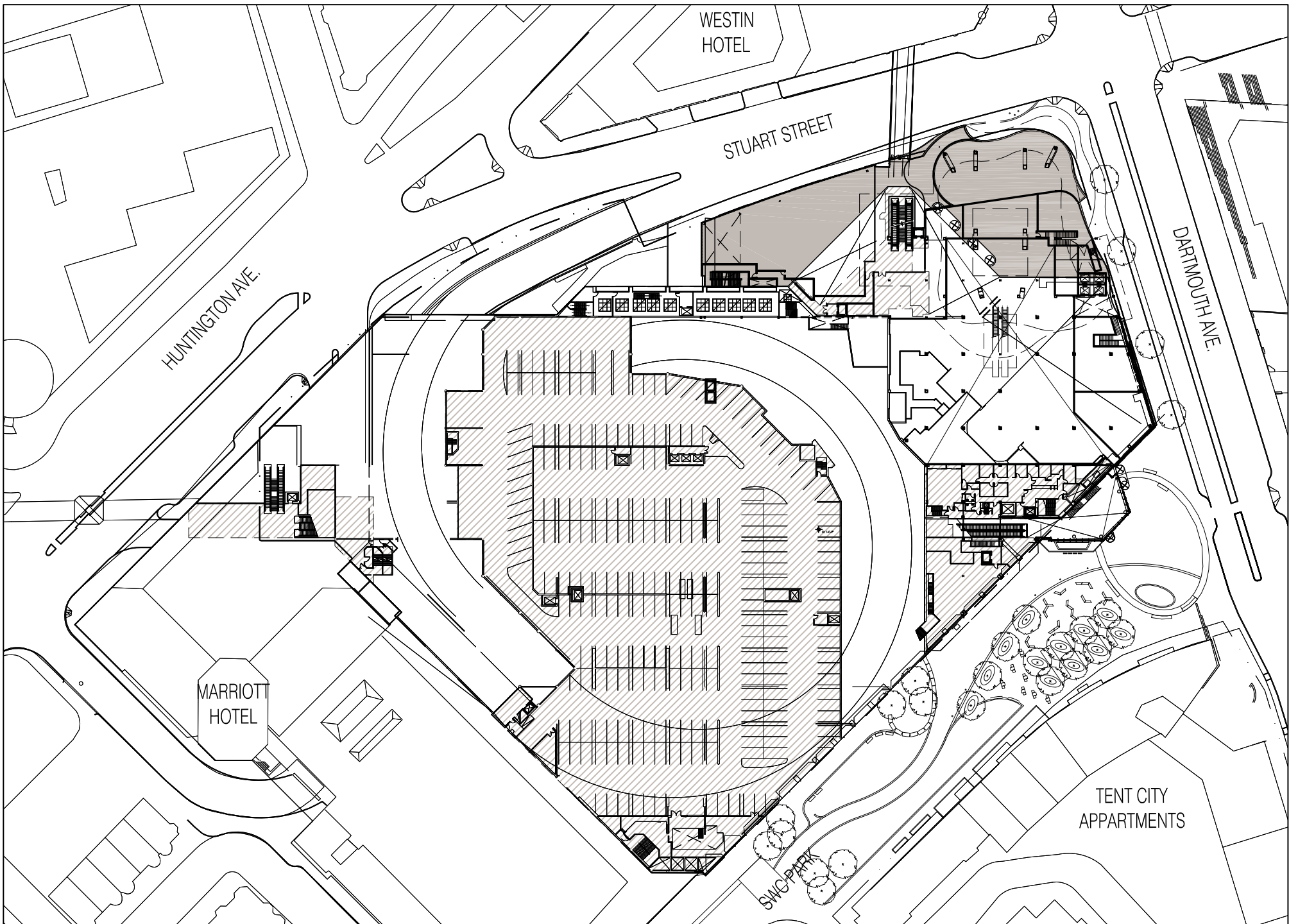


# COPLEY PLACE

RETAIL EXPANSION AND RESIDENTIAL ADDITION

EXISTING & PROPOSED STREET LEVEL - ELEVATION 124'-0"

