COPLEY PLACE RETAIL EXPANSION AND RESIDENTIAL ADDITION

PROJECT SUMMARY

Project Location:	The project is located at Copley Place in Boston's Back Bay at the south west corner of Stuart and Dartmouth Streets
Project Proponent:	Copley Place Associates, LLC c/o Simon Property Group, Inc 225 W. Washington Street Indianapolis, IN 46204
Development Consultant:	Collaborative Partners, Inc.
Architects:	Elkus-Manfredi Architects
Notice of Project Change Submission Date:	July 17, 2013

Proposed Project Change:

This Notice of Project Change was filed in connection with certain modifications to the unit composition of the residential building as well as minor refinements to the building design.

Simon Property Group remains the Project Proponent. The Project site continues to be located at the southwest corner of Stuart and Dartmouth Streets on a site that is integral to the original Copley Place Development built in the 1980s. It is immediately adjacent to office, commercial and residential uses, and has immediate access to a variety of mass transit and vehicular transportation systems.

In recent months, the Simon Property Group team and development advisors have further studied the residential program and the evolving residential housing market to ensure that when completed, this Project successfully meets the needs of Boston and its residents. In response to the market dynamics, the refined plans now propose to increase the residential units and adjust the composition to include both condominium and apartment residences by reconfiguring the interior space and floor plans, within the approved building height of 569'. The residences will now include approximately 109 condominiums and approximately 433 residential apartments. The advancement of the building design and construction systems also allows for incorporation of 5 additional floors within the approved building height, with a slight reduction in the overall massing of the building.

The Proponent conducted shadow, wind, transportation and parking studies to analyze any potential environmental impacts as a result of the Project refinements. In all studies the Project refinements show no greater environmental impacts than the previously approved Project and in some areas, such as shadow, the studies show a reduction in the overall impact.

Summary of Project Dimensions:

Project Element	Approved Approximate Dimension	Proposed Approximate Dimension
A. Existing Conditions		
Project Site – Entire Central Area	6.08 acres (264,950 sf)	6.08 acres (264,950 sf)
Existing Retail, Office & Parking within Central Area	1,696,950 sf	1,696,950 sf
B. New Project Components		
New Residential Component	670,000 sf ▪ Approximately 318 units. ▪ Library and Fitness Spa ▪ Supporting Functions	680,000 sf ▪ Approximately 542 units. ▪ Library and Fitness Spa ▪ Supporting Functions
New Retail Component	115,000 sf ▪ 41,000 sf Neiman Marcus expansion ▪ 74,000 sf other retail, restaurants, Atrium	115,000 sf ▪ 45,000 sf Neiman Marcus expansion ▪ 70,000 sf other retail, restaurants, Atrium
Existing Neiman Marcus Retail to be Renovated	115,000 sf	115,000 sf
Affordable Housing	42 Units (on-site)	71 Units (on-site)
C. Existing + New Project		
Floor Area Ratio – Entire Central Area with Proposed Project	9.5*	9.5*
Building Height	47 Stories / 569 feet **	52 Stories / 569 feet **

Urban Design:

The design of the Project is comprised of two components:

- An expanded retail base into the plaza at Stuart and Dartmouth Streets; and
- A residential component built above.

The retail expansion and residential programming are an ideal combination of uses that will dramatically improve the site's character, refine the overall pedestrian experience, and support the desired sustainable design goals. The proposed Project will be located in an urban setting where the existing infrastructure is readily accessible and easily adapted for the new construction.

The new residential use also promotes urban living and reduces the number of commuters in single use vehicles. Located directly across from Back Bay Station, one of the City's busiest transit hubs, the residents and users of the retail facility will have direct access to multiple subway lines, commuter rail lines, and regional train service. This connectivity to mass transit will minimize impacts to traffic and reinforce the use of public transportation. In addition to the multiple rail services, the Project is also immediately accessible to the Southwest Corridor Park and its bike paths and the many City bus lines.

The proposed retail expansion and residential addition is located on the northeastern portion of the existing Copley Place site at the intersection of Stuart Street and Dartmouth Street. The proposed site, currently an underutilized brick-paved plaza, is bounded by the existing turnpike off-ramp and turnpike

exhaust vents to the west, the Westin Hotel to the north, the 100 Clarendon (John Hancock) Garage to the east, and the existing precast concrete façade of Copley Place and the Neiman Marcus anchor store to the south.

