

BPA APPEAL: 10/23/03
-C APPEAL: 11/19/03
APPEAL: 11/21/03

DEVELOPMENT PLAN
FOR
PLANNED DEVELOPMENT AREA NO. 62
COLUMBUS CENTER
BOSTON, MASSACHUSETTS

Dated: November 19, 2003

Development Plan: Pursuant to Section 3-1A and Article 80C of the Zoning Code of the City of Boston, Massachusetts (the "Code"), this plan constitutes a Planned Development Area Development Plan (the "Plan") for development of an approximately 303,742 square-foot (approximately 6.97 acre) site (the "Site") on Clarendon Street, Columbus Avenue, Berkeley Street, and Arlington Street in central Boston. The Site is located within a Planned Development Area Overlay District measuring approximately 434,300 square feet (approximately 9.97 acres) in area and described in Exhibit A attached hereto. The Site is depicted on the Site Plan attached hereto as Exhibit B.

The Site consists of four parcels of land and air rights over a portion of the Massachusetts Turnpike (the "Turnpike") owned by the Massachusetts Turnpike Authority (the "MTA") and adjacent railroad tracks (the "Railroad Tracks") owned by the Massachusetts Bay Transportation Authority ("MBTA"). The parcels are commonly known as Turnpike Air Rights Parcels 16, 17, 18, and 19 (each a "Parcel"; collectively, the "Parcels") and are described in more detail below. Land and air rights on and over the Parcels will be leased to affiliates of Columbus Center Associates, the proponent hereunder (the "Proponent").

The Proponent intends to construct a primarily residential development with up to 493 residential units, a hotel containing up to 199 rooms, a fitness center, commercial, retail, service, and restaurant uses on the ground floor, parking facilities, and related improvements in multiple buildings on the Site (the "Project"), all as more fully described below. This Plan sets forth information on the proposed development of the Site including the proposed location and appearance of structures, open spaces 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 14 pages of text plus attachments designated Exhibits A through E. All references to this Plan contained herein shall pertain only to such pages and exhibits.

Developer: The Proponent has formed single-purpose entities doing business as Columbus Center Associates to develop each of the Parcels described above. Columbus Center Associates, an affiliate of The Winn Development Company, a Boston-based real estate development company, with an address at 6 Faneuil Hall Marketplace, Boston, Massachusetts

02109. The Proponent intends to form single-purpose entities to develop each of the Parcels described below. Members of the Project team are identified on Exhibit C attached hereto. The Proponent will file with the BRA a Disclosure Statement in the form required by Section 80B-8 of the Code.

Site Description/Project Area: As indicated above, the Site is approximately 303,742 square feet (6.97 acres) in area and consists of the four Parcels described as follows:

- Parcel 16, also known as 101 Clarendon Street, is approximately 35,100 square feet in area and is bounded generally by Clarendon Street to the west, land now or formerly owned by the John Hancock Life Insurance Company to the north, Cahners Way to the east, and Columbus Avenue to the south. This parcel consists of air rights above the Turnpike and Railroad Tracks and approximately 8,800 square feet of land along Cahners Way and the northern edge of the Turnpike roadway. The portion of the parcel above the Railroad Tracks includes a one-story headhouse at grade near the intersection of Clarendon Street and Columbus Avenue that serves as an exit from the MBTA Back Bay Station (the "Back Bay Station").
- Parcel 17, also known as 100 Berkeley Street, is approximately 101,567 square feet in area and is bounded generally by Columbus Avenue to the west and north, Berkeley Street to the east, and the southern edge of the Railroad Tracks to the south. This parcel consists of air rights above the Turnpike and Railroad Tracks and approximately 11,100 square feet of land at grade along Berkeley Street and Columbus Avenue that currently serves as a parking lot. A portion of the parcel above the Railroad Tracks includes a one-story headhouse at grade on Columbus Avenue that serves as an exit from the MBTA Back Bay Station and a one-story MBTA electric substation on Berkeley Street.
- Parcel 18, also known as 171 Arlington Street, is approximately 155,720 square feet in area and is bounded generally by Berkeley Street to the west, Cortes Street to the north, Arlington Street to the east, and the southern edge of the Railroad Tracks to the south. This parcel consists of air rights above the Turnpike and Railroad Tracks and approximately 21,900 square feet of land along Cortes Street. A portion of the parcel above the Railroad Tracks includes a small park on Arlington Street near the end of Chandler Street.
- Parcel 19 is approximately 11,351 square feet in area and is bounded by Arlington Street to the west, Marginal Street to the north and east, and Tremont Street to the south. This parcel consists solely of air rights above the Turnpike.

In connection with the Project, the MBTA is expected to transfer air rights above the Railroad Tracks to the MTA. The Proponent and MTA have entered into a development agreement regarding the Project. The Proponent expects, via the single-purpose entities mentioned above, to enter into separate long-term leases with the MTA for each of the Parcels, except that Parcel 19 is likely to be included in the lease for one of the other Parcels.

According to the Code, the Site is located in a number of zoning subdistricts. The northern portion of Parcel 16 is located within a B-8 zoning subdistrict (the "B-8 Subdistrict"); the southern portion is located within a B-4 zoning subdistrict (the "B-4 Subdistrict"). The middle portion of Parcel 17 is located within a B-4 Subdistrict; the northern portion is located within an MFR-LS subdistrict of the Bay Village Neighborhood District (the "MFR-LS Subdistrict"), and the southern portion is located within an Open Space Urban Plaza subdistrict of the South End Neighborhood District (the "OS-UP Subdistrict"). The majority of Parcel 18 is located within a B-4 Subdistrict; the southern portion is located within a Community Commercial subdistrict of the South End Neighborhood District (the "Community Commercial Subdistrict"). Parcel 19 is located within a B-4 Subdistrict. The portion of the Site located in the B-4 Subdistrict and in the B-8 Subdistrict is also located in the Restricted Growth District of the Downtown Interim Planning Overlay District (the "Downtown IPOD"). The entire site is located in the Restricted Parking Overlay District. Pursuant to proposed Text Amendment Nos. 338, 339, and 340, Planned Development Areas ("PDAs") will be permitted in the pertinent areas of all relevant zoning districts at the time that this Plan is submitted to a vote by the Zoning Commission. This Plan will comply with such zoning provisions concerning PDAs.