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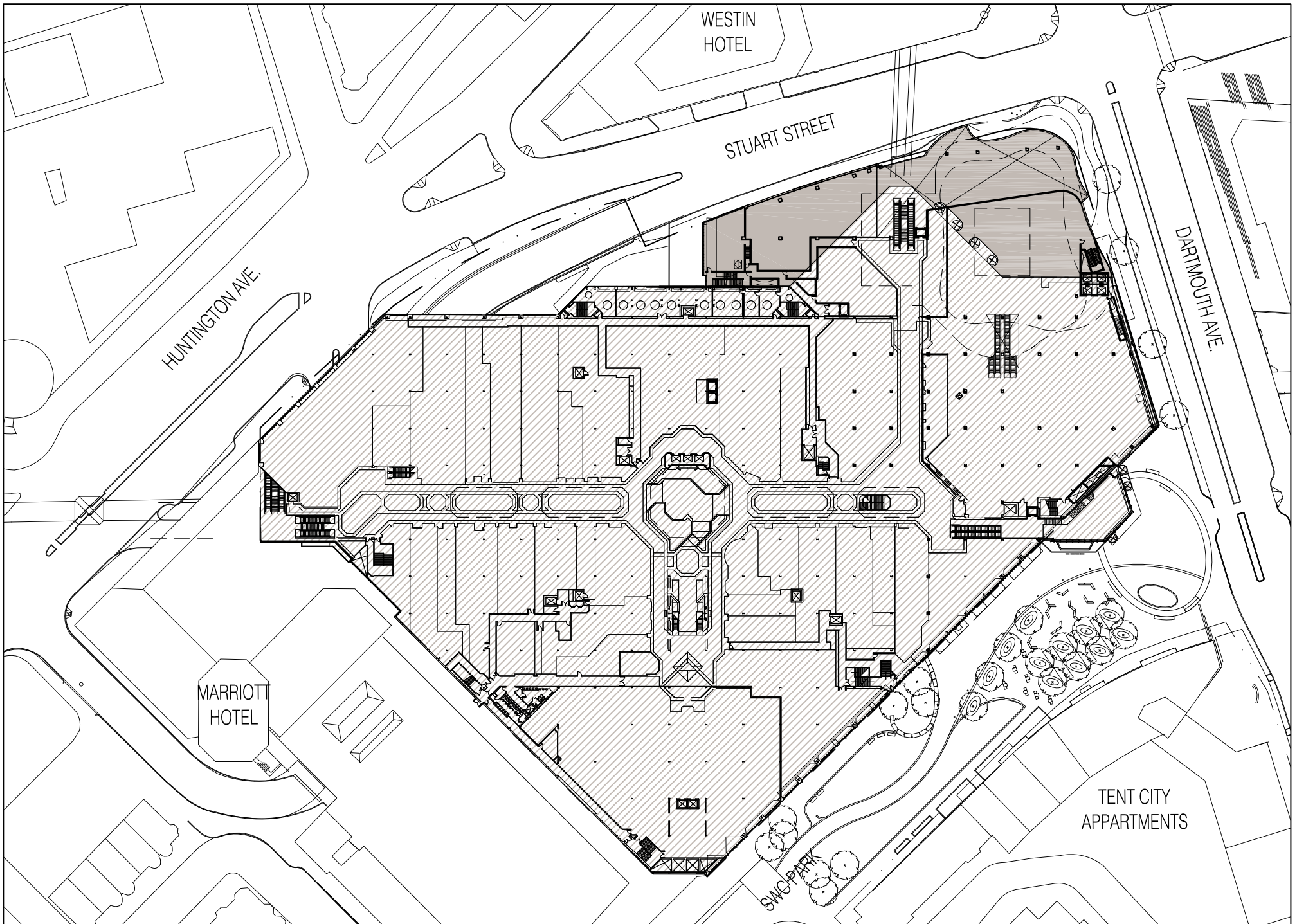


# COPLEY PLACE

RETAIL EXPANSION AND RESIDENTIAL ADDITION

EXISTING & PROPOSED STREET LEVEL MEZZANINE - ELEVATION 138'-0"

