

BRA App. 5/8/01
BDC App. 6/27/01
EFF. 6/27/01

DEVELOPMENT PLAN
FOR
PLANNED DEVELOPMENT AREA NO. 52
ONE BRIGHAM CIRCLE

Dated: May 8, 2001

Development Plan: Pursuant to Sections 3-1A and Article 80C of the Zoning Code of the City of Boston (the "Code"), this plan constitutes a Planned Development Area Plan (the "Plan") for the development of an approximately 402,777-square-foot site (the "Site") in the Mission Hill section of Boston as depicted on a "Plan of Land - Mission Hill - Boston, Massachusetts" (two sheets), scale 1" = 30', dated November 20, 2000 prepared by Harry R. Feldman, Inc., a copy of which is attached hereto as Exhibit A (the "Survey"). The Site is comprised of three contiguous parcels of land more fully described below upon which One Brigham Circle LLC (the "Proponent") intends to construct a mixed-use development, including office, commercial/retail, open space and parking uses, all as more fully described below (the "Project"). This Plan sets forth the proposed location and appearance of structures, open space and landscaping, proposed uses of the area, densities, proposed traffic circulation, parking and loading facilities, access to public transportation, and proposed dimensions of structures.

This Plan consists of 11 pages of text plus attachments designated Exhibits A through D. All references to this Plan contained herein shall pertain to such pages and exhibits.

Developer: Pursuant to an extensive two-year community planning process conducted by Mission Hill Neighborhood Housing Services ("MHNHS"), which resulted in the 1995 publication of the Ledge Site Final Report (the "Final Report"), MHNHS identified and selected NDC Development Associates, Inc. (formerly Northland Development Corporation) ("NDC") as a suitable development partner to construct the Project in accordance with the general development guidelines set forth in the Final Report. NDC and MHNHS subsequently selected New Boston Fund, Inc. ("New Boston Fund") as an equity partner to finance the Project. MHNHS, NDC and New Boston Fund are each members of One Brigham Circle LLC, which has an address c/o NDC Development Associates, Inc., 2150 Washington Street, Suite 225, Newton, MA 02462. The Proponent filed a Disclosure Statement in the form required by Section 80B-8 of the Boston Zoning Code (the "Code") with the BRA on May 1, 2001 and with the City Clerk and the Secretary to the Zoning Commission on May 10, 2001.

Site: The Site is approximately 402,777 square feet in area (9.25 acres) and is bounded on the east by St. Alphonsus Street, on the south by the back yards of houses on Calumet Street and on the west by Calumet Street. On the north, the Site abuts Tremont Street for approximately 300 feet and then runs parallel to Tremont Street behind the Mutual gas station and the house lots at the ends of Torpie and South Whitney Streets. The Site is comprised of three contiguous parcels. A portion of the Site, shown on the Survey as Lot 1 and Lot 2, together

with the portion of Allegheny Street, a private way, to be owned in fee by the Proponent, containing a total of approximately 161,281 square feet, are located in the Community Commercial Subdistrict ("CCS") in the Mission Hill Neighborhood District (the "CCS Lot") and the remainder of the Site, shown on the Survey as Lot 3, containing approximately 241,496 square feet, is located in the Conservation Protection Subdistrict ("CPS") (the "CPS Lot"). The CCS Lot and the CPS Lot are likely to be acquired by two separate legal entities from the outset. The CCS Lot will be owned by the Proponent while the CPS Lot is likely to be owned by a separate entity, which may be a non-profit entity, which will be responsible for maintaining and managing the public open space. Accordingly, this Plan assumes such separation of ownership.

The CCS Lot is predominantly paved and covered with buildings. In addition, the CCS Lot is adjacent to existing commercial areas and is readily accessible from arterial streets and public transportation routes. Currently, the CCS Lot contains two single-story buildings, one containing a bank, coffee shop, and a vacant space formerly used as a grocery store and the other containing a drug store, dry cleaner, and bank, and approximately 124 surface parking spaces (the "Existing Improvements").

The CPS Lot consists of a meadow and thickly wooded areas with dramatically elevated southern and western areas. The CPS Lot provides both a natural habitat and a green "breathing space" for the surrounding neighborhood. For these reasons, portions of the CPS Lot will remain unimproved, while other sections will be improved in a limited way for use as a public park (described in more detail below).

Pursuant to Article 59-29 of the Code, Planned Development Areas ("PDAs") are permitted within both CCS and the CPS subdistricts. The Site is not located in the Restricted Parking Overlay District or in any other zoning overlay districts.

Project: The Project is comprised of the Office-Retail Component on the CCS Lot and the Open Space Component on the CPS Lot, as described below.

(a) Office-Retail Component. The Proponent plans to demolish the Existing Improvements on the CCS Lot and construct a four-story mixed-use building (the "Proposed Improvements"). The Office-Retail Component is expected to consist of a total of approximately 188,000 square feet of total gross floor area, comprising approximately 62,000 rentable square feet of ground floor and second floor retail space, approximately 117,000 rentable square feet of office space, and approximately 9,000 square feet of service space common to both office and retail uses. In addition, the Office-Retail Component will provide for an approximately 14,000 square feet pedestrian plaza at the corner of Tremont and Calumet Street and Huntington Avenue (the "Village Square").

The Office-Retail Component is expected to have between 355 and 385 parking spaces. (This includes a range of 225 to 255 structured office parking spaces on two levels accessible from both Tremont and Calumet Streets and approximately 130 surface retail parking spaces accessible from Calumet Street.) These spaces will be accessory to the retail and office uses.

The Schematic Plans for the Project (the "Schematic Plans"), including a plan showing the proposed layout of accessory off-street parking (the "Proposed Parking"), are listed on Exhibit B. These Schematic Plans have been delivered to the Boston Redevelopment Authority (BRA). These plans may be modified as approved by the BRA during the design review process.

On December 22, 2000, the Proponent submitted a Project Notification Form (PNF) for the Project to the BRA pursuant to Article 80B of the Boston Zoning Code. On March 23, 2001, pursuant to the BRA's request, the Proponent submitted a report entitled "Supplemental Information to the PNF" to the BRA and provided copies to those who commented on the PNF. On May 8, 2001, the BRA voted to authorize the issuance of a Scoping Determination waiving further review for the Project. As a component of Large Project Review, the Proposed Parking was reviewed and approved by the Boston Transportation Department. On February 6, 2001, the Boston Civic Design Commission issued a favorable recommendation for the Project. A Development Impact Project Agreement, a Cooperation Agreement and a Boston Residents Construction Employment Plan pertaining to the Project will be entered into with the BRA.

(b) Open Space Component. The Proponent plans to preserve a 5.5 acre unimproved natural area as a public open space for the Mission Hill community and others for passive recreational purposes. The Open Space Component is being provided as a public benefit in connection with the development of the Office-Retail Component. As part of its commitment to ensure that the Open Space Component will remain a public open space in perpetuity, the Proponent will: (a) contribute and restrict the land comprising the CPS Lot to a separate entity responsible for maintaining it as public open space; (b) contribute design and development expertise in connection with initial construction of the park improvements; (c) contribute a \$75,000 grant awarded to the Project by the Edward Ingersoll Browne Fund; and (d) contribute \$500,000 for the construction, operation and/or maintenance of the Open Space Component. Plans for the Open Space Component are included in the Schematic Plans. These plans have been developed in accordance with the vision of the "Open Space Plan for the Upper-Ledge Site," which was issued pursuant to a public planning process administered by MHNHS. The Open Space Component is planned to have an entrance off St. Alphonsus Street and a pedestrian connection to the Office-Retail Component; a lawn providing expansive views of the Boston skyline; unimproved natural areas; and a system of walkways and benches at scenic overlook locations. The publicly-accessible portion of the Open Space Component will be surrounded by a fence in order to keep pedestrians away from the steep drop-offs and in order to provide privacy and security for abutting residents.

Urban Design Context: The Mission Hill neighborhood is a racially, ethnically and economically diverse community with a residential population of more than 15,000. The neighborhood is located adjacent to the Longwood Medical Area (LMA), a densely-developed district containing medical, research, and academic institutions. The LMA institutions employ more than 27,000 people, educate 10,000 students, and treat more than 1.1 million patients annually. The Site is a large and prominent site located at a busy and vibrant intersection, known as Brigham Circle.

