

BRA Approval: March 28, 1985  
Zoning Comm. Approval: August 26, 1985  
effective: August 27, 1985

BOSTON REDEVELOPMENT AUTHORITY

September 27, 1984

Revised March 28, 1985

DEVELOPMENT PLAN  
and  
DEVELOPMENT IMPACT PROJECT PLAN  
for  
PLANNED FOR DEVELOPMENT AREA NO. 17  
Bounded by Berkeley Street, Boylston Street,  
Clarendon Street and St. James Avenue, Boston Proper

Joint Venture of  
New England Mutual Life Insurance Company  
and  
Gerald D. Hines Interests, Inc.

Developer: A joint venture of designees of New England Mutual Life Insurance Company and Gerald D. Hines Interests, Inc.

Architect: John Burgee Architects with Philip Johnson, New York, New York, or such associate architects as may be designated by the developer.

Location and Description of Site: A certain parcel of land bounded by Berkeley, Boylston, and Clarendon Streets and St. James Avenue, and containing 137,074 square feet, more or less, described in Exhibit I attached hereto, together with the fee title to the center lines of Berkeley Street, St. James Avenue and Clarendon Street, the discontinued portions of which are to be occupied by the foundation and possibly underground structure of the proposed development.

General Description of Proposed Development: The project will involve the construction of approximately 1,300,000 square feet of office and retail/commercial space in a building with twin office structures rising from a six-story low-rise base structure which covers the entire block except for two courtyards facing Boylston Street. The retail/commercial space will occupy the ground and second stories. Parking for approximately 1,000 vehicles will be provided on three levels below grade (625 public parking spaces and 375 tenant parking spaces).

Projected Number of Employees: It is anticipated that the project will generate approximately 3,000 construction-related jobs and approximately 5,000 permanent office and commercial jobs.

Development Impact Project Exaction: As required under Section 26-3 of the Boston Zoning Code, the developer will enter into a Development Impact Project Exaction Agreement with the Boston Redevelopment Authority and the Neighborhood Housing Trust, or if such Trust has not been established at the time of execution of such Agreement, with the Boston Redevelopment Authority acting on behalf of said Trust. The Development Impact Project Exaction shall be made as a Housing Payment Exaction, or as a Housing Creation Exaction which shall contribute to the creation of housing units for occupancy exclusively by low and moderate income residents of the City of Boston at a cost at least equal to the amount of the Housing Payment Exaction and under the conditions specified in said Agreement. If the developer elects to satisfy its exaction responsibility with respect to each component of the project through money payments, payments to said Trust or fiduciary shall be made in twelve (12) equal annual installments, the first installment due upon the first to occur of (i) the issuance of a certificate of occupancy for such component or (ii) twenty-four (24) months after the issuance of a building permit for such component. The annual payment shall be one-twelfth of \$5.00 per square foot of gross floor area. The exaction will approximate a total of \$6,000,000 for the project based upon a gross floor area of 1,300,000 square feet. If a building permit is not granted for any part of such component, or if construction of any part of such component is abandoned prior to the commencement of substantial construction (as defined in the Sale and Construction Agreement) after a building permit is obtained, or if for any reason a building permit for a component has lapsed prior to the commencement of substantial construction, then the developer shall have no responsibility for any Development Impact Project Exaction with respect to such component. (The foregoing shall apply to the eastern component notwithstanding that all or any portion of the eastern component Development Impact Project Exaction may have accrued prior to such event.)

Construction Schedule: Although the project will be developed in a single, continuous, sequential phase, either of the western or eastern components of the project may be financed independently of the other component and therefore may be considered as a separate zoning lot capable of being conveyed as such. The subdivision of the site which may be required in connection with such financing shall not require an amendment to this Planned Development Area/Development Impact Project Plan (PDA/DIP Plan) provided that (i) the floor area ratio for the entire project will not exceed 9.5 and (ii) no exceptions are required from sections of the Boston Zoning Code not set forth in this Plan.

Permitted Uses: The uses to be permitted are listed in Exhibit II.

Proposed Location and Appearance of Structure: The location and appearance of the structure shall generally conform with the design development drawings prepared by John Burgee Architects with Philip Johnson listed in Exhibit III hereto. These plans are subject to further design review and refinement and are hereby incorporated into this PDA/DIP Plan.