The Site consists primarily of air rights above the Turnpike and Railroad Tracks, and does not contain any structure, site, or building listed or potentially eligible for listing on the National Register of Historic Places or State Register of Historic Places or subject to demolition delay under Article 85 of the Code. The Site is located in close proximity to various historic structures in the Back Bay, South End, and Bay Village neighborhoods. The Proponent has initiated, and will continue, discussions with the Massachusetts Historical Commission and Boston Landmarks Commission to avoid, minimize, or mitigate any impacts to historic resources in these areas.

General Description of Proposed Development: The various components of the Project are shown on the plans, elevations and drawings attached hereto as Exhibit D (collectively, the "Project Materials"), and are more particularly described as follows. Throughout this Plan, all references to "floor area" shall refer to "gross floor area" as defined in the Code, and all references to "height" shall refer to "height of building" as defined in the Code.

1. Parcel 16

A primarily residential building with a maximum total building area of 608,000 square feet will be constructed on Parcel 16. The building will include a hotel with up to 199 rooms, up to 160 residential units, a health club measuring 29,700 square feet, retail and restaurant uses on the ground floor measuring no less than 7,100 square feet, and various parking, service and mechanical spaces measuring up to 97,100 square feet. The building will have an eight-story base consistent with the existing street wall of Columbus Avenue and Clarendon Street. The seventh and eighth floor of the base will be set back on Clarendon Street and at the northern edge of the Parcel. Above the base, the building will be set back from the base and rise to a maximum height of 35 stories (398 feet, plus an additional 22 feet of unoccupied space devoted to rooftop mechanical equipment). The building will be clad in a combination of stone and stone-like precast concrete, brick and terra cotta masonry, and metal-and-glass curtain wall.

If the hotel contains fewer than 199 rooms, the excess floor area resulting from the reduction in the number of hotel rooms, and the associated parking spaces, may, notwithstanding any other provision of this Plan, be re-allocated to residential units on Parcel 16, and the number of residential units on Parcel 16 may accordingly increase, provided that the maximum total building area on Parcel 16 is no more than 608,000 square feet. A maximum of 186 parking spaces will be provided inside the building on the ground floor and lower levels. Parcel 16 will also include a new, enclosed exit from the Back Bay Station near the intersection of Columbus Avenue and Clarendon Street.

The foregoing improvements are hereafter referred to as the "Parcel 16 Project Component."

2. Parcel 17

A primarily residential building with a maximum total building area of 305,700 square feet will be constructed on Parcel 17. The building will include up to 192 residential units, retail uses on the ground floor measuring at least 13,200 square feet, and various parking, service and mechanical spaces measuring up to 54,200 square feet. The building will be four stories in height along the southern boundary and eight stories along Columbus Avenue and Berkeley Street (with a step down to seven stories along Berkeley Street as it approaches the South End). A small footprint (a maximum of 8,000 square feet) near the intersection of Columbus Avenue and Berkeley Street will rise to 11 stories (130 feet, plus an additional 22 feet of unoccupied space devoted to rooftop mechanical equipment). 98 parking spaces will be provided inside the building on the ground floor and lower levels. The building will be clad in a combination of stone, brick masonry, and metal-and-glass curtain wall.

Parcel 17 will also include no less than 23,800 square feet of public open space and park area along its southern edge. The park will include pedestrian walkways, public sitting areas, an outdoor café, and landscaped areas. At the southern end of the park, a garden wall will enhance the existing shed structure over the Turnpike and Railroad Tracks.

The foregoing improvements are hereafter referred to as the "Parcel 17 Project Component."

3. Parcel 18

A primarily residential building and a parking garage with a maximum total building area of 388,800 square feet will be constructed on Parcel 18. The building will include up to 141 residential units, a daycare center on Arlington Street measuring no less than 8,800 square feet, a neighborhood grocery store on Berkeley Street measuring no less than 13,900 square feet, including loading and associated storage areas, and a parking garage containing up to 633 spaces and measuring up to 189,000 square feet, including service areas. The building will range from four to seven stories (a maximum of 85 feet, plus an additional 22 feet of unoccupied space devoted to rooftop mechanical equipment) in height. The building will be clad in a combination of brick masonry with stone detailing, mansard roofs, and metal-and-glass curtain wall.

The parking garage will be located at the center of the parcel and will be surrounded by housing uses (except for the access driveways leading to the garage) along Berkeley, Cortes, and Arlington Streets. Parcel 18 will also include a pocket park measuring no less than 2,000 square feet along Cortes Street and an improved MBTA commuter rail exit (including new signage and lighting) on Berkeley Street. The Proponent will also make improvements to a small existing park on Arlington Street near the end of Chandler Street.

The southern portion of Parcel 18 will remain open to the Turnpike and Railroad Tracks. The vehicle entrance to the Turnpike from Arlington Street will be retained.

The foregoing improvements are hereafter referred to as the "Parcel 18 Project Component."

4. Parcel 19

The Project includes construction of a solid deck structure spanning the opening between Marginal, Arlington, and Tremont Streets on Parcel 19. This area will consist of decorative, landscaped open space measuring no less than 11,350 square feet. Lighting, paving, and fencing around the perimeter of the decorative open space will enhance the pedestrian experience in this area.

The foregoing improvements are hereafter referred to as the "Parcel 19 Project Component."

Proposed Location and Appearance of Structures: The proposed location and appearance of the structures on the Site are shown in more detail on the Project Materials attached hereto as Exhibit D. The final location and appearance of these structures may change only insofar as is required by the BRA, during final design review of the Project, or by other governmental agencies and authorities.

Use Allocation: As indicated above, the Project will include multi-family residential uses, a hotel, a fitness center, commercial, retail, service, and restaurant uses (including a daycare facility and neighborhood grocery store) on the ground floor, parking facilities (as accessory, ancillary, and principal uses), and related improvements on the Site.

All of the uses listed in Exhibit E, and in the locations described in this Plan, shall be permitted at the Project.

Section 27D-9 of the Code identifies certain Housing Priority Areas within the Downtown IPOD. Parcels 17 and 18 are located within Subdistrict 3 of the Chinatown-Bay Village Housing Priority area. This section states that a minimum of 50 percent of the gross floor area of any project that includes exterior construction over the Turnpike or Railroad Tracks must consist of residential uses (including multi-family residential uses). Including parking accessory and ancillary to residential uses within the calculation of areas devoted to residential uses, each Project component will comply with this requirement.

Density of Structures: This Plan establishes a maximum FAR for each Parcel. The maximum FAR for the Parcel 16 Project Component is 20, the maximum FAR for the Parcel 17 Project Component is 4, and the maximum FAR for the Parcel 18 Project Component is 4. As described above, Parcel 19 will include open space only.