The Site currently contains the largest retail stores within Mission Hill's primary commercial district, which runs along Tremont Street from Brigham Circle east to St. Alphonsus

Street and beyond. The Site abuts Huntington Avenue, a major avenue leading into downtown Boston. Huntington Avenue is a significant commuter route both for vehicles (Huntington Avenue is designated as Route 9, which becomes a state highway further west) and for transit riders (MBTA Green Line "E" trolleys run along the center of the street).

Current City plans for the "Avenue of the Arts" envision Huntington Avenue, beginning at Fenwood Road on the west and extending east to Symphony Hall at Massachusetts Avenue, as a major gateway into downtown Boston. Joint efforts are currently underway by the City of Boston and the MBTA to enhance the streetscape and public realm along Huntington Avenue with pedestrian, traffic, MBTA, landscaping, and other improvements. Construction is set to commence in April 2001 and is expected to be completed by the end of 2003.

The Site does not contain any land or buildings that are listed on the State or National Registers of Historic Places, are Boston Landmarks, or have been inventoried by the Boston Landmarks Commission. The nearest State- and Federal-listed historic resources are the Mission Hill Triangle Historic District and the Timothy Hoxie House. The Mission Hill Triangle Historic District is roughly bounded by Huntington Avenue, Smith Street, Worthington Street, and Tremont Street, but excludes the row of buildings on Tremont Street directly across from the Site. The Timothy Hoxie House is located at 135 Hillside Street, midway between Darling and Sachem Streets, and more than one full block away from the Site. Research at MHC and the Boston Landmarks Commission does not reveal records of any archaeological resources on the Site or abutting properties.

The Project is not expected to impact the Timothy Hoxie House since the Timothy Hoxie House is located more than one block from the Site and will not be altered or directly affected by the Project. Although the Project will not directly alter the land or buildings within the Triangle District, portions of the Triangle District are visible from the Site. The Project will help to enhance the environment surrounding the Triangle District by replacing two architecturally incompatible and undistinguished buildings and a surface parking lot with a building and Village Square that respect the architecture of the Triangle District. Therefore, the Project will have positive impacts on the Mission Hill Triangle Historic District.

The building design is intended to respect the existing neighborhood fabric while at the same time creating an important "landmark" structure worthy of being a gateway to Mission Hill. As depicted on the Schematic Plans, the overall massing of the building is punctuated by the grand stairway leading from the Village Square to the upper level of the Office-Retail Component. Building height and setbacks are designed to create a structure that is compatible with existing nearby buildings. The Tremont Street façade, as viewed from the Tremont Street sidewalks, is three stories tall – a height compatible with most of the existing nearby buildings along Tremont Street and Huntington Avenue. The fourth story is set back approximately fifteen feet so that it is less visible from Tremont Street. Along Calumet Street, the building is three stories tall as viewed from the Village Square and two stories tall as viewed from the upper level of the Office-Retail Component.

The Tremont Street building façade is proposed to be divided into bays approximately 30 feet wide that are accentuated by masonry detailing and by the placement of windows. This

articulation relates to the scale of nearby residential properties, where each unit is approximately 30 feet wide. To help define these 30-foot bays, the building is proposed to utilize punched windows accented by precast window sills and window heads, which are similar in character to those of nearby row houses. Retail entrances along Tremont Street will also correspond to these 30-foot bays. In an effort to respect the scale and character of the neighborhood, great care has also been taken to emphasize verticality in the first three stories of the building. Vertical articulation will be accomplished through the use of different combinations of building materials on each floor, as well as a masonry reveal on each 30-foot bay.

The primary building materials are proposed to be brick, precast stone and glass. These materials are compatible with the existing neighborhood vernacular, which includes brick and stone construction. The first floor is proposed to contain large glass openings for the retail stores framed by precast stone and a stone water table adjacent to the sidewalk. Glass retail displays along Tremont Street and fronting the Village Square are maximized in order to enhance the pedestrian experience and provide shop window space for retailers. This design will provide a sense of "life" in the building as seen by pedestrians on Tremont Street and in the Village Square. Glass curtain wall is also used as a means to identify the main entrance to the Office-Retail Component lobby. Architectural awnings and banners may be utilized to provide a festive retail appearance at the Tremont Street and Calumet Street façades.

The second and third floors are proposed to consist primarily of red brick accented by precast stone details, window sills and window heads. The fourth floor conveys a lighter appearance by incorporating setbacks from Tremont Street and the Village Square, and by utilizing a curtain wall along the Tremont Street façade. The design of the building may change as approved by the BRA in the design review process.

General Description of Development and Use of Proposed Improvements: The Office-Retail Component involves the demolition of the Existing Improvements and the construction of the Proposed Improvements for the following uses:

- The office space is expected to consist of approximately 117,000 rentable square feet on floors two through four. Partners HealthCare Systems, Inc. ("Partners") has agreed to lease the office space and accessory parking once it is completed for office and so-called "dry research" purposes involving the use of computer terminals but no wet laboratories. The space may be used in the future, by Partners or others, for agency or professional offices, back office use, or general office use, including so-called "dry research" use. Accessory to the office use, approximately 225 to 255 below-grade structured parking spaces with access/egress from both Tremont and Calumet Streets are proposed to be provided.
- The retail space is expected to consist of approximately 62,000 rentable square feet, which may be used for local retail business use or general retail business use as defined in the Code. To accommodate the retail uses, the Project is expected to include approximately 130 surface parking spaces with access/egress from Calumet Street.

- The Village Square, which will front Tremont and Calumet Streets and Huntington Avenue, is proposed to consist primarily of ornamental paving with landscaping, benches and outdoor restaurant seating. The Village Square is intended to serve as a gateway from Brigham Circle to the Mission Hill community, as well as a centrally-located neighborhood meeting place. Pursuant to the Code, “open space in private ownership for active or passive recreational use” is permitted as of right within the CCS Subdistrict. Accordingly, the proposed Village Square use is permitted as of right.

In order to allow the Project to continue to be used for a variety of purposes consistent with this Plan, this Plan requests approval for all of the proposed uses described in this Plan, as well as for all uses which are set forth on Exhibit C.

Location and Appearance of Proposed Improvements: The location and appearance of the Office-Retail Component will be substantially in accordance with the Schematic Plans, which are likely to evolve in the course of continuing BRA design review. Design of the Office-Retail Component has been reviewed and recommended for approval by the BRA under Article 80B, by the Boston Transportation Department, and by the Boston Civic Design Commission. Final plans and specifications for the Project will be submitted to the BRA for certification as to consistency with this Plan.

Dimensions of Proposed Improvements: The approximate dimensions of the Office-Retail Component are described below and shown on Exhibit D.

Density of Proposed Improvements: This Plan seeks approval of the proposed density of the Office-Retail Component as set forth below. According to Table G of Article 59 of the Code, the maximum Floor Area Ratio (FAR) in the underlying CCS subdistrict is 3.0. Under 59-30 of the Code, the maximum FAR in a PDA is 4.0.

Pursuant to Article 2A, FAR is defined as the ratio of the gross floor area of a structure to the total area of the lot. Lot is defined as a “parcel of land...in single ownership, and not divided by a street.” The CPS Lot is likely to be separately owned and will be restricted as public open space. The entire Office-Retail Component will be contained solely within the CCS Lot.

Pursuant to Article 2A, gross floor area consists of the “sum of areas of the several floors of the structure..., but excluding (a) garage space which is in the basement of a building...and (c) areas elsewhere in the structure devoted to housing mechanical equipment customarily located in the basement or cellar such as heating and air conditioning equipment, plumbing, electrical equipment, and storage facilities.” “Basement” is defined as that “portion of a building which is more than 35% of the height of the story below grade.” Because the dramatic topography of the Site makes it difficult to calculate grade with precision, the Proponent has included the entire floor area of the proposed structured parking in the calculation of total gross floor area for the Office-Retail Component even though some portion of the proposed structured parking would likely be in the basement of the Proposed Improvements and therefore, would be excluded from the calculation of total gross floor area. Moreover, the entire area devoted to unoccupiable interior space has been included in the calculation of gross floor area of the Project.

Consequently, the following calculation of FAR for the Office-Retail Component is conservative:

<u>Proposed Use</u>	<u>GFA</u>
Retail Space	62,000 s.f.
Office Space	117,000 s.f.
Service/Other	9,000 s.f.
Structured Parking	<u>156,370 s.f.</u>
 Total GFA	 344,370 s.f.