Open Spaces and Landscaping: There are to be two courtyards fronting on Boylston Street, and sidewalk trees on Boylston Street, Berkeley Street, Clarendon Street, and St. James Avenue, both in general conformity with Drawing Nos. 1 and 5.

Density: The floor area ratio for the project shall not exceed 9.5. A table of floor area ratio calculations is attached as Exhibit IV.

Proposed Traffic Circulation: Vehicular access and egress for the site shall be provided by the four existing streets bounding the site. Access to the below-grade parking shall be from Clarendon Street and St. James Avenue; egress shall be to Berkeley Street and St. James Avenue; access and egress for the loading bays shall be from St. James Avenue.

Pedestrian access to the site will be primarily by the main entrance on Boylston Street. Pedestrian ways will connect all parts of the project with the surrounding streets. The twin lobbies of the office structures will be directly accessible from St. James Avenue.

Parking and Loading Facilities: Approximately 1,000 off-street parking spaces (including 625 public parking spaces and 375 tenant parking spaces) will be provided on three levels below grade. No less than six loading bays will be provided along St. James Avenue. The parking and loading facilities will be in general conformity with the facilities shown on Drawing Nos. 2 through 5.

Access to Public Transportation: The site is presently served by the MBTA Green Line at the Copley Square and Arlington Street stops (respectively, one block to the west and one block to the east of the site). An MBTA Orange Line stop to be located at the site of the Back Bay railroad station is presently under construction and is scheduled for completion in late 1986 or early 1987. This stop is located at the corner of Dartmouth and Buckingham Streets, approximately three blocks from the St. James Avenue side of the site. Commuter and inter-city rail service is provided to the site through a stop at the Back Bay railway station. Currently, only trains serving the Framingham branch pass through the

station; however, when the Southwest Corridor construction is completed, normal service to the Stoughton and Franklin branches is expected to be restored. Several MBTA bus routes terminate with a block of the site at Copley Square: Bus Route 302 (Watertown/Copley Express), Bus Route 310 (Needham/ Copley Express), Bus Route 315 (Roslindale/Copley Express), Bus Route 9 (City Point/Copley), and Bus Route 68 (Boston City Hospital/Copley) and by private commuter bus lines.

Proposed Dimensions of Structure: The dimensions of the structure will generally conform with the drawings listed in Exhibit III of this PDA/DIP Plan. Specifically, the building heights of the twin office structures shall not exceed 330 feet as measured to the top of the parapet (except for certain decorative features and a rounded mechanical penthouse on each tower structure), and the height of the six-story low-rise structure shall not exceed 87 feet (except for certain decorative features).

Design Review: Materials and treatment of the building facade, landscaping design, exterior signage and other items as specified in the Authority's "Design Review Procedures" will be subject to the Boston Redevelopment Authority's design review process.

Existing Zoning: The site is located in a B-8 zoning district and a restricted parking district.

Zoning Exceptions Required:

<u>Section</u>	<u>Required in B-8 Zoning District</u>	<u>Provided for Project (approximate)</u>
8-7 Conditional uses listed in Exhibit II*	-	-
15-1 Floor Area Ratio	8.0	9.5*
21-1, 21-2(a) and(b) Setback of Parapet		

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\*Exception required.

Front

towers	82 feet	133 feet
low-rise	82 feet	10 feet*

Side

(Clarendon)

tower	17.5 feet	31 feet
low-rise	0 feet	3 feet

(Berkeley)

tower	7.5 feet	33 feet
low-rise	0 feet	4 feet

(between components)

towers	47.5 feet	less than 47.5 feet
low-rise	0.0	for each tower* 0 feet

Rear

towers	80 feet	4.5 feet*
low-rise	98 feet	4.5 feet*

24-1 Off-Street Loading

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Exhibit I

Boylston/Berkeley/St. James/Clarendon Project  
PDA/DIP Plan

Description of Premises

That certain parcel of land with the improvements thereon situated in Boston, Suffolk County, Massachusetts, bounded and described as follows:

NORTHERLY by Boylston Street, 548.17 feet;  
EASTERLY by Berkeley Street, 249.96 feet;  
SOUTHERLY by St. James Avenue, 548.06 feet; and  
WESTERLY by Clarendon Street, 249.98 feet.

Containing, by estimation, about 137,074 square feet of land.