Because FAR measurements may be incalculable as to any of the individual units within the condominium(s) on the Site which do not have their own lot area, the floor area of each such condominium unit, however demarcated, shall be deemed to comply with the Code, provided that the FAR for the parcel on which it is located does not exceed the maximum FAR established by this Plan. The ownership structure of the common areas within the Project and the areas devoted to non-residential ground floor uses within the Project shall be deemed to have no effect on the FARs set forth herein, provided that the FAR for the parcel on which it is located does not exceed the maximum FAR established by this Plan.

Height of Structures: As described in more detail above, the maximum height of the Parcel 16 Project Component is 398 feet (35 stories), the maximum height of the Parcel 17 Project Component is 130 feet (14 stories), and the maximum height of the Parcel 18 Project Component is 85 feet (seven stories), plus the specified heights allocated above for unoccupied space devoted to mechanical equipment.

Dimensions of Structures: The plans attached as Exhibit D set forth various additional dimensional requirements (other than maximum FAR and building height, which are addressed above) for the Project.

Development Schedule: The Project is expected to proceed sequentially after construction of the decks over all four Parcels. The Proponent currently estimates that construction of the decks will commence within 15 months of the date of approval of this Plan, and will be completed approximately 15 months after commencement of construction. Construction of the building on each Parcel is expected to commence within approximately 60 days after completion of the deck on which such building is to be constructed, and is expected to be completed within approximately 32 months after commencement of construction. It is anticipated that the entire Project will be completed by approximately the end of December, 2007.

It is contemplated that the Parcels will each be separately owned, constructed, and financed by entities affiliated with the Proponent. Compliance of each Parcel with the requirements of this Plan shall be determined on an individual rather than a Site-wide basis, and each Parcel will be eligible to receive its own Certificate of Consistency. The delay or non-completion of any Project component or subcomponent shall not affect the compliance or consistency of any other Project component or subcomponent with this Plan; provided, however, that no Certificate of Occupancy for either the Parcel 17 Project Component or the Parcel 18 Project Component shall issue before the structural deck upon which the Parcel 19 Project Component is to be constructed has been completed, and no Certificate of Occupancy for the Parcel 16 Project Component shall issue before the structural deck upon which the other three Project Components are to be constructed have been completed.

Approvals: The MTA and City of Boston entered into a Memorandum of Understanding (the "MOU") dated June 1, 1997 establishing a public review process for air rights development over the section of the Turnpike in Boston. Under the MOU, air rights projects are subject to review by the BRA similar to that required under Article 80B of the Code and by a project-specific Citizens Advisory Committee ("CAC") appointed by the Mayor of the City of Boston. Mayor Thomas Menino appointed a CAC for the Project in December, 2001.

The Project also requires review under the Massachusetts Environmental Policy Act (MEPA). Pursuant to the MOU and MEPA, the Proponent submitted a joint Project Notification Form/Environmental Notification Form (PNF/ENF) to the BRA and MEPA Office of the Executive Office of Environmental Affairs (the "MEPA Office") in March, 2001. The Proponent withdrew this submission and filed a new PNF/ENF on November 30, 2001. The BRA Scoping Determination issued on April 5, 2002, and the MEPA Certificate issued on April 8, 2002. The Proponent submitted a Notice of Project Change on July 11, 2002, and submitted a Draft Environmental Impact Report/Project Impact Report on November 22, 2002. The BRA Preliminary Project Determination issued on March 7, 2003, and the MEPA Certificate issued on March 18, 2003. On May 15, 2003, the Proponent submitted a Final Environmental Impact Report/Project Impact Report to the BRA and MEPA Office.

Pursuant to the MOU, on June 5, 2003 the CAC voted to recommend approval of the Project, and on July 14, 2003 the BRA issued a Project Determination and Certification Report for the Project. On June 30, 2003, the final MEPA Certificate issued.

Several other local, state, and federal permits and approvals are anticipated to be required for the Project.

Urban Design Objectives: The Site occupies a unique location at the point of convergence of three of Boston's most distinctive neighborhoods: The Back Bay, South End, and Bay Village. The Project will unite these historic sections of the city in a manner consistent with the existing architectural and historical character of each neighborhood.

In June of 2000, the BRA and a Strategic Development Study Committee appointed by Mayor Thomas Menino issued *A Civic Vision for Turnpike Air Rights in Boston* (the "Civic Vision"). The Civic Vision was adopted as the Master Plan for Turnpike air rights parcels by the BRA in 2000. The Civic Vision sets forth principles and guidelines for development on the Turnpike air rights corridor, and specifically addresses the Parcels. The major urban design objective for the Project is to respond to these principles and guidelines as they have been refined in meetings between the Proponent and CAC over the course of two years.

The Civic Vision's guidelines for development on Parcels 16-19 (the "Guidelines") fall into four general categories: uses, transportation, the public realm, and building form. The Proponent has designed the Project to address these Guidelines as described immediately below.

1. Uses

For the street level on Parcels 16-18, the Guidelines recommend shops, restaurants, cafés, and similar active uses along Columbus Avenue, Clarendon Street and Berkeley Street, open space or row-house scale housing along Cortes Street, and active uses or occupied space (e.g., lobbies) along Arlington Street. For the upper levels, the Guidelines recommend a range of housing opportunities, including hotel uses. For Parcel 19, the Guidelines recognize that development would not be feasible given the small size and irregular shape of the parcel, and recommend covering and maintaining this area as landscaped open space.

The Project will include active ground floor uses along Columbus Avenue, Clarendon Street, Berkeley Street, and Arlington Street, and will respect the more residential scale of Cortes Street by providing a small pocket park, street trees, and row-house scale housing along that street. The buildings include up to 493 residential units and a hotel including up to 199 rooms. The Proponent will deck over Parcel 19 and maintain this area as landscaped open space.

2. Transportation

The key recommendations regarding transportation set forth in the Guidelines center on pedestrian safety improvements; enhancing pedestrian connections around the Site; setting parking ratios based on uses; locating parking and loading within the buildings rather than on public streets; and providing secure bicycle storage within the buildings.

The Project will include numerous pedestrian safety improvements, including new crosswalks, bulb-outs, ramps, and improved street lighting. Pedestrians will also benefit from the new open space and park on Parcel 17 and numerous widened sidewalks and walking areas around the Site. The Project will include sufficient but not excessive parking for the various uses of the Project (as described in detail below), and will allocate numerous spaces for neighborhood residents to alleviate the parking shortage in this part of the City. The Project will include construction of a new exit from the Back Bay Station at the intersection of Columbus Avenue and Clarendon Street, and will provide secure bicycle storage within each of the three buildings on the Site.