Two distinct massing zones, the retail podium and residential building, and the unitized curtain wall glazing will enforce the contextual design of the proposed Copley Place Retail Expansion and Residential Addition Project. At the street level, pedestrians will observe the podium's scale is similar to other building bases in the surrounding area. This will establish a singular horizontal datum line just above eye-level as pedestrians walk along the street. This, in turn, will help "break down" the overall massing and scale of the proposed Project and correlate directly to the visual hierarchy already present in the area. Transparent glazing will provide views into the interior storefronts and Atrium.

The refinements to the previously approved Project focus mainly on the program composition. By splitting the residential program into apartment and condominium uses, the largest portion of the tower footprint has been reduced to accommodate the smaller more efficient apartment layouts. By eliminating the need for deeper condominium units from the sky lobby level up to the 26th floor we have reduced the curving facing Dartmouth Street and terminated the lower tower form at the Sky Lobby level. The middle and upper portions of the graduated tower form have also become more slender at each tier producing an overall improvement to the environmental impacts while maintaining the stepping design approach of the building form.

Within the previously approved zoning height of 569', the overall number of building stories has increased from 47 stories to 52 stories. The height was maintained by reducing the floor to floor dimensions of the apartments and condominiums from an average 11' to an average 10'.

The overall results include a further reduction of the already slender building shadow and improved pedestrian wind conditions. The urban realm aspects of the Project are also improved by the increased setback of the tower from Dartmouth Street and the expansion of the Dartmouth Street view corridor between the Back Bay and South End neighborhoods.

The Public Realm:

Carefully executed design strategies will unify and improve the pedestrian arrival sequence. New seating along the sidewalk will be integrated into the exterior planting beds. The plant materials in the exterior planting beds will then tie directly into the landscape design of the Atrium, creating a seamless transition from outside to inside and vice versa. The harmonized design will draw the user into the building and help "dissolve" the perceived barrier between interior and exterior spaces.

The base of the building has evolved to allow the curvilinear tower form and glass envelope to spring from the streetscape and break down the horizontal building mass. Modern materials of curtain wall glazing and metal panel trim articulate the buildings base and relate to the tower above. Low iron, crystal clear glazing, surrounding the Atrium space is supported by steel cables and provides unobstructed view from the outside in and highlights the variety of spaces within. The primary structural supports for the tower above have been re-organized to eliminate the truss-like structure along Stuart Street and are now oriented to allow the maximum views into the Atrium space from the exterior public realm, further enhancing the invitation to enter the building.

The main entry doors into the Atrium from the Stuart Street/Dartmouth Street intersection have been relocated from the corner of the Atrium and have been expanded to two primary entry points into the Atrium and mall beyond. Each of the two new entries is located along the primary pedestrian circulation path along Dartmouth Street and Stuart Street respectively and is located to take advantage of the existing gradual site topography and eliminate the need for exterior stairs or ramped circulation paths. The Stuart Street entry employs a generous glass vestibule with paired automatic sliding doors making the entry sequence as seamless and effortless as possible and delivers the pedestrian directly to the escalator and elevator circulation to the rest of the mall. The Dartmouth Street entry consists of a large tri-segmented automated revolving door and enters directly into the first terrace of the Atrium. A double door entry vestibule facing south with automated doors also provides an additional accessible option into the

Atrium for pedestrians traveling north along Dartmouth Street. Once inside the Atrium, circulation is focused along the retail frontage, reserving the largest interior areas for public seating and gathering.

The interior of the Atrium space is designed as an all-season oasis with comfortable seating areas articulated with natural materials and plantings and activated with restaurants, retail carts, kiosks and flower stands. Three terrace areas graduate up within the space to provide a variety of viewpoints defined by generous amphitheater seating and an upper balcony at the mezzanine level. Each terrace rises approximately 20-24 inches from the exterior grade, providing a gentle transition within, achieved by a sloped walkway in the main path of travel. By reducing the abrupt change in elevation the Atrium space now is fully engaged by the exterior landscaping elements and the paved plaza and centers the lower terrace as the heart of the space. The new Atrium at Copley Place will be an exciting experience for all and will be unlike any other public space in the City.