Also including the fee title to that portion of Providence Street included within such parcel and also including the fee title to the center lines of Berkeley Street, St. James Avenue and Clarendon Street, portions of which may be or have been discontinued below grade.

Exhibit II

Boyfston/Berkeley/St. James/Clarendon Project  
PDA/DIP Plan

Permitted Uses

Allowed Under Zoning Code:

- 30 Private Club (including quarters of fraternal organizations) operated for members only.
- 34 Store primarily serving the retail business needs of the residents of the neighborhood.
- 35 Department store, furniture store, general merchandise mart, or other store serving the general retail business needs of a major part of the city, including accessory storage.
- 37 Lunch room, restaurant, cafeteria or other place for the service or sale of food or drink for on-premises consumption.
- 38 Place for sale and consumption of food and beverages ... providing dancing or entertainment or both.
- 39 Office of accountant, architect, attorney, dentist, physician or other professional person.
- 39A Clinic not accessory to a main use.
- 40 Real estate, insurance or other agency office.
- 41 Office building, post office, bank or similar establishment.
- 43 Barber shop; beauty shop; shoe repair shop; self-service laundry; pick-up and delivery station of laundry or dry cleaner, or similar use.
- 44 Tailor shop; hand laundry; dry-cleaning shop.
- 46 Caterer's establishment; photographer's studio...radio and television repair shop.

were on the same lot; any such use on such a lot in another district.

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As an accessory use, a garage or parking space for occupants, employees, customers, students and visitors.



Exhibit III

Boylston/Berkeley/St. James/Clarendon Project  
PDA/DIP Plan

Plan List

<u>Drawing No.</u>	<u>Title</u>	<u>Date</u>
1	Urban Context	January 28, 1985
2	P-3 Level	January 28, 1985
3	P-2 Level	January 28, 1985
4	P-1 Level	January 28, 1985
5	Ground Floor	January 28, 1985
6	Second Floor	January 28, 1985
7	3rd Floor Plan	January 28, 1985
8	Floors 4-6	January 28, 1985
9	Floors 7-18	January 28, 1985
10	Floors 19-25	January 28, 1985
11	Roof Plan	January 28, 1985
12	Boylston Street Elevation	January 28, 1985
13	St. James Street Elevation	January 28, 1985
14	Clarendon Street Elevation	January 28, 1985
15	Building Longitudinal Section	January 28, 1985
16	Building Cross Section	January 28, 1985
17	Tower Elevation	January 28, 1985
18	Section Details	January 28, 1985
19	Typical Tower Plan Details	January 28, 1985
20	P-2 Level Framing	January 28, 1985
21	Ground Floor Framing	January 16, 1985
22	Second Floor Framing	January 28, 1985
23	4 thru 6 Floor Framing 1/16"	January 28, 1985
24	4 thru 6 Floor Framing 1/8"	January 28, 1985
25	8 thru 25 Floor Framing	January 28, 1985
26	Typical Low-Rise Floor	January 28, 1985
27	Typical Tower Floor	January 28, 1985
28	Boylston Street Low-Rise Elevation	March 1, 1985
29	St. James Avenue Elevation	March 1, 1985
30	Clarendon Low-Rise Elevation	March 1, 1985
31	Exterior Column Plan Details at Ground Floor	March 1, 1985
32	Curtainwall Sections	March 1, 1985