3. Public Realm

The Guidelines encourage the use of sidewalks and active storefronts with individual entrances. The Guidelines also recommend creation of a continuous street wall along Columbus Avenue, Clarendon Street, and Berkeley Street, and creation of wider sidewalks surrounding the Site. The Guidelines recommend improving the small existing park on Chandler Street and creating a new public park fronting on Berkeley Street.

The Project will include active ground floor uses with individual entrances along Columbus Avenue, Clarendon Street, Berkeley Street, and Arlington Street. The Project will also include numerous sidewalk and pedestrian safety improvements and ample open space to encourage pedestrian activity on the Site. The Proponent will improve the small existing park on

Arlington Street near the end of Chandler Street and create a new, approximately half-acre park along the southern boundary of Parcel 17.

4. Building Form

The Guidelines contain several recommendations relating to building form and design. Development on Parcel 16 should reinforce the scale of Columbus Avenue and maintain the height as it turns onto Clarendon Street; incorporate setbacks along Clarendon Street and Columbus Avenue; reflect traditional street scale; and maintain a continuous street wall on abutting streets. Development on Parcel 17 should form a transition from the South End, incorporate setbacks for upper floors and reflect traditional building widths and bay rhythms; and maintain a continuous street wall on abutting streets. Development on Parcel 18 should create a transition toward Bay Village. The Guidelines recommend a height not to exceed 150 feet on Parcels 16-18, but contemplates additional height on Parcel 16 in connection with the creation of a public park on Parcel 17 or 18.

The Proponent has incorporated these recommendations into the design of the buildings on the Site. The massing of the Parcel 16 Project Component takes its cues from the surrounding neighborhood. The street level includes continuous facades that align with the existing buildings on Columbus Avenue and Clarendon Street and a cornice line that respects the existing building heights in this area. The upper levels of the building are set back from the eight-story base to preserve the residential feel of the massing from the street level.

The design of the Parcel 17 Project Component likewise respects the scale and appearance of surrounding neighborhood. The tallest element is located at the northern end, furthest from the low-rise residential buildings in the South End. The building steps down along Berkeley Street and Columbus Avenue. The southern end of the building consists of a row of four-story rowhouses that will match the scale of existing rowhouses in the South End and provide an attractive backdrop to the new, approximately half-acre park along the southern boundary of this parcel.

Finally, the Parcel 18 Project Component will serve as an attractive and welcoming connection to the Bay Village neighborhood. This building design includes much-needed retail and service uses on the ground floor along Berkeley Street and Arlington Street, including a daycare center and neighborhood grocery store, and recreates the historic residential townhouse character along the south side of Cortes Street that was lost when the Turnpike was constructed. The building height is limited to four to seven stories around the perimeter of the parcel to match the low-rise residential streets of the South End and Bay Village. The parking garage is located in the middle of the parcel and is not generally visible from the street or sidewalks. The landscaped open space on Parcel 19 and improvements to the small existing park at the end of Chandler Street will further enhance the appearance of this area and serve to link the Site with the Bay Village neighborhood to the east.

Open Space and Landscaping: As described above, the Project will include approximately 37,000 square feet of new open space and landscaped areas. Parcel 16 will include a small landscaped area and street trees near the intersection of Clarendon Street and

Columbus Avenue and along Columbus Avenue. Parcel 17 will include a large, approximately 23,800 square foot open space along the southern boundary of the parcel. The open space will include pedestrian pathways, seating areas, and landscaping.

Parcel 18 will include a pocket park and street trees on Cortes Street to enhance the residential character of this street. The Proponent will also make improvements to the small existing park at the end of Chandler Street. Parcel 19 will consist entirely of decorative, landscaped open space. Lighting, paving and fencing will be provided around the perimeter of the parcel.

Finally, the Project will improve streetscapes throughout the Site. The Project includes widened, brick sidewalks, granite curbs, and new street trees on Arlington Street, Clarendon Street, Berkeley Street, Columbus Avenue, and Cortes Street. Public safety improvements will include crosswalks, wheelchair ramps, and new street lighting.

Proposed Traffic Circulation: Traffic generated by the Project will utilize the existing network of streets in the area and internal driveways within the buildings on the Site. The Project will not require construction of any new streets or roadways in the area.

1. Parcel 16

Most vehicles will enter and exit the Parcel 16 Project Component via a curb cut on Clarendon Street near the northwest corner of the building. Clarendon Street is one-way southbound. Residents of the Project will be able to reach destinations to the south along Clarendon Street and connecting streets, and reach destinations to the north by turning onto Columbus Avenue and then north onto Dartmouth Street or Berkeley Street. Parcel 16 will also include a second curb cut on Columbus Avenue near the northeast corner of the parcel. This entrance will be used primarily by service and delivery trucks.

Parking for the hotel will be provided by valet service on Clarendon Street as well. Valet operators will drive vehicles to the garage on Parcel 18 by taking a left turn on Columbus Avenue and right turn on Arlington Street to reach the garage entrance off Arlington Street.

2. Parcel 17

The Parcel 17 Project Component will include an internal driveway running east-west through the building and extending to curb cuts on Columbus Avenue to the west and Berkeley Street to the east. Vehicles will be able to turn right or left onto Columbus Avenue to reach destinations in the downtown area or outlying areas. Berkeley Street is one-way northbound, and offers easy access to the downtown area and to Storrow Drive.

3. Parcel 18

As indicated above, most parking for the Project will be located in the garage on Parcel 18. This Project component will include internal driveways leading to the parking garage and extending to curb cuts on Berkeley Street to the west and Arlington Street to the east. As

indicated above, Berkeley Street is one-way northbound. Valet operators will return vehicles to the hotel on Parcel 16 by turning onto Berkeley Street, then left onto Columbus Avenue, right onto Cahners Street, left onto Stanhope Street, and left onto Clarendon Street to reach the hotel valet area on Clarendon Street. Arlington Street is one-way southbound, with access to Tremont Street and connecting streets.

The Project's mix of uses and close proximity to public transportation are expected to minimize the Project's impacts on traffic in the area. Nonetheless, the Proponent will enter into a Transportation Access Plan Agreement with the Boston Transportation Department (BTD) setting forth various mitigation measures to avoid, minimize or mitigate any traffic impacts related to the Project.