As a residential neighborhood, center of business, and top destination for visitors, Copley Place is truly one of the Boston's most traveled neighborhoods. For commuters and travelers arriving to Boston through Back Bay Station, this area also serves as the gateway through which many people first experience Boston. The Copley Place expansion and design for the Southwest Corridor Park are uniquely positioned to make a memorable first impression to visitors and a rich daily experience for locals.

Building upon the community goals and desired flexibility of the space identified during the DPIR comment period, the design for the Southwest Corridor Park entry space weaves architecture and landscape together to form an inviting and exciting space for residents, shoppers, employees of the area's businesses, and visitors alike. The landscape plan presents visitors with a broad plaza to Dartmouth Street, creating an inviting space flexible to public activity and a siting opportunity for a public art statement. Neighborhood retailers, clearly visible from Dartmouth Street, invite pedestrians to meander into the park and enjoy a rest in the shade of the trees, relax during a lunch break outdoors, or play a game of chess. The surface of the plaza from Dartmouth Street to the end of the neighborhood retailers is now a continuous smooth level surface, eliminating the uneven brick paving, circulation ramps, stairs and terraces, making this space truly feel accessible. The existing grating areas are screened by a series of elliptical raised planters organized into a rectilinear grove of trees that provide variety to the seating elements and shade to the space. The park now features organic pathways and carefully integrated casual seating elements, as well as table and chair groupings, to make this a place in which people easily pass through or comfortably spend time.

The building entrance melds seamlessly into the building design on the upper level, while using a crystal clear glass expression on the lower level to welcome pedestrians inside. This design development responds to the community's desire that the South End entry have an architectural expression that is harmonious with the new building expansion while respecting the smaller scale residential building context of the South End neighborhood. A shallow canopy wraps the corner from Dartmouth Street and continues down along the facade, unifying the lively ground level retail experience, and giving the building a pedestrian friendly scale. Rich textures, accents of color, and glass animate the neighborhood retail building facades creating a modern, playful feel while maintaining a harmony with the historic character of the neighboring buildings in it scale and careful detailing. The new façade articulation on the upper levels neatly integrates with the Copley office tower, while the lower two levels slide further along the Southwest Corridor to encompass all of the retailers and truly make this area a destination.

From the end of the upper plaza, a sloped curvilinear path transitions pedestrians from the park entry and retail space to Harcourt Street and the remainder of the southwest corridor beyond. Within this transition area, we have responded to community requests by providing an accessible lawn area with bench seating located along the quieter portion of the landscape beds.

Project Benefits:

The Project furthers **Smart Growth** principles by focusing density into areas supported by existing infrastructure and reinforcing community vitality while also advancing these design objectives:

- **Fortify Economic Development.** Expanding and renovating this in-town retail anchor and adding new retail, restaurant, and residential uses will draw customers to other stores, restaurants, services, and historic sites in the area.

- **Advance Smart Growth Principles.** Focusing density into areas supported by existing infrastructure promotes and reinforces community vitality.

- **Promote Transit-Oriented Design.** Maximizing residential development in an area with new and expanded transit access minimizes automobile use and the potential impacts on surrounding roadways.

- **Balance a Mixed-Use Environment.** Introducing residential uses as part of a predominantly commercial development increases variety and activity for a greater number of hours during the day and into the evening making Copley a more dynamic focal point to add vitality to the neighborhood. This, in turn, enhances the overall safety and comfort for users.

- **Improve the Pedestrian Environment.** Filling the "hole" in the urban fabric at the Stuart and Dartmouth Street intersection, expanding sidewalk widths, channeling pedestrian-friendly traffic, and increasing façade transparency refines this block's link to its surroundings.

- **Improve Access To and Through Copley Place.** Creating new and improved entries from the Stuart and Dartmouth Street intersection and the Southwest Corridor enhances access to Copley Place and between other area destinations.

- **Improve Accessibility.** Re-grading of external and internal areas, removing barriers to create a seamless path of travel.

- **Create a Distinctive Architectural Design.** Capitalizing on the challenges of building above air rights, the proposed Project design is a dynamic addition to Boston's urban fabric. The Copley Place Retail Expansion and Residential Addition reflects quality design standards and is contextual with the tall neighboring buildings.

- **Advance Sustainable Design/Green Building Goals.** Complying with the requirements of Article 37 of the Boston Zoning Code and striving for "Silver" ratings under the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) system for Core and Shell and New Construction results in an environmentally sensitive design.