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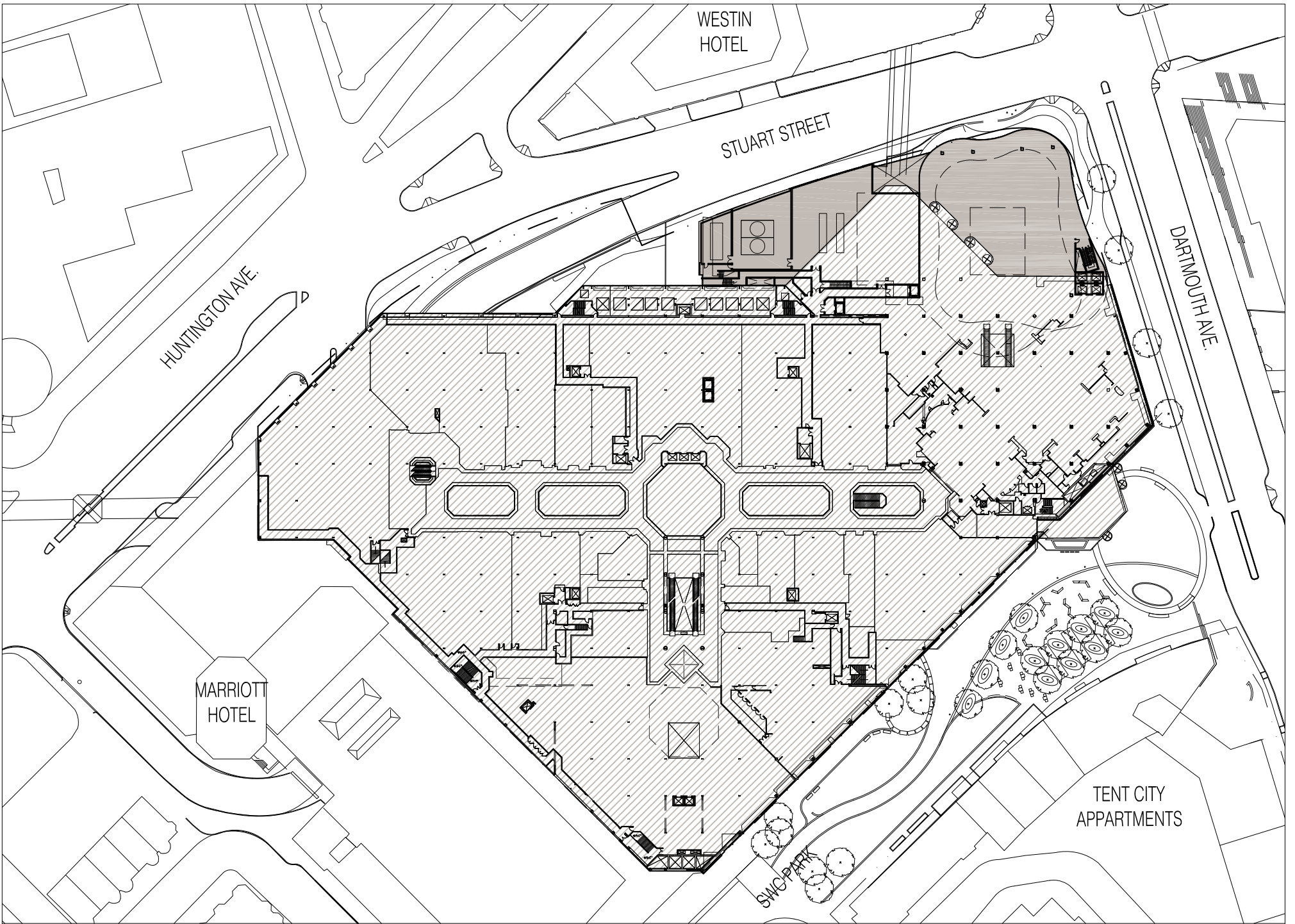
# COPLEY PLACE

RETAIL EXPANSION AND RESIDENTIAL ADDITION

EXISTING & PROPOSED GALLERY LEVEL 1 - ELEVATION 151" - 3-1/2"