Parking and Loading Facilities: As indicated above, the Parcel 16 Project Component will include a maximum of 186 parking spaces inside the building on the ground floor and lower floors, and the Parcel 17 Project Component will include a maximum of 98 parking spaces inside the building on the ground floor and lower floors. The Parcel 18 Project Component will include a parking garage at the center of the parcel with a maximum of 633 parking spaces. The Project thus includes a total maximum of 917 structured parking spaces. The Project will also include a limited number of on-street valet and pick-up/drop-off spaces on Clarendon Street, Columbus Avenue, and Berkeley Street.

These parking spaces will serve a variety of uses. The Project will allocate a maximum of 100 spaces for the hotel on Parcel 16 (0.5 spaces per hotel room); a maximum of 493 spaces for residential units (one space per unit); a maximum of 55 accessory and ancillary commercial spaces on Parcel 18; and no less than 25 spaces for shared car services, the fire station on Columbus Avenue, and daycare drop-off/pick-up. In order to limit on-street parking in the surrounding neighborhood by residents of the Project with more than one car, the Proponent will offer up to an additional 120 spaces at the Project for sale or lease at market rates to residents of the Project. In addition, 100 parking spaces at the Project will be offered to neighborhood residents to alleviate the parking shortage in this part of the city. The parking spaces at the Project that remain, following the above distribution, will be allocated to one or more of the approved uses at the Project pursuant to the terms of the Transportation Access Plan Agreement. Under no circumstances shall parking spaces at the Project be used for public parking.

Loading facilities for Parcels 16-18 will be located within the respective buildings and will not be visible from streets or sidewalks. In addition, loading bays will be designed so no trucks or service vehicles need to back up onto or from a public street. The Parcel 16 Project Component will have two loading bays within the building accessible from Clarendon Street and Columbus Avenue. The Parcel 17 Project Component will have two loading bays accessible from the internal driveway connecting Columbus Avenue and Berkeley Street. The Parcel 18 Project Component will include two loading bays within the garage at the center of the Site.

The Project's parking spaces may be used as described in this Plan, including, without limitation, (i) ancillary parking accessory to a use on a separate parcel (e.g., use of parking spaces on Parcel 18 to serve uses on Parcels 16 and 17, and (ii) use of parking spaces by customers of and visitors to the non-residential ground floor uses at the Project, whether or not

such parking is deemed an accessory use under the Code, and by residents of the surrounding neighborhoods.

Access to Public Transportation: The Site is well served by public transportation. The Back Bay Station is located across Clarendon Street from Parcel 16. This station offers Orange Line subway service between Forest Hills to the south and Oak Grove to the north. Riders can also make connections to the Blue Line subway at the State Street station and to the Red Line subway at the Downtown Crossing station. This station also serves as a commuter rail stop on the Foxboro, Franklin, Needham, Providence, Stoughton, and Worcester lines.

The Site is also convenient to several stations on the Green Line. The Copley Square station is located a few blocks from Parcel 16 and the Arlington Street station is located a few blocks from Parcel 18. The Prudential station is a short walk from the Site. These stations offer service to Government Center and Lechmere Square to the north and numerous locations on various branches of the Green Line to the west and south, including Boston College, Boston University, Cleveland Circle, Coolidge Corner, and Riverside stations.

Several bus lines run near the Site. The #10 and #39 buses include stops at the Back Bay Station. The #10 bus runs between Copley Square and City Point via Andrew Station, and the #39 bus runs between the Back Bay and Forest Hills via Huntington Avenue (although it should be noted that this bus line is likely to be discontinued when the Green Line expansion to Forest Hills is completed). In addition, the #9 has a stop near the Site on Berkeley Street, and runs between Copley Square and City Point via Broadway Station. The new Silver Line bus service has stops along Washington Street a few blocks south of the Site.

Public Benefits: This Plan conforms to the plan for the geographic area in which the Site is located and to the general plan for the City as a whole. As indicated above, in 2000 the BRA and a Strategic Development Study Committee issued the Civic Vision, which sets forth principles and guidelines for development on the Turnpike air rights corridor. The Civic Vision was adopted as the Master Plan for Turnpike air rights projects by the BRA in 2000. The Project's compliance with the Civic Vision's guidelines for development on Parcels 16-19 is described in detail above.

In addition, this Plan conforms to the standards for approval of a PDA Development Plan in the South End Neighborhood District as set forth in Sections 64-29 and 64-31 of the Code, and the standards for approval of a PDA Development Plan in the Bay Village Neighborhood District as set forth in Sections 63-14 and 63-16 of the Code.

In addition, nothing in this Plan will be injurious to the neighborhoods surrounding the Project or otherwise detrimental to the public welfare, weighing all the benefits and burdens. In accordance with the Memorandum of Understanding between the MTA and City of Boston dated June 1, 1997, the Project has been reviewed by the BRA (similar to the review required under Article 80B of the Code) and by a project-specific Citizens Advisory Committee appointed by the Mayor of the City of Boston. The Project has also been reviewed under MEPA. In the course of these review processes, the impacts of the Project upon the surrounding neighborhoods and upon the public welfare generally have been fully addressed, and appropriate mitigation has

been proposed and incorporated into the Project. In addition, the Project is expected to provide numerous public benefits, including the following:

1. Public Realm Benefits

The Project will physically cover several acres of the Turnpike and Railroad Lines, shielding surrounding area from the view and noise of the highway and creating three new city blocks and a half mile of new, active street walls. This area will include a much-needed neighborhood grocery store, daycare center, and other neighborhood retail stores. This area will also include several parks and open space areas measuring a total of approximately 37,000 square feet, including a half acre linear park on Parcel 17, a pocket park on Cortes Street, a quarter acre of green space on Parcel 19, and improvements to a small existing park on Arlington Street near the end of Chandler Street. These parks and open spaces will be enhanced by numerous streetscape improvements around the Site, including new brick sidewalks, granite curbs, acorn streetlights, street trees, and street furniture.

2. Affordable Housing and Linkage Benefits

Ten percent (10%) of the units on site will qualify as affordable. Such units will ease the severe shortage of affordable housing in central Boston. The Proponent will also make a contribution of \$1,281,800 to the Affordable Housing Trust Fund and make housing and jobs linkage payments of \$1,172,716.

3. Economic Benefits

It is estimated that the Project will generate approximately \$4,000,000 in new annual real estate taxes, and generate significant new hotel and sales taxes as well. It is estimated that the Project will create 350 new permanent jobs and more than 2,000 temporary jobs during construction of the Project.

4. Environmental Benefits

The Project will reduce overall noise levels and improve air quality in surrounding neighborhoods by covering the Turnpike and Railroad Tracks, and reduce pedestrian level winds in many locations due to creation of new street walls. The Project will also separate stormwater and sewer flows in various South End and/or Bay Village streets, and address groundwater depletion by installing new groundwater monitoring and recharge wells and further researching groundwater depletion in cooperation with the Boston Groundwater Trust.