Accordingly, the proposed FAR is expected to be approximately 2.14 (344,370 s.f. of GFA divided by 161,281 s.f. of total lot area of the CCS Lot) based upon the foregoing assumptions. However, this Plan allows an FAR up to 2.5 as set forth in Exhibit D hereto.

Height of Proposed Improvements: This Plan seeks approval of the proposed height of the Office-Retail Component as set forth below. Footnote 1 to Table 2 of Article 59-30 sets forth the maximum building height permitted for the Project:

“Within a PDA located in a CCS, no building shall extend above the elevation of the upper ledge area of the Harvard Quarry CPS near the intersection of Calumet and St. Alphonsus Streets (elevation 117). For purposes of this footnote, roof structures and penthouses normally built above the roof and not used or designed for human occupancy shall be included in measuring the height of a building.”

The height of the Proposed Improvements, excluding the rooftop mechanical equipment, will be at or below elevation 116 above Boston City Base. For purposes of this Plan, rooftop mechanical equipment, whether or not screened, is not included in calculating building height.

Proposed Traffic Circulation: The transportation study area is generally bounded by Huntington Avenue to the north, St. Alphonsus Street to the east, Calumet Street to the south, and Wait Street to the west. The traffic study performed by the Proponent for the Project was attached as Exhibit F to the PNF. The study area includes four signalized intersections and ten unsignalized intersections. All but two intersections operate today at satisfactory levels of service (LOS) in the A.M. peak hour. The two intersections that currently operate at unsatisfactory levels of service are Huntington Avenue and Longwood Avenue (LOS F), and Huntington Avenue and Wait Street (northbound left turn LOS F). Operations at all intersections are satisfactory in the P.M. peak hour (LOS D or better). To achieve a satisfactory LOS at Brigham Circle under current conditions, existing parking restrictions on Tremont Street must be enforced.

Compared to the existing Site traffic, the Project is expected to add approximately 204 new daily trips (102 entering and 102 leaving), which includes 45 new trips during the A.M. peak hour (65 additional vehicles entering and 20 fewer leaving), and 122 new trips during the P.M. peak hour (12 additional vehicles entering and 110 leaving). Overall, the Project is expected to generate approximately 2,894 vehicle trips per day (1,447 vehicles entering and 1,477 leaving),

which includes 212 trips during the A.M. peak hour (162 entering and 50 leaving) and 333 trips during the P.M. peak hour (121 entering and 212 leaving).

Project impacts on the surrounding roadway network are expected to be minimal. The Project is not expected to cause any intersection to fall below acceptable levels of service in the A.M. peak period. In the P.M. peak period, the Wait Street approach to Huntington Avenue is expected to fall from LOS E to LOS F.

The Project is expected to add a total of approximately 1,056 transit trips both in and out of the Site daily, with 122 total trips in the morning and 186 in the evening. Even if all of these trips were to travel in the same direction, there would be an addition of no more than 4-5 people per bus and 6-7 people per Green Line "E" train—well within the existing capacity. Therefore, the Project is not expected to have an adverse impact on transit operations in the area.

The Project is expected to produce approximately an additional 2,816 pedestrian trips per day. During the peak hours, this averages to less than 9 additional pedestrian trips per minute in all directions. The Project includes a pedestrian-oriented Village Square at the corner of Calumet and Tremont streets, designed to draw pedestrians into the Site and improve pedestrian circulation in the area. In addition, the Project will improve pedestrian access from Brigham Circle to the sections of Mission Hill south and east of the Site by creating a walkway through the proposed Open Space Component. Secure bicycle racks will be provided within the structured parking garage to encourage office workers to commute by bicycle. Open-air racks will also be provided at both the upper and lower levels of the Office-Retail Component to serve customers and employees.

The Project includes several mitigation measures and Transportation Demand Management elements that are expected to improve transportation operations within the study area, including:

- Reducing the number of curb cuts on Tremont Street accessing the Site from two to one.
- Providing a bus turnout on Tremont Street to serve the MBTA and Mission Hill Link Shuttle, thereby removing these vehicles from the travel lane while they are stopped.
- Providing two driveways to the garage (one on Calumet Street and one on Tremont Street), thus distributing the office-generated vehicle trips.
- Providing secure bicycle parking for both employees and customers to encourage alternative modes of transportation.
- Providing pedestrian amenities including a landscaped plaza and street furniture to encourage walk trips.

The Proponent has also proposed two-way travel on Calumet Street from the Site driveways to Tremont Street, which, if ultimately accepted by the Boston Transportation Department, would allow an alternative egress and would distribute Project-related traffic more evenly throughout the nearby roadway network. Transportation demand management is an important part of the Project's mitigation program, and will be pursued vigorously. An affiliate of Partners, the expected office tenant of the Project, is a member of MASCO, the local Transportation Management Association. MASCO offers the CommuteWorks program to provide ridesharing services to all employees and students in the Longwood Medical Area.

Parking and Loading Facilities: The Office-Retail Component is expected to contain between 355 and 385 parking spaces. These include approximately 130 surface retail parking spaces and a range of 225 to 255 structured office parking spaces. The Office-Retail Component will contain 6 loading bays.

Table J and Table K of Article 59 set forth the minimum number of off-street parking spaces and off-street loading bays required for a project not subject to Large Project Review. Since this Project will be subject to Large Project Review, Article 59-37 of the Code provides that off-street parking and loading requirements shall be determined in accordance with process set forth under Article 80B. The Code also sets forth requirements for location and dimensions of proposed off-street parking and loading spaces. This Plan approves the number, location, dimensions and design of proposed surface and structured parking and the proposed loading bays accessory to retail and office uses in the Office-Retail Component as depicted on the Schematic Plans, which plans may be amended through the BRA design review process.

Access to Public Transportation: In the vicinity of the Site, the MBTA Rapid Transit Green Line "E" branch can be accessed at Brigham Circle, 200 feet from the Site. The Green Line "E" branch runs in a north-south direction between Lechmere and Heath Street.¹ Transfers can be made from the Green Line to the Red Line at Park Street, the Orange Line at Haymarket and North Station, and the Blue Line at Government Center. Weekday service is provided between 5:30 A.M. and 12:45 A.M. Train headways are approximately every 9 minutes during peak periods and mid-day and 10 minutes in the latter part of the evening. Saturday service is provided during the same hours, with average daytime headways of 7 to 10 minutes. Sunday service is provided between 6:15 A.M. and 12:47 A.M., with 5- to 10-minute headways throughout the day.

Also, several MBTA bus routes serve the Project area. Bus headways average between 6 and 20 minutes during rush hour. MBTA bus service is supplemented by the Mission Hill Link shuttle service, a private shuttle service that carries shoppers and commuters around the Mission Hill neighborhood. Fares are 50 cents for adults and 25 cents for senior citizens and children under 12. Vehicles are handicapped-accessible. The shuttle follows three different routes depending on time of day. The shuttle runs from Monday to Saturday from 5:30 A.M. to 9:00 P.M., every 30 to 60 minutes. Ridership data for the year ending June 2000 indicates that 52,700 rides were taken on the Link.

¹ During reconstruction of the Green Line, shuttle buses serve the portion of the route located between Brigham Circle and Heath Street.

Commuter rail service at North Station can be accessed from the MBTA Green Line, with five lines heading to the north and west. Commuter rail service at South Station, serving seven lines to the south and west, can be accessed via a transfer to the Red Line at Park Street. Four of these lines can be accessed from Back Bay Station on the Orange Line, a short walk from Copley Station on the Green Line.

Open Space and Landscaping: The Office-Retail Component includes the Village Square. As discussed above, the proposed Village Square will be open to the public and is proposed to include several decorative and functional amenities such as low walls and planters, outdoor seating areas, and a central focal point such as a fountain or sculpture. Along the eastern edge of the Village Square, outdoor restaurant seating is proposed to be provided during warm weather.

Moreover, the Proponent will ensure the preservation of a 5.5 acre public open space to be contained on the CPS Lot as discussed above. The current plan of the Open Space Component proposes an oval-shaped lawn at the highest elevations of the CPS Lot that would provide expansive views of the Boston skyline to the east and north. North and south of the lawn, meadows planted with a native mix of wildflowers would extend toward the edges of the Site. Most of the steep, rocky, and heavily-wooded portion of the Site would be unimproved natural areas. These areas would be used to “frame” views of the Boston skyline.