Exhibit IV

Boylston/Berkeley/St. James/Clarendon Project  
PDA/DIP Plan

Floor Area Ratio Calculations

	<u>GROSS FLOOR AREA*</u>	<u>FLOOR AREA EXCLUSIONS*</u>	<u>FLOOR AREA FOR FAR PURPOSES*</u>
Ground Floor	84,700.8	676.0	84,024.8
Floor 2	70,228.6	3,524.2	66,704.4
Floor 3	88,037.12	4,058.9	83,978.22
Floor 4	94,039.12	4,058.9	89,980.22
Floor 5	94,039.12	4,058.9	89,980.22
Floor 6	94,039.12	4,058.9	89,980.22
PODIUM TOTAL:	525,083.88	20,435.8	504,648.08
Floor 7	44,448.0	3,729.0	40,719.0
Floor 8	44,136.0	3,729.0	40,407.0
Floor 9	44,448.0	3,729.0	40,719.0
Floor 10	44,136.0	3,111.0	41,025.0
Floor 11	44,448.0	3,111.0	41,337.0
Floor 12	44,136.0	3,111.0	41,025.0
Floor 13	44,448.0	3,111.0	41,337.0
Floor 14	44,136.0	3,111.0	41,025.0
Floor 15	44,448.0	3,111.0	41,337.0
Floor 16	44,136.0	3,111.0	41,025.0
Floor 17	44,448.0	3,111.0	41,337.0
Floor 18	44,136.0	3,111.0	41,025.0
Floor 19	44,448.0	3,111.0	41,337.0
Floor 20	44,136.0	2,003.0	42,133.0
Floor 21	44,448.0	2,003.0	42,445.0
Floor 22	44,136.0	2,003.0	42,133.0
Floor 23	44,448.0	2,003.0	42,445.0
Floor 24	44,136.0	2,003.0	42,133.0
Floor 25	44,448.0	2,003.0	42,445.0
TOWER TOTAL:	841,704.0	54,315.0	787,389.0
BUILDING TOTAL:	1,366,787.88	74,750.8	1,292,037.08
Lot Area = 137,074		FAR = $\frac{1,292,037.08}{137,074}$	= approximately 9.5

\*Areas shown are approximations.

## FIVE HUNDRED BOYLSTON WEST AND EAST

APRIL 21, 1988

### Fact Sheet and Map

Development  
Proposal:

The project (the "Project") is comprised of two components referred to herein as the "Western Component" and the "Eastern Component". The Western Component consists of a 25-story office structure rising from a six-story low-rise base and the Eastern Component consists of a 22-story office structure rising from a six-story low-rise base. The low-rise base structures of the Western and Eastern Components are partially separated by a party wall and contain pedestrian arcades connecting the two Components. The Western Component will contain approximately 695,000 square feet of gross floor area and the Eastern Component will contain approximately 505,000 square feet of gross floor area, resulting in a total gross floor area for the Project of approximately 1,200,000 square feet. Approximately 65,000 square feet of retail/commercial space will occupy the ground and second stories of the Western Component and approximately 35,000 square feet of retail/commercial space will occupy the ground and second stories of the Eastern Component. The balance of the space in the Western and Eastern Components will be used for office purposes. Both Components will provide large courtyards open to the public: the Western Component will feature an exterior courtyard fronting on Boylston Street whereas the Eastern Component will feature an interior courtyard on the second level which will be roofed by a glass skylight at the top of the low-rise base structure. Parking for approximately 1,000 vehicles will be provided on three below-grade levels of the Project. In the event that the developer obtains all governmental approvals necessary to increase the number of parking spaces in the Project, parking for approximately 1,270 vehicles will be provided on three below-grade levels. In either case, a minimum of 625 public parking spaces will be provided.

Developer:

The developer of both Western and Eastern Components is a joint venture of designees of New England Mutual Life Insurance Company and Gerald D. Hines Interests, Inc. The owner of the Western Component is Five Hundred Boylston West Venture, a joint venture formed pursuant to the partnership

laws of Massachusetts by designees of New England Mutual Life Insurance Company, Gerald D. Hines Interests, Inc. and Dutch Institutional Holding Company, Inc.

**Architect:** The architect for the Western Component is John Burgee Architects with Philip Johnson, New York, New York, and such associate architects as may be designated by the developer of the Western Component. The architects for the Eastern Component are Robert A.M. Stern Architects and Jung/Brannen Associates, Inc. and such associate architects as may be designated by the developer of the Eastern Component.