5. Transportation Benefits

The Project will create a rich pedestrian walking environment and safety improvements, including new crosswalks and sidewalks. The project will enhance public transportation options in the area by rebuilding the MBTA headhouse at the corner of Columbus Avenue and Clarendon Street, and providing a new exit from the commuter rail station on Parcel 18. The

Proponent will coordinate other transportation benefits and traffic mitigation measures with the BTD.

Applicability: In accordance with Section 80C-9 of the Code, consistency of the Project or any component or subcomponent thereof with this Plan constitutes compliance with the density, dimensional, use and other requirements of the Code to the extent such requirements have been addressed in this Plan.

Amendment of Plan: Any owner of an individual Parcel may seek amendment of this Plan as to such Parcel in accordance with the procedures prescribed by the Code without the consent of any other owner of a Parcel. In the event that any amendment to this Plan proposed by the owner of a Parcel is approved, and such amendment affects the overall compliance of the Project with this Plan, this Plan shall be deemed amended with respect to the Project as a whole to the extent necessary for the overall Project to comply with this Plan.

LIST OF EXHIBITS

Exhibit A	Legal description
Exhibit B	Plan of Site
Exhibit C	List of Project team members
Exhibit D	Plans, elevations and drawings showing proposed location and appearance of structures, parking and landscaping, and other Site features
Exhibit E	List of Uses

EXHIBIT A

[See attached legal description]

EXHIBIT B

[See attached plan]

EXHIBIT C

PROJECT TEAM

Proponent: Columbus Center Associates
c/o Winn Development Company
6 Faneuil Hall Marketplace
Boston, MA 02109
(617) 742-4500
Roger Cassin
Christopher Fleming

Architect: CBT/Childs Bertman Tseckares, Inc.
110 Canal Street
Boston, MA 02114
(617) 262-4354
Richard Bertman
David Hancock
Eric Vogel

Landscape Architect: Pressley Associates
432 Columbia Street
Cambridge, MA 02141
(617) 491-5300
Marion Pressley
Elaine Johnson

Legal Counsel: Goulston & Storrs, P.C.
400 Atlantic Avenue
Boston, MA 02110
(617) 482-1776
Matthew Kiefer, Esq.
Adam Hundley, Esq.

Permitting Consultant: Epsilon Associates, Inc.
150 Main Street
P.O. Box 700
Maynard, MA 01754
(978) 897-7100
Willard Donham

Transportation and
Parking Consultant:

Howard/Stein-Hudson Associates
38 Chauncy Street
Boston, MA 02111
(617) 482-7080
Jane Howard

Civil Engineer:

Judith Nitsch Engineering, Inc.
186 Lincoln Street, Suite 200
Boston, MA 02111
(617) 338-0063
Judith Nitsch
John Schmid

Structural Engineer:

Zaldastani Associates
70 Federal Street
Boston, MA 02110
(617) 423-4040
Michael Jolliffe

Mechanical, Electrical
And Plumbing Engineers:

Cosentini Associates
One Broadway
Cambridge, MA 02141
(617) 494-9090
Richard Leber

Wind Consultant:

Cermak Peterka Petersen, Inc.
1415 Blue Spruce Drive, Suite 3
Fort Collins, CO 80524
(970) 221-3371
Jack Peterka
John Carter

Noise Consultant:

Cavanaugh Tocci
327 F Boston Post Road
Sudbury, MA 01776
(978) 443-7871
Greg Tocci

EXHIBIT E

List of Approved Uses

General Project Uses:

- Multi-family housing.
- Hotel, including function rooms, newsstands, gift shops, restaurants, and other accessory uses.
- Day care center, adult education center, community center, or classroom.
- Fitness center, health club, or spa.
- Accessory swimming pool or tennis court.
- Telecommunications and wireless communications equipment, including antennas, communications dishes and other equipment mounting structures.
- Accessory and ancillary parking garage.
- Storage of flammable liquids and gases incidental to main use.

Ground Floor Uses:

- Store primarily serving the local retail business needs of the residents of the neighborhood.
- Retail catering establishment, lunch room, restaurant, cafeteria or other place for the service or sale of food or drink for on-premises or off-premises consumption.
- Agency office.
- Post office, bank, automatic teller machine, or similar establishment.
- Service establishments, limited to the following: barber shop; beauty shop; shoe repair shop; pick-up and delivery station of laundry or dry-cleaner; tailor shop; hand laundry; dry cleaning shop; caterer's establishment; photographer's studio; upholsterer's shop; watch or jewelry repair shop; picture (photography) developer; copy center.
- Outdoor sale or display for sale of garden supplies, agricultural produce, flowers and the like, and outdoor display of sculpture or other art.

MEMORANDUM

OCTOBER 23, 2003

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

**FROM: SUSAN HARTNETT, DIRECTOR, ECONOMIC
DEVELOPMENT
RANDI LATHROP, DEPUTY DIRECTOR, COMMUNITY
PLANNING
DAVID CARLSON, SENIOR ARCHITECT
SONAL GANDHI, SENIOR PROJECT MANAGER**

**SUBJECT: PUBLIC HEARING: COLUMBUS CENTER: 100 BERKELEY
STREET, 101 CLARENDON STREET, 171 ARLINGTON
STREET; MASSACHUSETTS TURNPIKE EXTENSION AIR
RIGHTS PARCELS 16, 17, 18, 19**

**EXECUTIVE:
SUMMARY:**

This memorandum requests, as a part of the scheduled Public Hearing concerning the Columbus Center project, to be located at 100 Berkeley Street, 101 Clarendon Street, 171 Arlington Street; Massachusetts Turnpike Extension Air Rights Parcels 16, 17, 18, and 19 undertaken by Columbus Center Associates, that the Boston Redevelopment Authority (“BRA” or “Authority”) (1) authorize the Director to execute and deliver a Development Impact Project Agreement; and (2) authorize the Director to petition the Zoning Commission for the approval of Text Amendments 338, 339, and 340; (3) approve the Development Plan for Planned Development Area No. 62, Columbus Center, and authorize the Director to petition the Zoning Commission for the approval of the Development Plan for Planned Development Area No. 62, Columbus Center, and a map amendment to “Boston Zoning Maps 1 (Boston Proper), 1N (Bay Village Neighborhood District) and 1P (South End Neighborhood District);” and (4) authorize the Director to issue Certification(s) of Consistency in connection with the Proposed Project.