A system of walkways would circle the lawn and meadow areas and also provide a direct connection from the western entrance (at the upper level of the Office-Retail Component) to the eastern entrance (at St. Alphonsus Street). The St. Alphonsus Street entrance would consist of ornamental fence and gate, landscaping, and decorative pavers. At the western entrance, a pedestrian connection would lead from the upper level of the Office-Retail Component to the CPS Lot.

Benches would be provided at intervals along the walkways and at scenic overlook locations. Trash receptacles would also be provided. Lighting would be provided only at the two entrances, and would be designed to avoid off-site glare and prevent light pollution on the surrounding neighborhood. (For safety reasons, the Open Space Component is intended as a day-use facility.) The publicly-accessible portion of the Open Space Component would be surrounded by a fence in order to keep pedestrians away from the steep drop-offs and in order to provide privacy and security for abutting residents. Design of the Open Space Component may change in the BRA design review process.

Public Benefits: The Project is expected to provide the following public benefits:

- providing approximately 62,000 rentable square feet of retail stores and services within walking distance of all sections of Mission Hill;
- creating opportunities for new businesses;

- creating significant new permanent employment opportunities;
- creating approximately 120 construction jobs during the anticipated 14-16 month construction period;
- providing an approximately 14,000-square-foot Village Square that will create a new neighborhood center for the community;
- preserving approximately 5.5 acres of open-space to be utilized as a passive park offering dramatic views of downtown Boston, lawns, paths and benches;
- replacing two aging and architecturally undistinguished buildings with an attractive retail and office building;
- improving the streetscape along both Tremont Street and Calumet Street by replacing the existing surface parking lot with a Village Square and a compatible streetwall of small retail stores;
- making linkage payments for low- and moderate-income housing and job training pursuant to Section 80B-7 of the Boston Zoning Code; and
- paying increased real estate tax revenue to the City of Boston (the majority of the Site is currently tax-exempt).

Request for Plan Approval and Designation of the Site as a PDA:

The Proponent submits this Plan for review and approval pursuant to Sections 3-1A and Article 80C of the Code.

LIST OF EXHIBITS

- A: Survey
- B: List of Schematic Plans for the Project delivered under separate cover to the BRA
- C: Allowed Uses
- D: Dimensional Requirements

EXHIBIT A

Survey

[attached]

EXHIBIT B

Schematic Plans for the Project

A set of schematic design plans for the One Brigham Circle Project dated January 31, 2001 prepared for One Brigham Circle, LLC by Spagnolo/Gisness & Associates, Inc., Project Architect; Daylor Consulting, Civil Engineer; and Geller Associates, Landscape Architect, consisting of 14 sheets as specifically identified below, has been delivered to the BRA.

Civil

- C1 Existing Conditions Plan
- C2 Not Used
- C3 Layout Plan
- C4 Grading and Utilities Plan

Landscape

- L-1 Overall Context Plan
- L-2 Layout and Materials Plan

Architectural

- A1.1 First Floor Plan
- A1.2 Mezzanine Floor Plan
- A1.3 Second Floor Plan
- A1.4 Third Floor Plan
- A1.5 Fourth Floor Plan
- A1.6 Roof Plan
- A3.1 Elevations
- A3.2 Elevations
- A5.1 Building Sections

EXHIBIT C

Allowed Uses

- General office
- “Dry” research
- Agency or professional office
- Local retail business
- General retail business
- Automatic teller machine
- Accessory parking
- Open space
- Bank
- Restaurant
- Bakery
- Accessory automatic teller machine
- Dry-cleaning shop
- Take-out restaurant – Small & Large
- Laundry, retail service
- Laundry, self-service
- Photocopying establishment
- Shoe repair
- Barber or beauty shop
- Tailor shop
- Telecommunications uses
- Accessory offices
- Accessory outdoor café
- Accessory retail
- Accessory service uses
- Any other use allowed as of right by underlying zoning in effect on the date hereof, as set forth on Table B to Article 59 of the Code, which is attached hereto

EXHIBIT D

Dimensional Requirements

Table G of Article 59-43 of the Code sets forth the dimensional regulations within the Community Commercial Subdistrict (CCS).

Dimensional Regulations	CCS Requirement Pursuant to Table G of Article 59-43	Allowed in PDA pursuant to Article 59-30	Provided by Development Plan for PDA No. 52 (for CCS Lot only)
1) Maximum Floor Area Ratio	3.0	4.0	2.5 ¹
2) Maximum Building Height	55'	elevation 117	elevation 116
3) Minimum Lot Size	none	none	161,281 s.f.
4) Minimum Lot Width	none	none	305'
5) Minimum Lot Frontage	none	none	357' (on Tremont) 366' (on Calumet)
6) Minimum Front Yard	none	none	5' (on Tremont)
7) Minimum Side Yard	none	none	none (on Calumet)
8) Minimum Rear Yard	20'	none	not less than 20' ²

¹ Calculation of FAR includes the gross square footage of structured parking.

² Rear yard is calculated from the rearmost projection of the structured parking garage to the rear lot line of the CCS Lot opposite Tremont Street.

BOARD APPROVED

MEMORANDUM

MAY 8, 2001

**TO: BOSTON REDEVELOPMENT AUTHORITY AND
MARK MALONEY, DIRECTOR**

**FROM: KATHY KOTTARIDIS, DIRECTOR, ECONOMIC
DEVELOPMENT
MEG KIELY, DEPUTY DIRECTOR, COMMUNITY
DEVELOPMENT AND HOUSING
HEIDI BURBIDGE, PROJECT MANAGER**

SUBJECT: ONE BRIGHAM CIRCLE, MISSION HILL

SUMMARY: In connection with the public hearing on the proposed mixed use development to be located at One Brigham Circle, Mission Hill, this memorandum seeks authorization for the Director to:

- (1) issue a Scoping Determination waiving further review for the One Brigham Circle project, located at the intersection of Tremont Street, Calumet Street and Huntington Avenue in Mission Hill (the "Proposed Project"), in accordance with Article 80B-5.3(d), Large Project Review, of the Boston Zoning Code; and
 - (2) submit a petition to the Boston Zoning Commission for approval of Planned Development Area ("PDA") No. 52 and associated map amendment, and for approval of the Development Plan for One Brigham Circle, PDA No. 52.
-

Project Site

The proposed One Brigham Circle project contains approximately 402,777 square feet and is located at the corner of Tremont Street, Calumet Street and Huntington Avenue in Mission Hill. It is bounded by Tremont Street to the north, Calumet Street to the west, properties abutting Calumet street to the south, and St. Alphonsus Street to the east (the "Project Site" or "Site"). The Project Site, also referred to as the "Ledge Site," is an approximately 9 acre parcel. The lower portion of the Site, at the corners of Calumet Street, Huntington Avenue and Tremont Street, is improved by two distinct buildings occupied by such businesses as an Osco Drug, a bank, a laundromat and the closed Calumet Market. The upper portion of the Project Site, at St. Alphonsus Street to the east includes approximately 6 acres of unprotected urban wild (the "Upper Ledge").

Proposed Project

The proposed One Brigham Circle project includes the demolition of the existing buildings on the Site and the construction of a four-story mixed-use development

consisting of approximately 188,000 gross square feet, including approximately 62,000 square feet of first floor and second floor retail space, approximately 117,000 square feet of office space on floors two through four, 385 parking spaces, a pedestrian plaza consisting of approximately 14,000 square feet, and a protected open space park of approximately 5.5 acres (the "Proposed Project"). The Proposed Project is subject to Large Project Review under Article 80B of the Boston Zoning Code ("the Code").

The 117,000 square foot office component will be located on floors two through four. A lease agreement has been signed with Partners HealthCareSystems, Inc, ("Partners"). Partners will also lease 255 below-grade structured parking spaces.

Leases for the 62,000 square feet of retail space to be located on the ground and second floors have not been signed, however, discussions are underway with a variety of users, including a drug store, mid-sized supermarket, restaurant, bank and several smaller stores serving local retail needs. Approximately 130 surface parking spaces will be available to accommodate the retail users.

The pedestrian plaza (the "Plaza") will be open to the public and will include several decorative and functional amenities such as low walls and planters, outdoor seating areas, a small number of deciduous trees, and a central focal point such as a fountain or sculpture. Along the eastern edge of the Plaza, outdoor seating will be provided during warm weather.