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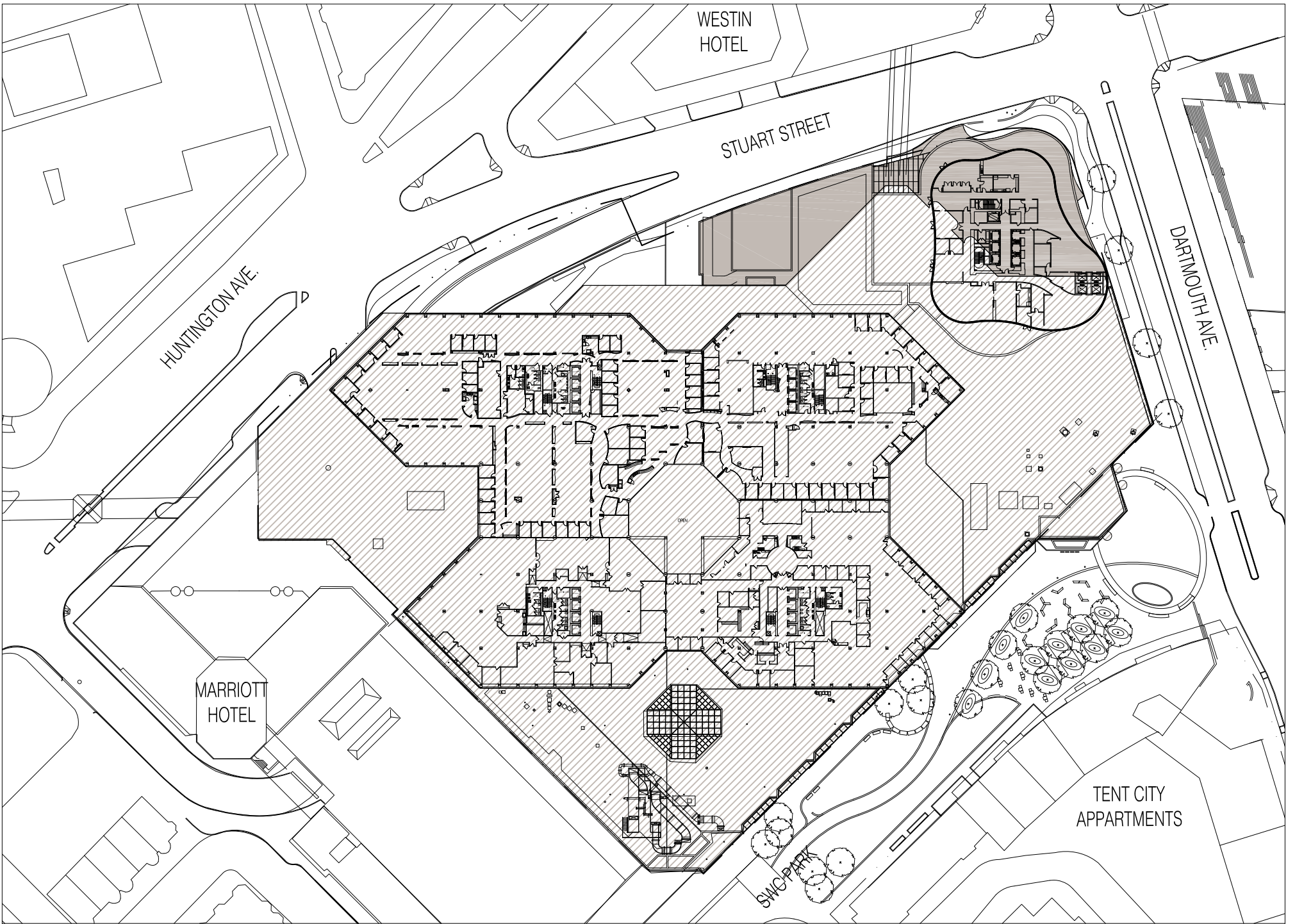




**COPLEY PLACE**  
RETAIL EXPANSION AND RESIDENTIAL ADDITION

EXISTING & PROPOSED GALLERY LEVEL 2 - ELEVATION 170" - 0"