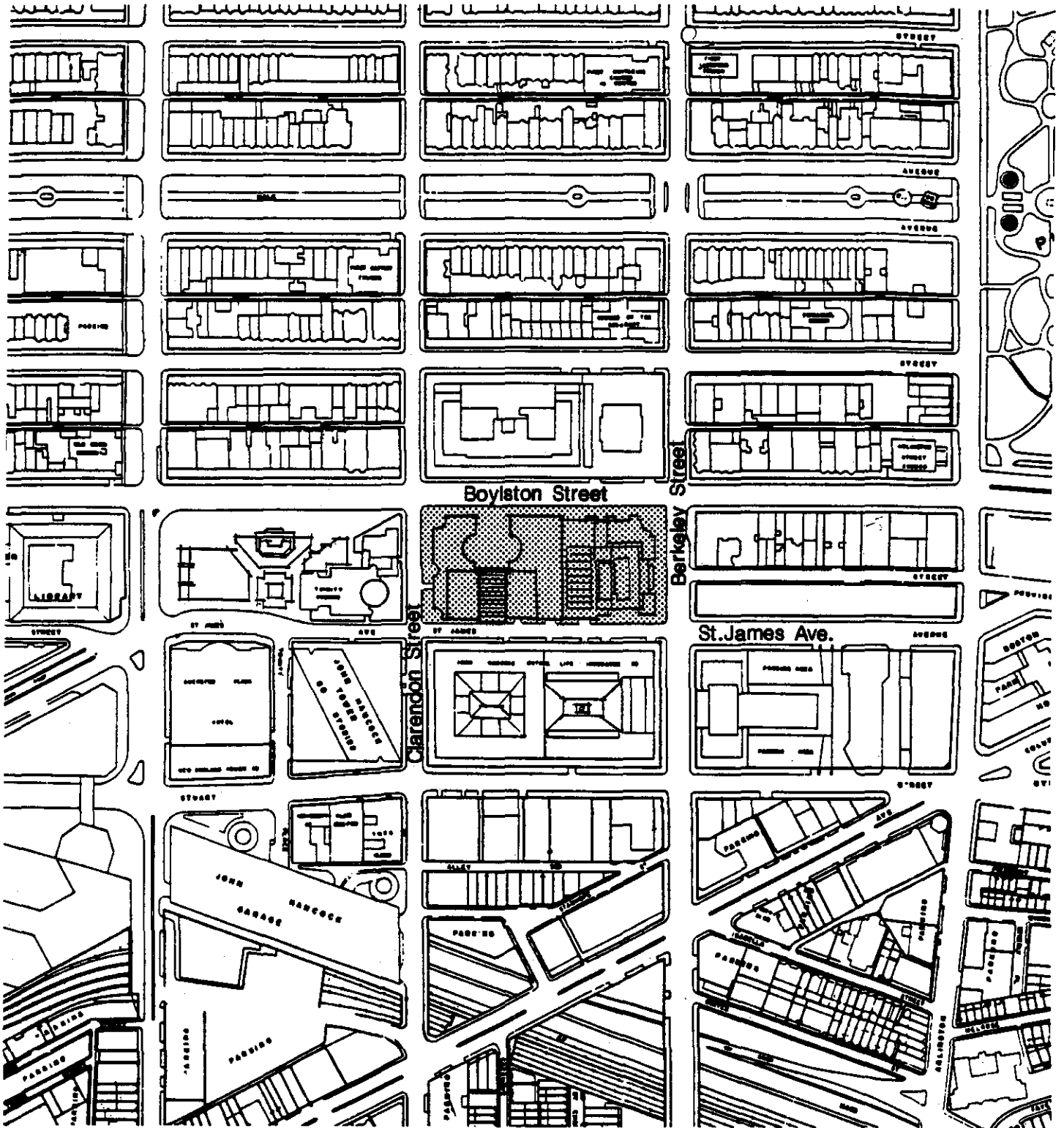
**Site:** The entire Project site (including the sites of the Western and Eastern Components) is bounded by Berkeley, Boylston and Clarendon Streets and St. James Avenue, and contains 137,074 square feet, more or less, together with the fee title to the center lines of Berkeley Street, St. James Avenue and Clarendon Street, the discontinued portions of which are to be occupied by the foundation and possibly underground structure of the development.

**Estimated Project Cost:** Western Component: \$170,000.00  
Eastern Component: \$150,000.00

**Existing Zoning:** The Project is in a B-8-D district and in a restricted parking district.

**Zoning Exceptions:** Zoning exceptions are required with respect to each Component for floor area ratio, parapet setback, and loading requirements of the Boston Zoning Code and to permit certain uses listed as conditional in the Code, and exceptions are required with respect to the Eastern Component from the rear yard and loading bay location requirements of the Code, all as more fully set forth in the Amended and Restated Development Plan and Development Impact Project Plan for Planned Development Area No. 17 dated April 21, 1988. Such exceptions were obtained on August 26, 1985 with respect to the Western Component and will be obtained following approval of the Amended and Restated Development Plan and Development Impact Project Plan by the Boston Redevelopment Authority and the Boston Zoning Commission with respect to the Eastern Component.

LOCATION PLAN  
 Five Hundred Boylston  
 West and East



Location Map  
 522 Berkeley Street  
 Scale 1:100