The Upper Ledge will include an oval shaped lawn, providing expansive views of the Boston skyline. Meadows with a native mix of wildflowers north and south of the lawn will extend toward the edges of the Site. Most of the steep, rocky, and heavily-wooded portion of the Site will be unimproved natural areas. A series of walkways will provide a direct connection from the western entrance, at the office and retail component, to the eastern edge of the Site, at St. Alphonsus Street.

Article 80 Review

On December 1, 2000, One Brigham Circle LLC, which consists of Mission Hill Neighborhood Housing Services, Northland Development Corporation and the New Boston Fund (the "Developer") submitted a Letter of Intent to the Boston Redevelopment Authority (the "Authority") for the Proposed Project. An Impact Advisory Group (the "IAG") was formed in accordance with the Executive Order regarding Provision of Mitigation by Development Projects in Boston.

On December 21, 2000, the Developer filed a Project Notification Form (the "PNF") for the Proposed Project. On December 22, 2000, the Authority published a notice in the Boston Herald of the PNF's submission, which began a 45-day comment period.

On January 2, 2001, the Developer made a presentation to the Boston Civic Design Commission (the "BCDC"). On January 23, 2001 the BCDC design subcommittee met to review various aspects of the Proposed Project. On February 6, 2001 the BCDC voted

to approve the schematic design for the Proposed Project, subject to comment and review.

The Scoping Session for the City's public agencies was held on January 11, 2001. City officials and members of the IAG were in attendance. The Developer conducted a public meeting at the Mission Church on Thursday, February 8, 2001 for the comment and review and comments. In addition, the Developer held approximately 22 public meetings with abutters and neighborhood groups before the end of the comment period. At the request of the Developer, the comment period was extended to February 16, 2001.

On March 15, 2001, the BRA requested that the Developer submit Supplemental Information to the PNF. Supplemental Information was received by the Authority on March 23, 2001, and was also sent as a response by the Developer to each individual who had submitted comments on the PNF, as well as to the IAG. The public comment period for the Supplemental Information ended on April 23, 2001. The PNF constitutes a Development Impact Project ("DIP") under Article 80B-7 which requires a public hearing before the Authority.

On April 18, 2001, the Boston Landmarks Commission issued a Notice of Determination that the buildings located on the Site are not significant buildings under the criteria for determining significance in Section 85-5.3 (a-e) of the Demolition Delay Ordinance. Therefore, no further review is required.

The Developer is currently working with Boston Transportation Department on a Memorandum of Understanding for a Transportation Access Plan Agreement.

Zoning and Planned Development Area

The Site is located in the Mission Hill Neighborhood District. The Site is located within both the Community Commercial Subdistrict and the Conservation Subdistrict of the Mission Hill Neighborhood District. The 188,000 square foot retail, parking and pedestrian plaza will be constructed within the Community Commercial Subdistrict. The Upper Ledge, open space park, is located in the Conservation Protection Subdistrict.

The Planned Development Area Development Plan (the "Development Plan") for the Proposed Project was submitted by the Developer to the Authority on February 15, 2001. The public comment period for the Planned Development Area (the "PDA") ended on April 9, 2001. In accordance with Section 3-1A and Section 80C of the City of Boston Zoning Ordinance, the Development Plan sets forth information on the development of the Proposed Project including: the proposed location and appearance of the structure, the proposed height of the project, the proposed dimensions of the structure, the proposed density, the proposed parking and loading facilities, access to public transportation and other matters related to the Proposed Project. Approval of the PDA requires a public hearing before the Zoning Commission.

to approve the schematic design for the Proposed Project, subject to continuing design review.

The Scoping Session for the City's public agencies was held on January 24, 2001. City officials and members of the IAG were in attendance. The Developer conducted a public meeting at the Mission Church on Thursday, February 8, 2001 for the community's review and comments. In addition, the Developer held approximately 22 meetings with abutters and neighborhood groups before the end of the comment period. Upon request of the Developer, the comment period was extended to February 16, 2001.

On March 15, 2001, the BRA requested that the Developer submit Supplemental Information to the PNF. Supplemental Information was received by the BRA on March 23, 2001, and was also sent as a response by the Developer to each individual or agency that had submitted comments on the PNF, as well as to the IAG. The public comment period for the Supplemental Information ended on April 23, 2001. The Proposed Project constitutes a Development Impact Project ("DIP") under Article 80B-7 of the Code and requires a public hearing before the Authority.

On April 18, 2001, the Boston Landmarks Commission issued a Notice of Determination that the buildings located on the Site are not significant buildings under the criteria for determining significance in Section 85-5.3 (a-e) of the Demolition Delay Ordinance and that no further review is required.

The Developer is currently working with Boston Transportation Department to develop a Transportation Access Plan Agreement.

Zoning and Planned Development Area

The Site is located in the Mission Hill Neighborhood District. The Site contains land within both the Community Commercial Subdistrict and the Conservation Protection Subdistrict of the Mission Hill Neighborhood District. The 188,000 square foot office, retail, parking and pedestrian plaza will be constructed within the Community Commercial Subdistrict. The Upper Ledge, open space park, is located in the Conservation Protection Subdistrict.

The Planned Development Area Development Plan (the "Development Plan") for the Proposed Project was submitted by the Developer to the Authority on February 23, 2001. The public comment period for the Planned Development Area (the "PDA") ended on April 9, 2001. In accordance with Section 3-1A and Section 80C of the Code, this Development Plan sets forth information on the development of the Proposed Project including: the proposed location and appearance of the structure, the proposed uses of the project, the proposed dimensions of the structure, the proposed density, the proposed parking and loading facilities, access to public transportation and other major elements of the Proposed Project. Approval of the PDA requires a public hearing before the Boston Zoning Commission.

Community Planning and Support

In 1993 Mission Hill Neighborhood Housing Services implemented the Ledge Site Community Planning Process (the "Planning Process"), which involved more than 20 meetings with over 400 residents, property and business owners participating in a process that created desired uses and guidelines for the redevelopment of the Project Site. The process was used to encourage broad and diverse participation. The Proposed Project was designed to conform to the resulting development vision established for the Site through the Planning Process.

The Authority has received more than fifty letters of support and more than 180 signatures of support for the Proposed Project from abutters, neighborhood residents and business owners, many of whom had participated in that community planning process.

Mitigation

As part of the Proposed Project, the Developer has committed to a variety of public benefits. In addition to contributing to the City's Linkage program, as described below and required by the Code, the public benefits include, but are not limited to, the following:

- Developing a 5.5 acre publicly accessible protected open space park, featuring a lawn, meadows, walking paths, benches, overlooks and open space offering a variety of passive recreational opportunities;
- Constructing a pedestrian plaza consisting of approximately 14,000 square feet, featuring ornamental paving, landscaping, benches and other amenities intended to serve as a neighborhood gateway and meeting place;
- Replacing two aging and architecturally undistinguished buildings with a newly constructed building, the design of which has been approved by Boston Civic Design Commission;
- Revitalizing the Brigham Circle commercial district, including improving the streetscape along Tremont and Calumet Streets with a retail streetwall as well as a public plaza;
- Establishing a pedestrian connection between Brigham Circle and the Mission Hill neighborhood;
- Providing parking for neighborhood residents during evening, nighttime and weekend hours; and
- Creating new employment opportunities, including 120 new construction jobs during the 14-16 month construction period.

Development Impact Project Exaction

The Proposed Project constitutes a DIP under Article 80B-7 of the Code. Based upon the present plans, One Brigham Circle LLC will provide estimated linkage funds of \$5.49 per square foot for housing and \$1.09 per square foot for jobs pursuant to the provisions of Article 80, Section 80B-7 of the Code. These estimated linkage payments are calculated as follows:

Housing Linkage:

DIP Uses	184,400 square feet
Exclusion:	<u>-100,000</u>
	84,400
	<u>x \$5.49/square foot</u>
	\$ 463,356

Jobs Linkage:

DIP Uses	184,400 square feet
Exclusion	<u>-100,000</u>
	84,400
	<u>x \$1.09/square foot</u>
	\$ 91,996

Recommendations

Staff finds that the Proposed Project complies with the requirements set forth in Section 80B of the Code for Large Project Review. Redevelopment of the commercial component of the Site will revitalize the neighborhood's current business center. Development of the protected open space will allow neighborhood residents and others in the city access to a currently blighted and fenced-off area. Finally, the Plaza will provide a neighborhood meeting space and enhance pedestrian activity along Tremont Street.