Project Site

The Columbus Center project (the "Proposed Project") site is comprised of four air rights parcels (known as Parcel 16, Parcel 17, Parcel 18, and Parcel 19) totaling approximately 7 acres bordered generally by Clarendon Street on the west, Tremont Street on the east, Cortes and Stanhope Street on the north, and the Massachusetts Bay Transportation Authority ("MBTA") rail lines to the south. Arlington Street and Berkeley Street bisect the site running north/south, while Columbus Avenue bisects the site running east/west. The parcels consist of air rights over the Massachusetts Turnpike, CSX, Amtrak and MBTA tracks, along with land presently used as a surface parking lot at the corner of Berkeley Street and Columbus Avenue and land owned by the Massachusetts Turnpike Authority (the "MTA") along the south side of Cortes Street. The land and air rights comprising Parcel 16, Parcel 17, Parcel 18 and Parcel 19 will be leased from the MTA by Columbus Center Associates (the "Proponent").

Proposed Project

The Proposed Project consists of four components: the 101 Clarendon Street development, to be constructed on Parcel 16; the 100 Berkeley Street development, to be constructed on Parcel 17; the 171 Arlington Street development, to be constructed on Parcel 18; and approximately 11,350 square feet of decorative open space on Parcel 19. The Proposed Project involves the development of these parcels into a mixed-use, approximately 956,143 occupiable square feet project, including approximately 199 hotel rooms, approximately 493 residential units, approximately 29,700 square feet of health club space, approximately 8800 square feet of daycare space, and approximately 38,200 square feet of retail, restaurant, and lobby space. The Proposed Project includes a total of approximately 1,302,653 square feet – which includes approximately 917 parking spaces and approximately 37,183 square feet of open space.

Project Review:

Article 3 of the document entitled "Memorandum of Understanding between Massachusetts Turnpike Authority and The City of Boston, acting by and through the Boston Redevelopment Authority" dated June 1, 1997 ("MOU") stipulates the process by which any Proposed Project for the Extension Air Rights will undergo a BRA Review Process in a manner similar to Article 80 of the Boston Zoning Code ("Code"). The Proposed Project is being reviewed pursuant to the MOU which sets forth a comprehensive procedure for project review of the following components: height, massing, Floor Area Ratio ("FAR"), density, transportation, environmental protection, urban design, historic resources, infrastructure systems, site plan, tidelands, if any, and Development Impact Project.

At its July 10, 2003 meeting, the Boston Redevelopment Authority ("BRA" or "Authority") Board voted to authorize the Director to (1) issue a Project Determination pursuant to Section 3.2(d) of the "Memorandum of Understanding between

Massachusetts Turnpike Authority and The City of Boston, acting by Boston Redevelopment Authority" dated June 1, 1997 ("MOU"), (2) Certification Report pursuant to Section 3.2(d) of the MOU, (3) issue Determination under Section 4.2 of the MOU upon successful completion of design review under Section 3.2(e) of the MOU; and (3) execute and execute a Cooperation Agreement, an Affordable Housing Agreement, an Affordable Contribution Agreement, a Boston Residents Construction Employment and all other agreements and documents that the Director deems appropriate and necessary. A Project Determination and Certification Report was issued in 2003.

Subsequently, a Planned Development Area ("PDA") was filed with the City on August 28, 2003. Notice of the filing of the PDA was published in the Boston Globe on August 30, 2003, in the South End News on September 4, 2003, in the Boston Courier on September 8, 2003. A public CAC working session was held on September 18, 2003. Notice of this public hearing was published in the Boston Globe on October 13, 2003. The comment period on the proposed PDA ended in 2003.

The applicant will enter into an agreement with the Boston Redevelopment Authority ("BRA" or "Authority") to meet the Development Impact Project Exactions that are applicable to Proposed Projects creating more than 100,000 square feet of commercial space, and which offset the impacts of large-scale development on the housing and job markets. Columbus Center Associates will provide to the Neighborhood Housing Trust a contribution of approximately \$976,810.28 and to the Neighborhood Jobs Trust a contribution of approximately \$195,906.24. Columbus Center Associates will elect to pay these linkage contributions as Special Assessment Value Payments at the time of Building Permit. These estimated linkage contributions are calculated as follows:

Housing Linkage:

DIP uses	236,046 square feet
Exclusion:	<u>-100,000</u>
	136,046
	X \$7.18 / square foot
	\$976,810.28

Jobs Linkage:

DIP uses	236,046 square feet
Exclusion:	<u>-100,000</u>
	136,046
	X \$1.44 / square foot
	\$195,906.24

Recommendations:

Massachusetts Turnpike Authority and The City of Boston, acting by and through the Boston Redevelopment Authority" dated June 1, 1997 ("MOU"), (2) issue a Certification Report pursuant to Section 3.2(d) of the MOU, (3) issue a Compliance Determination under Section 4.2 of the MOU upon successful completion of final design review under Section 3.2(e) of the MOU; and (3) execute and deliver a Cooperation Agreement, an Affordable Housing Agreement, an Affordable Housing Contribution Agreement, a Boston Residents Construction Employment Plan and any and all other agreements and documents that the Director deems appropriate and necessary. A Project Determination and Certification Report was issued on July 14, 2003.

Subsequently, a Planned Development Area ("PDA") was filed with the BRA on August 28, 2003. Notice of the filing of the PDA was published in the Boston Herald on August 30, 2003, in the South End News on September 4, 2003 and in the Boston Courant on September 8, 2003. A public CAC working session was held on August 18, 2003. Notice of this public hearing was published in the Boston Herald on October 13, 2003. The comment period on the proposed PDA ended on October 14, 2003.

The applicant will enter into an agreement with the Boston Redevelopment Authority ("BRA" or "Authority") to meet the Development Impact Project Exaction requirements that are applicable to Proposed Projects creating more than 100,000 square feet of commercial space, and which offset the impacts of large-scale development projects on the housing and job markets. Columbus Center Associates will provide the Neighborhood Housing Trust a contribution of approximately \$976,810 and a Neighborhood Jobs Trust a contribution of approximately \$195,906. Columbus Center Associates will elect to pay these linkage contributions as Single Present Value Payments at the time of Building Permit. These estimated linkage payments are calculated as follows:

Housing Linkage:	
DIP uses	236,046 square feet
Exclusion:	<u>-100,000</u>
	136,046
	<u>X \$7.18 / square foot</u>
	\$976,810.28

Jobs Linkage:	
DIP uses	236,046 square feet
Exclusion:	<u>-100,000</u>
	136,046
	<u>X \$1.44 / square foot</u>
	\$195,906.24

Recommendations:

At its July 10, 2003 meeting, the Boston Redevelopment Authority ("BRA" or "Authority") Board voted to authorize the Director to (1) issue a Project Determination pursuant to Section 3.2(d) of the "Memorandum of Understanding between Massachusetts Turnpike Authority and The City of Boston, acting by and through the Boston Redevelopment Authority" dated June 1, 1997 ("MOU"), (2) issue a Certification Report pursuant to Section 3.2(d) of the MOU, (3) issue a Compliance Determination under Section 4.2 of the MOU upon successful completion of final design review under Section 3.2(e) of the MOU; and (3) execute and deliver a Cooperation Agreement, an Affordable Housing Agreement, an Affordable Housing Contribution Agreement, a Boston Residents Construction Employment Plan and any and all other agreements and documents that the Director deems appropriate and necessary. A Project Determination and Certification Report was issued on July 14, 2003.