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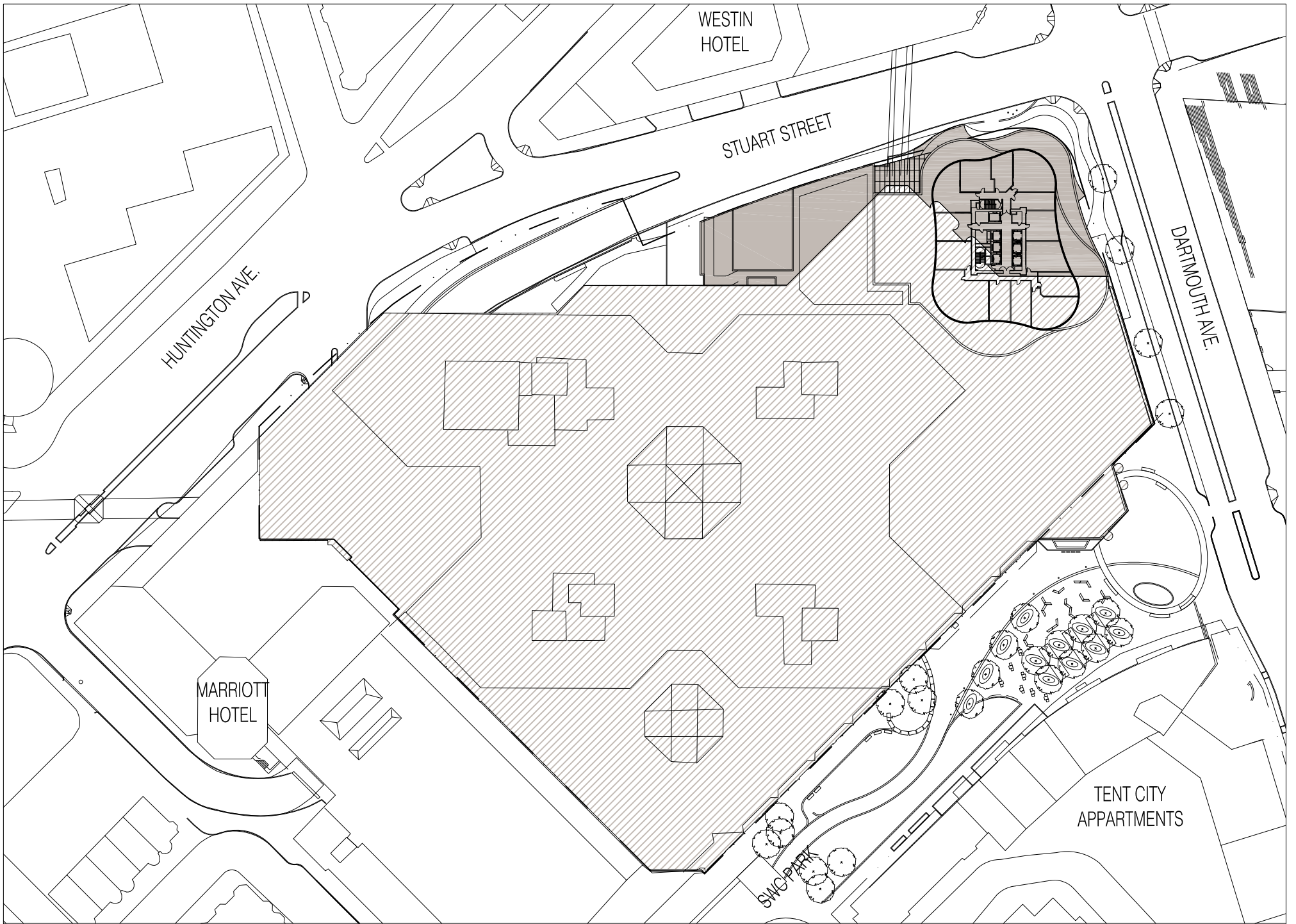