Therefore, staff recommends that the Director be authorized to issue a Scoping Determination waiving further review for the Proposed Project located in accordance with Article 80B-5.3(d), Large Project Review of the Code. Staff also recommends that the Director be authorized to submit a petition to the Boston Redevelopment Authority for approval of Planned Development Area No. 52 and the amendment and Development Plan, PDA No. 52. Staff also recommends that the Authority take the Proposed Project under advisement pending staff preparation of appropriate votes.

An appropriate vote follows:

VOTED: That pursuant to Article 80, Section 80B-5.3 of the Code, the Authority is authorized to issue a Scoping Determination review for the One Brigham Circle project, (the "Proposed Project"), finding that the Project Notification Form for the Proposed Project ("PNF"), including the Supplemental Information as an amendment to the PNF, adequately describes the impacts arising from the Proposed Project and waives further review of the Proposed Project in accordance with Section 80B-5.3(d) of the Code, subject to continuing desirability of the Boston Redevelopment Authority; and

DIP Uses	184,400 square feet
Exclusion:	<u>-100,000</u>
	84,400
	<u>x \$5.49/square foot</u>
	\$ 463,356

Jobs Linkage:

DIP Uses	184,400 square feet
Exclusion	<u>-100,000</u>
	84,400
	<u>x \$1.09/square foot</u>
	\$ 91,996

Recommendations

Staff finds that the Proposed Project complies with the requirements set forth in Section 80B of the Code for Large Project Review. Redevelopment of the current commercial component of the Site will revitalize the neighborhood's currently blighted business center. Development of the protected open space will allow neighborhood residents and others in the city access to a currently blighted and fenced-off open space. Finally, the Plaza will provide a neighborhood meeting space and enhance the street-level activity along Tremont Street.

Therefore, staff recommends that the Director be authorized to issue a Scoping Determination waiving further review for the Proposed Project located in Mission Hill, in accordance with Article 80B-5.3(d), Large Project Review of the Code. Staff also recommends that the Director be authorized to submit a petition to the Boston Zoning Commission for approval of Planned Development Area No. 52 and the associated map amendment and Development Plan, PDA No. 52. Staff also recommends that the Authority take the Proposed Project under advisement pending staff preparation of the appropriate votes.

An appropriate vote follows:

VOTED: That pursuant to Article 80, Section 80B-5.3 of the Code, the Director be, and hereby is authorized to issue a Scoping Determination waiving further review for the One Brigham Circle project, (the "Proposed Project") finding that the Project Notification Form for the Proposed Project (the "PNF"), including the Supplemental Information as an amendment to the PNF, adequately describes the impacts arising from the Proposed Project, and waives further review of the Proposed Project in accordance with Section 80B-5.3(d) of the Code, subject to continuing design review by the Boston Redevelopment Authority; and

FURTHER

VOTED: That pursuant to Article 80C-5.4 of the Code, the Director be, and hereby is, authorized to petition to the Zoning Commission to adopt a map amendment to Map 6D, Mission Hill Neighborhood District, to add the designation "D", indicating a Planned Development Area overlay district to the Proposed Project in substantial accord with the map amendment application submitted to the Authority at its meeting on May 8, 2001; and

FURTHER

VOTED: That pursuant to Article 80C-5.4 and Section 3-1.A(a) of the Code, the Authority hereby approves the Development Plan for Planned Development Area No. 52, One Brigham Circle and authorizes the Director to petition the Zoning Commission for the approval of the Development Plan for Planned Development Area No. 52, One Brigham Circle; and

FURTHER

VOTED: That at the conclusion of the public hearing, the Authority hereby takes the One Brigham Circle Project under advisement pending the preparation of additional votes by Authority staff.

Map Amendment Application No. 451
Planned Development Area No. 52
Boston Redevelopment Authority, on
behalf of Northland Development
Corporation
Map 6D, Mission Hill Neighborhood
District

MAP AMENDMENT NO. 390

THE COMMONWEALTH OF MASSACHUSETTS

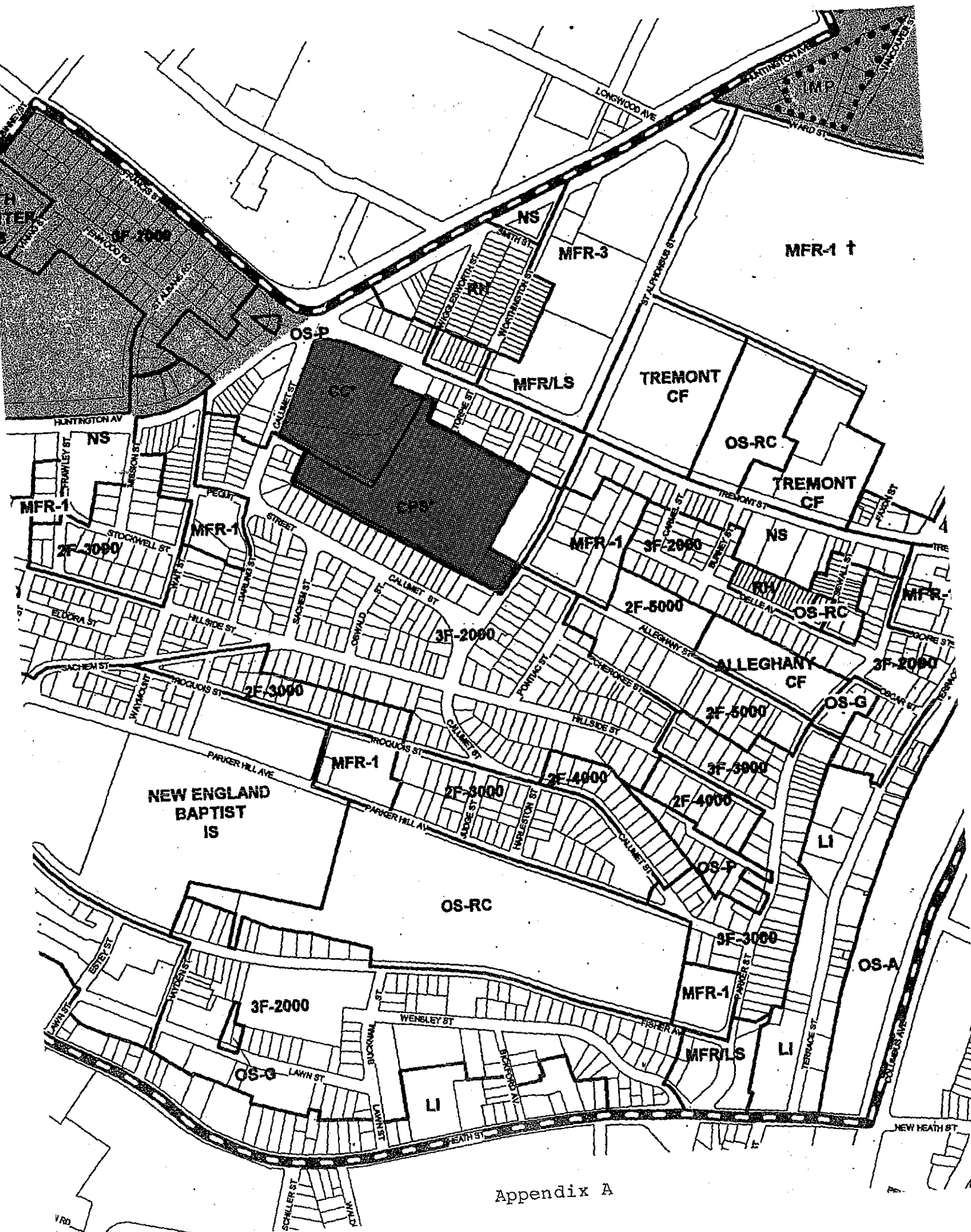
CITY OF BOSTON

IN ZONING COMMISSION

The Zoning Commission of the City of Boston, acting under Chapter 665 of the Acts of 1956, as amended, after due report, notice and hearing, does hereby approve the development Plan for Planned Development Area No. 52, and amends "Map 6D, Mission Hill Neighborhood District," of the series of maps entitled "Zoning Districts City of Boston," dated August 15, 1962, as amended, as follows:

By adding the designation "D", indicating a Planned Development Area overlay district to the existing zoning of two parcels of land, totaling approximately 9.25 acres, as shown on Appendix A.