It is recommended that the Authority (1) authorize the Director to execute and deliver a Development Impact Project Agreement; and (2) authorize the Director to petition the Zoning Commission for the approval of Text Amendments 338, 339, and 340; (3) approve the Development Plan for Planned Development Area No. 62, Columbus Center, and authorize the Director to petition the Zoning Commission for the approval of the Development Plan for Planned Development Area No. 62, Columbus Center, and a map amendment to "Boston Zoning Maps 1 (Boston Proper), 1N (Bay Village Neighborhood District) and 1P (South End Neighborhood District);" and (4) authorize the Director to issue Certification(s) of Consistency in connection with the Proposed Project.

Appropriate Votes Follow:

VOTED: That the Authority hereby finds and determines that the proposed Columbus Center project, to be located at 100 Berkeley Street, 101 Clarendon Street, 171 Arlington Street; Massachusetts Turnpike Extension Air Rights Parcels 16, 17, 18, and 19, undertaken by Columbus Center Associates, and as described in the Final Impact Report dated May 15, 2003, conforms to the general plan for the City of Boston as a whole, and that nothing proposed in the Columbus Center project will be injurious to the neighborhood or otherwise detrimental to the public welfare; and further finds and determines that the Columbus Center project will, when approved by the Zoning Commission, comply with Section 80C-4, Standards for Planned Development Area Review Approval, of the Boston Zoning Code; and

FURTHER VOTED: That the Director be, and hereby is, authorized to execute a Development Impact Project Agreement for the Columbus Center project in accordance with Article 80, Section 80B-7 of the Boston Zoning Code; and

FURTHER

VOTED:

That the Director be, and hereby is, authorized to petition the Zoning Commission to adopt Text Amendment Application Nos. 338, 339, and 340, which will amend Code Articles 27D (Downtown Interim Planning Overlay District), 63 (Bay Village Neighborhood District), and 64 (South End Neighborhood District), respectively; and

FURTHER

VOTED:

That the Boston Redevelopment Authority approve, pursuant to Article 80C of the Code, the Development Plan for Columbus Center, dated October 23, 2003; and

FURTHER

VOTED:

That the Director be, and hereby is, authorized to petition the Boston Zoning Commission to adopt Map Amendment Application No. 488, which will amend Maps 1 (Boston Proper), 1N (Bay Village), and 1P (South End), by adding the designation "D," indicating a Planned Development Area, to approximately 303,742 square feet (6.97 acres) in area consisting of Parcels 16-19 inclusive; and

FURTHER

VOTED:

That the Director be, and hereby is, authorized to petition the Zoning Commission for the approval of Development Plan for Columbus Center, PDA no. 62; and

FURTHER

VOTED:

That, upon approval of the Development Plan for Planned Development Area No. 62, Columbus Center, by the Zoning Commission, the Director be, and hereby is, authorized to issue one or more Certifications of Consistency for the Columbus Center project pursuant to Article 80C of the Code.

Map Amendment Application No. 488
Planned Development Area No. 62
Columbus Center
Boston Redevelopment Authority on
behalf of Columbus Center Associates

Maps 1, Boston Proper
1N, Bay Village Neighborhood District
1P, South End Neighborhood District

MAP AMENDMENT NO. 424

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. 62, and to amends "Map 1, Boston Proper," "Map 1N, Bay Village Neighborhood District," and "Map 1P, South End Neighborhood District," of the series of maps entitled "Zoning Districts City of Boston," dated August 15, 1962, as amended, as follows:

1. By adding the designation "D", indicating a Planned Development Area overlay district, comprising approximately 434,300 square feet (approximately 9.97 acres) of area, in Boston Proper and the Bay Village and South End Neighborhood Districts, as described in Appendix A and shown on Appendix B.

APPENDIX B

SEE ATTACHED PLAN

R. L. New

Chairman


Vice Chairman

Paul Long
John W. Long
Thomas J. Long
Debrai Anderson
Jay Hurdley
Jim Hampton
Jim Gray Bray
James C. Clark
William S. Talbot

In Zoning Commission

Adopted: November 19, 2003

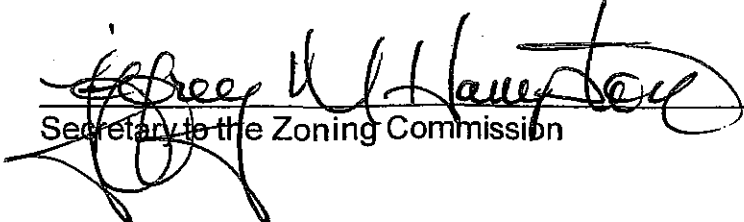
Attest: *[Signature]*
 Secretary



Mayor, City of Boston

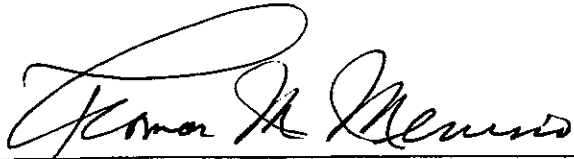
Date: 11/27/03

The foregoing amendment was presented to the Mayor on ~~NOVEMBER 20, 2003~~ and was signed by him on ~~NOVEMBER 20, 2003~~ whereupon it became effective on ~~NOVEMBER 20, 2003~~ 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. 62, Columbus Center



Mayor, City of Boston

Date: 11/27/07

The foregoing Development Plan was presented to the Mayor on NOVEMBER 20, 2003, and was signed by him on NOVEMBER 27, 2003, whereupon it became effective on NOVEMBER 27, 2003, in accordance with Section 3 of Chapter 665 of the Acts of 1956, as amended.

Attest:



Secretary to the Zoning Commission