# COPLEY PLACE

RETAIL EXPANSION AND RESIDENTIAL ADDITION

EXISTING & PROPOSED COPLEY PLACE RESIDENTIAL SKYLOBBY LEVEL 6

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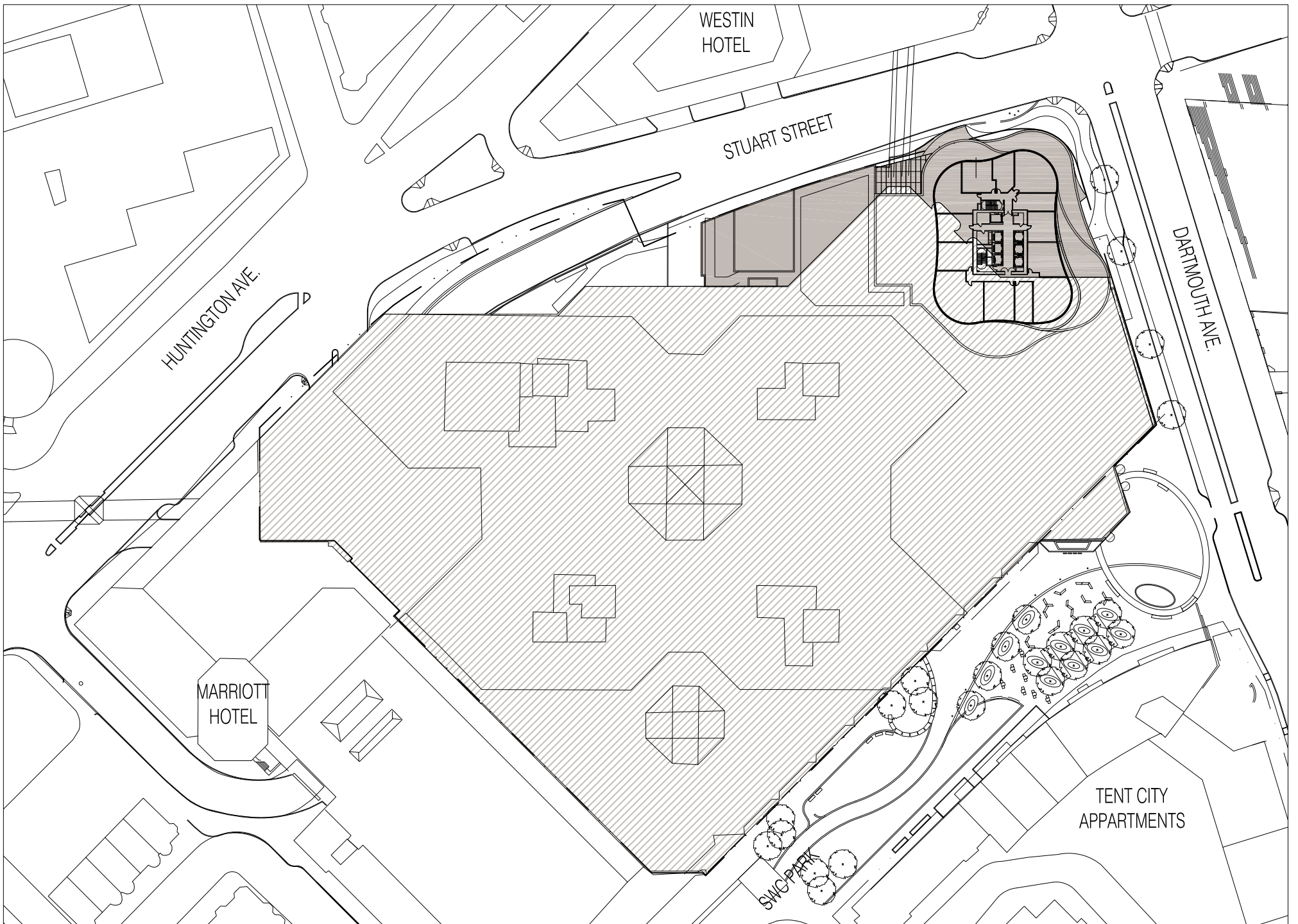