*Date of public notice: May 10, 2001 (see St. 1956, c. 665, s. 5)



Appendix A

Map Amendment Application No. 451

Map Amendment No.

Chairman

Robert Jordan

Vice Chairman

William Talbot
Robert F. Jones
John

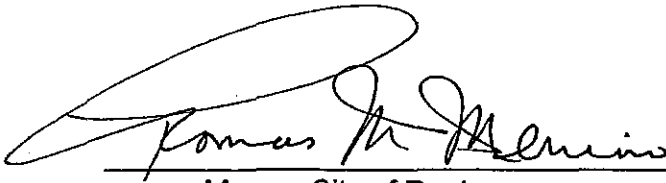
Deanne a. Dege
Mary F. Jones
Don Long

In Zoning Commission

Adopted: June 27, 2001

Attest:

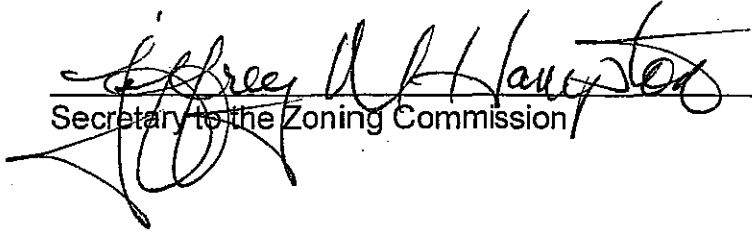
Gregory A. Hampton
[Signature]
Secretary



Mayor, City of Boston

Date: 6/27/01

The foregoing amendment was presented to the Mayor on JUNE 27, 2001, and was signed by him on JUNE 27, 2001, whereupon it became effective on JUNE 27, 2001, in accordance with Section 3 of Chapter 665 of the Acts of 1956, as amended.

Attest: 

Secretary to the Zoning Commission

Development Plan for Planned Development Area No. 52, One Brigham Circle

Chairman

Robert Jordan

Vice Chairman

Mark Long

May P. Lee

Deane Adams

Michael Stohy

James

Richard Taylor

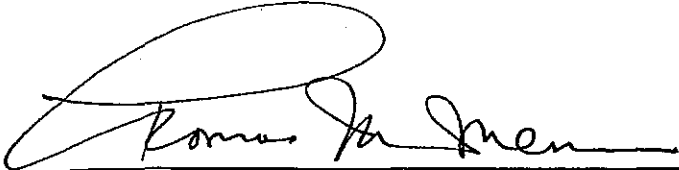
In Zoning Commission

Adopted: June 27, 2001

Attest:

Gregory D. Hampton
Secretary

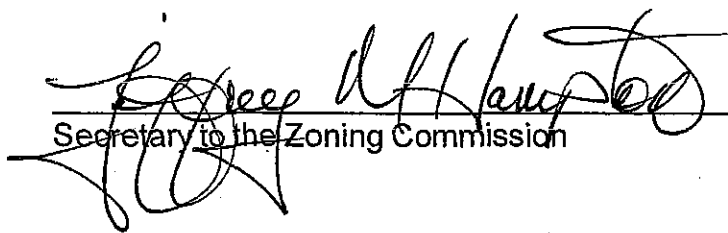
Development Plan for Planned Development Area No. 52, One Brigham Circle



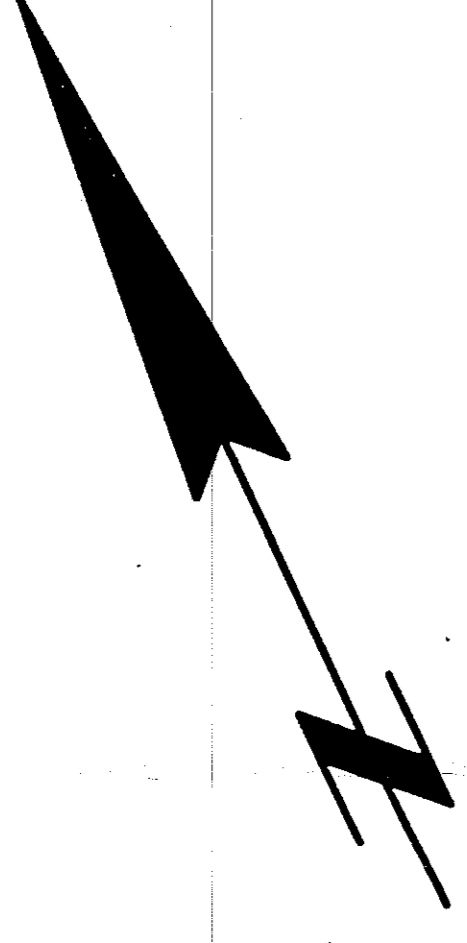
Mayor, City of Boston

Date: 6/27/01

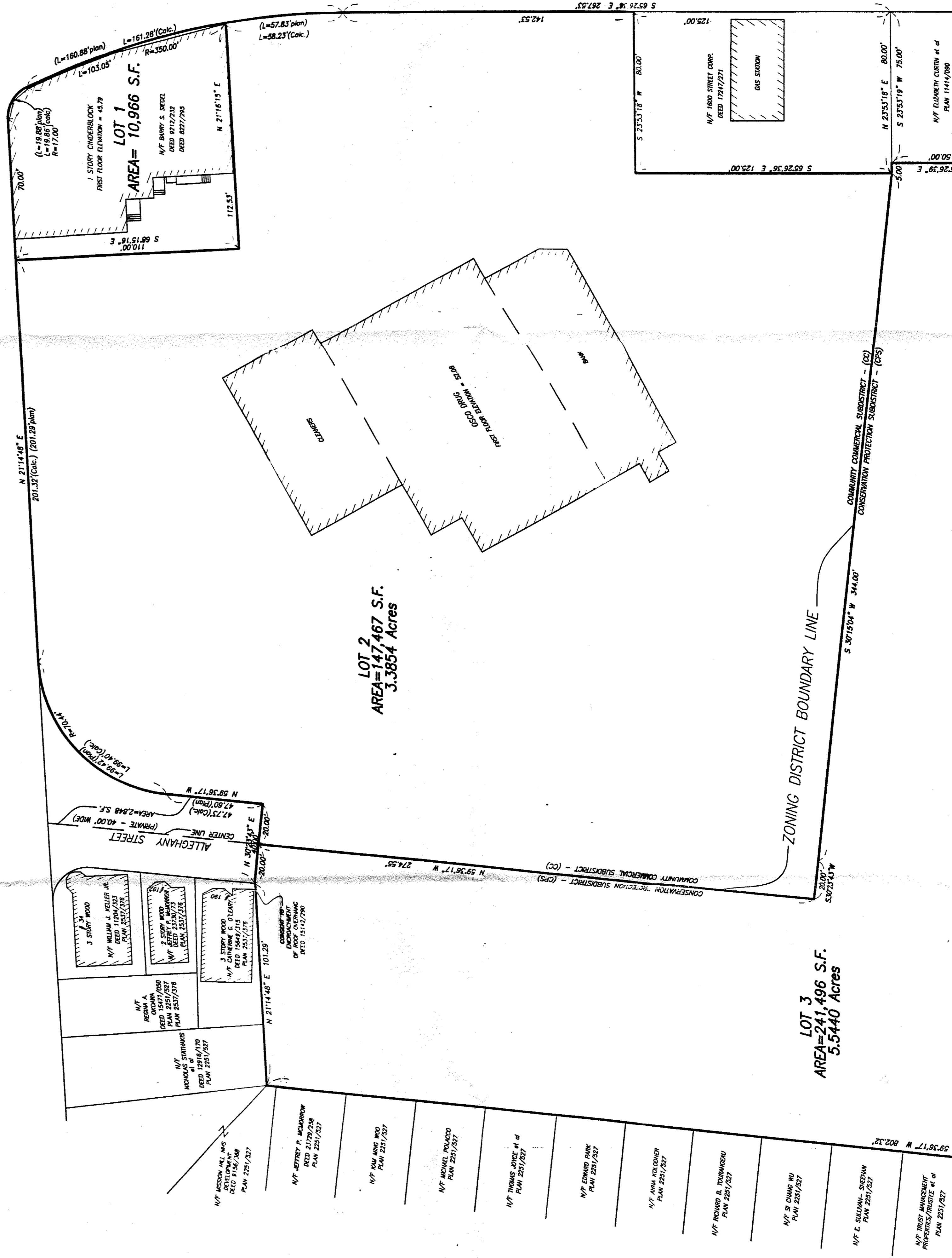
The foregoing Amended and Restated Development was presented to the Mayor on JUNE 27, 2001, and was signed by him on JUNE 27, 2001, whereupon it became effective on JUNE 27, 2001, in accordance with Section 3 of Chapter 665 of the Acts of 1956, as amended.