# COPLEY PLACE

RETAIL EXPANSION AND RESIDENTIAL ADDITION

EXISTING & PROPOSED COPLEY PLACE RESIDENTIAL LEVELS 7-26

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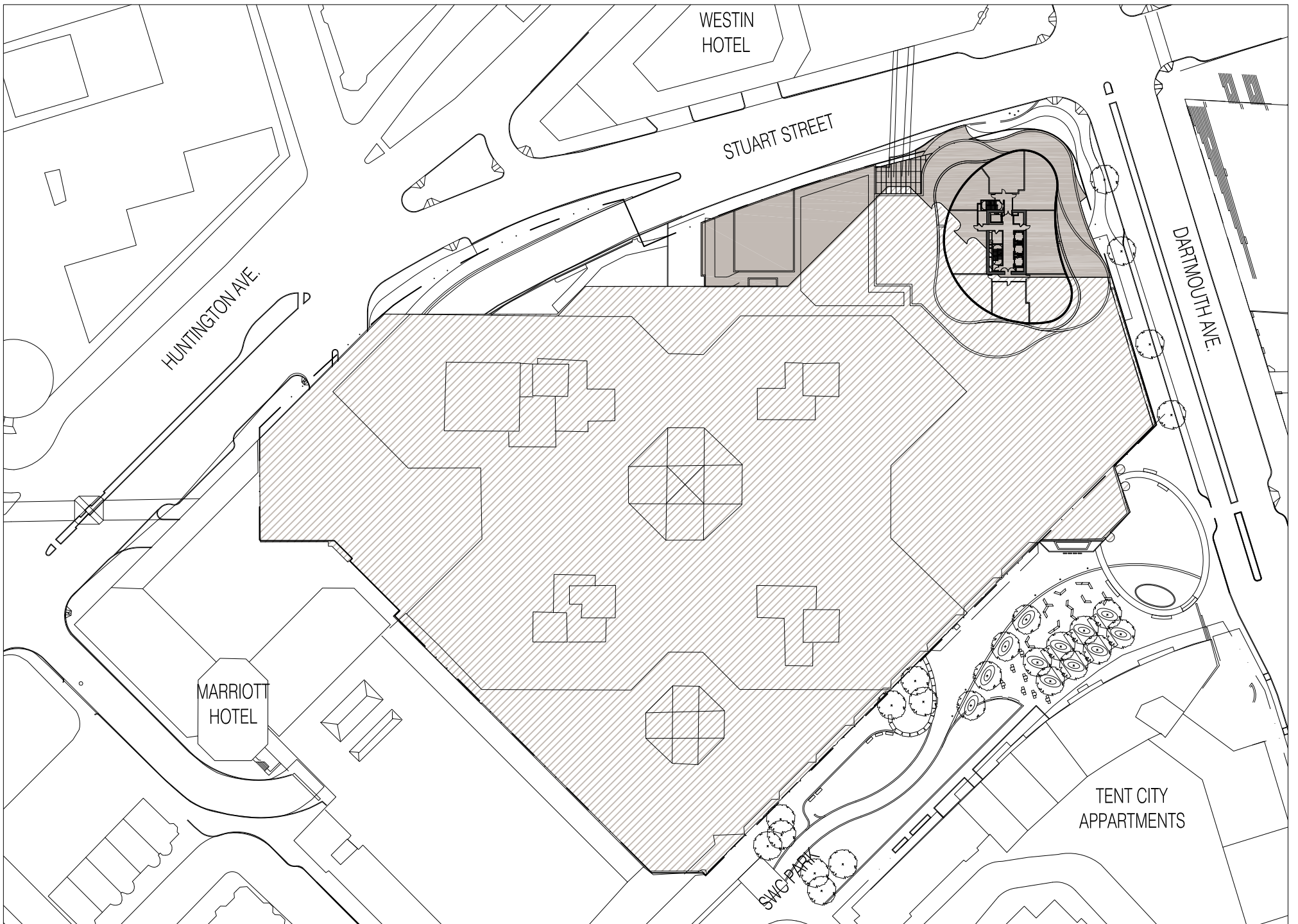
# COPLEY PLACE

RETAIL EXPANSION AND RESIDENTIAL ADDITION

EXISTING & PROPOSED COPLEY PLACE RESIDENTIAL LEVELS 27-40

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# COPLEY PLACE

RETAIL EXPANSION AND RESIDENTIAL ADDITION

EXISTING & PROPOSED COPLEY PLACE RESIDENTIAL LEVELS 41-52

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