Attest: 

Secretary to the Zoning Commission



CALUMET STREET
TREMONT STREET
(PUBLIC WAY - VARIABLE WIDTH)



I CERTIFY THAT THIS PLAN IS BASED ON AN ACTUAL FIELD SURVEY AND PLANS AND DEEDS OF RECORD



R. Applegate 2/22/01

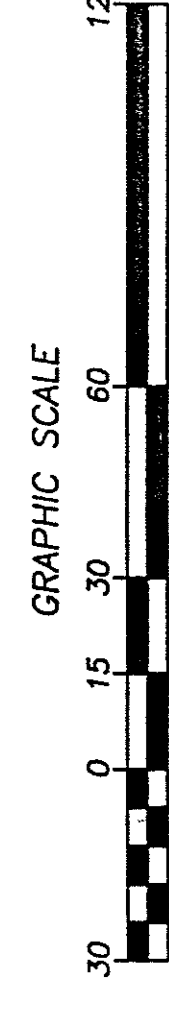
SHEET 1 OF 2
PLAN OF LAND

MISSION HILL
BOSTON, MASSACHUSETTS

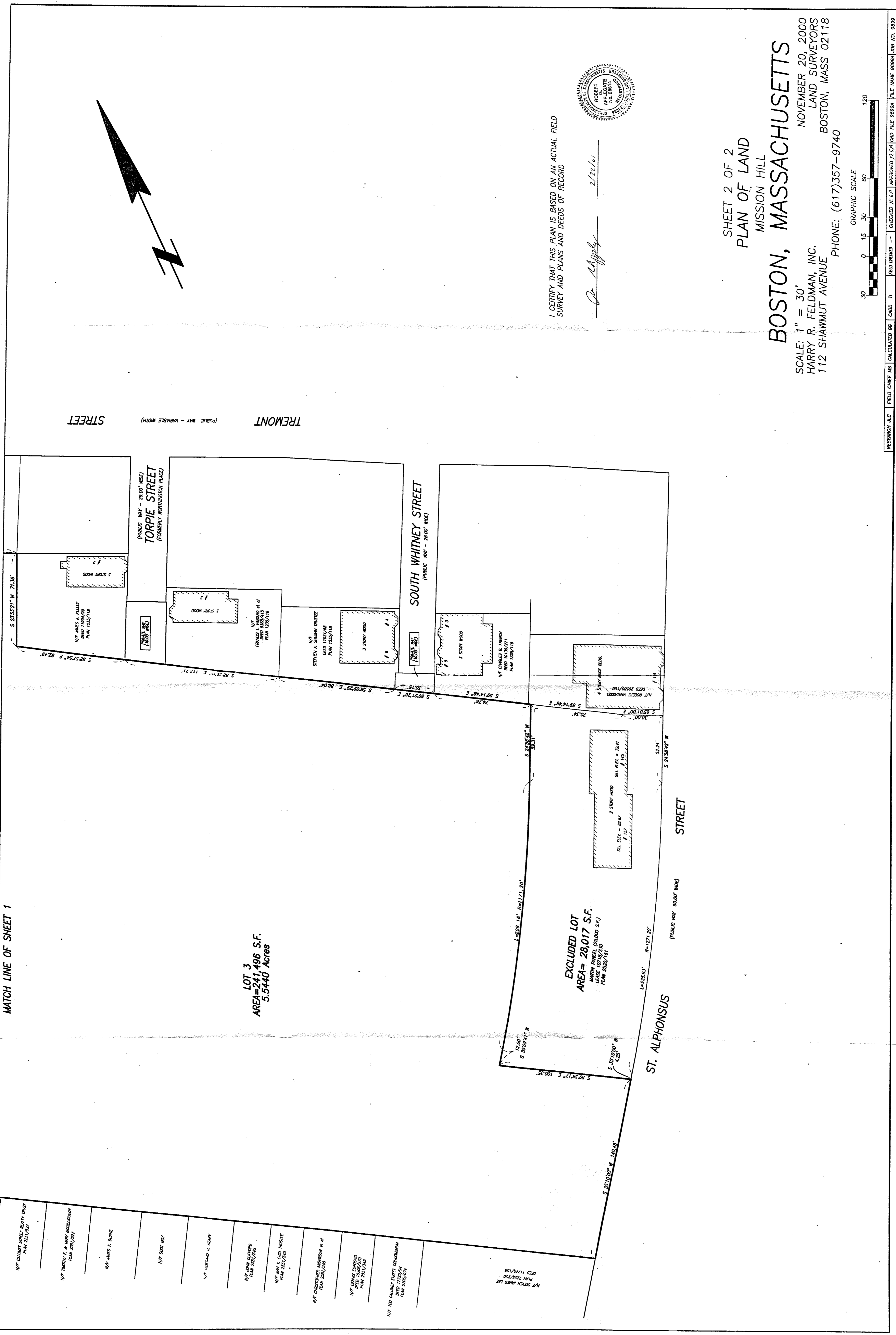
SCALE: 1" = 30'
HARRY R. FELDMAN, INC.
112 SHAWMUT AVENUE
BOSTON, MASS 02118
PHONE: (617)357-9740

NOVEMBER 20, 2000

LAND SURVEYORS



MATCH LINE OF SHEET 1



LOT 3
AREA=241,496 S.F.
5.5440 Acres

EXCLUDED LOT
AREA= 28,017 S.F.
 NORTH PARCEL (25,000 S.F.)
 PLAN 2530/161
 SOUTH PARCEL (3,017 S.F.)
 PLAN 2530/161

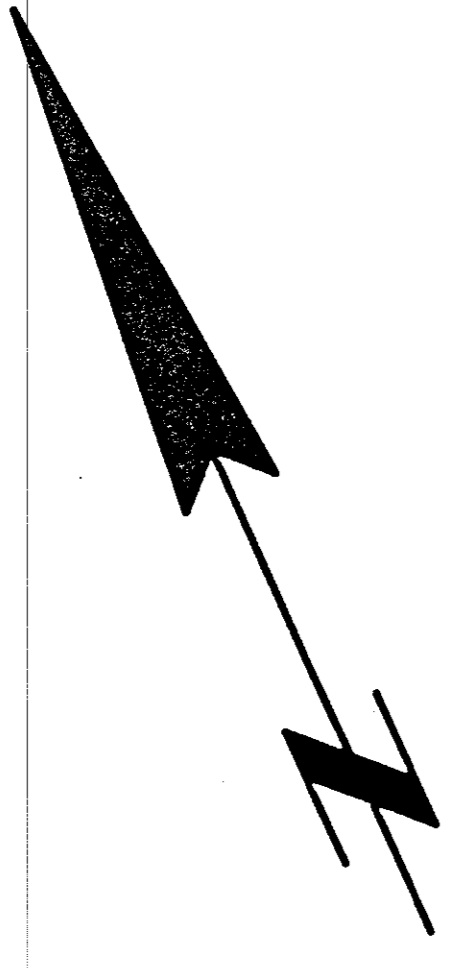
TREMONT STREET
 (PUBLIC HWY - VARIABLE WIDTH)

TORPIE STREET
 (PUBLIC HWY - 28.00' WIDE)
 (FORMERLY WORTINGTON PLACE)

SOUTH WHITNEY STREET
 (PUBLIC HWY - 28.00' WIDE)

STREET

ST. ALPHONSUS STREET
 (PUBLIC HWY 50.00' WIDE)



I CERTIFY THAT THIS PLAN IS BASED ON AN ACTUAL FIELD SURVEY AND PLANS AND DEEDS OF RECORD



R. Applegate 2/22/01

SHEET 2 OF 2
 PLAN OF LAND
 MISSION HILL

BOSTON, MASSACHUSETTS

SCALE: 1" = 30'
 HARRY R. FELDMAN, INC.
 112 SHAWMUT AVENUE
 BOSTON, MASS 02118
 PHONE: (617)357-9740

NOVEMBER 20, 2000
 LAND SURVEYORS
 BOSTON, MASS 02118