- **Enhance Open Space.** Consulting with neighbors, the City of Boston, and non-profit organizations results in a collaborative approach for improving open spaces on the site.

- **Promote Boston's Affordable Housing Objectives.** Complying with the City's Inclusionary Development Policy advances the City's affordable housing goals and objectives including 71 on-site units.

- **Increase Employment Opportunities.** Approximately 1,700 construction jobs and 250-270 permanent jobs will be created.

- **Enhance Property Tax Revenue.** Approximately $7.2 million in new annual property taxes will be generated.

- **Provide Linkage Funds to the City.** Approximately $1,023,000 in housing linkage and approximately $204,000 in jobs linkage will be paid.

BCDC DESIGN PRESENTATION

AUGUST 6, 2013

COPLEY PLACE

View from Copley Square

COPLEY PLACE

View from Dartmouth and Stuart Street Intersection

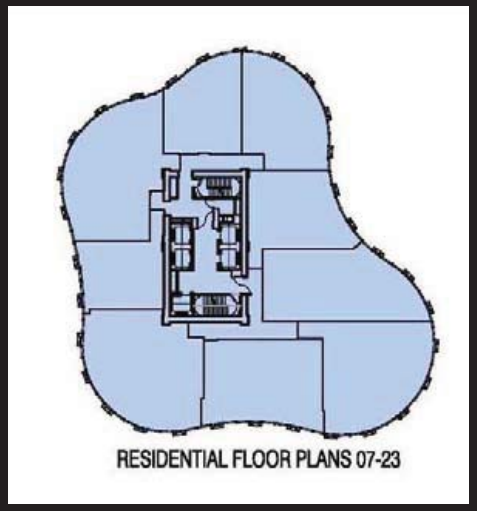
DPIR RENDERING

PROPOSED RENDERING

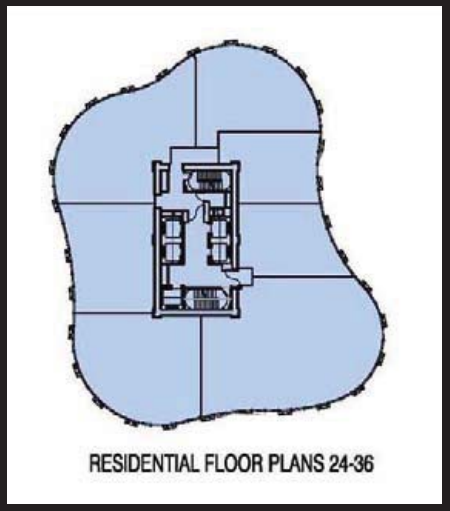
COPLEY PLACE

View from Copley Square

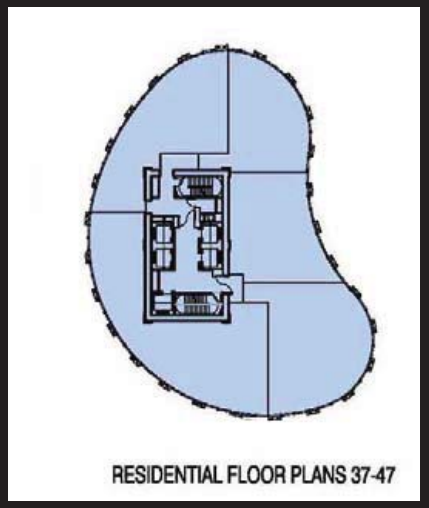
DPIR PLANS



Tier 1 Plan : 15,808 SF

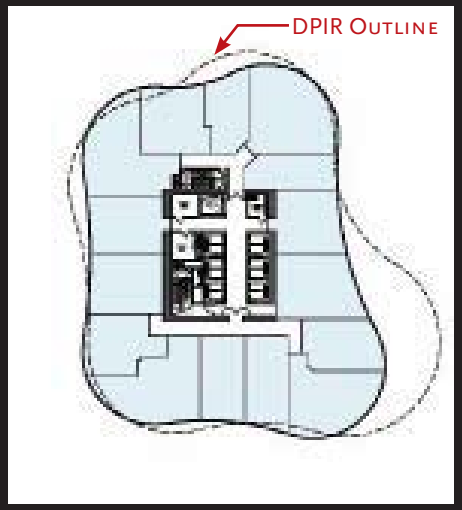


Tier 2 Plan : 14,177 SF

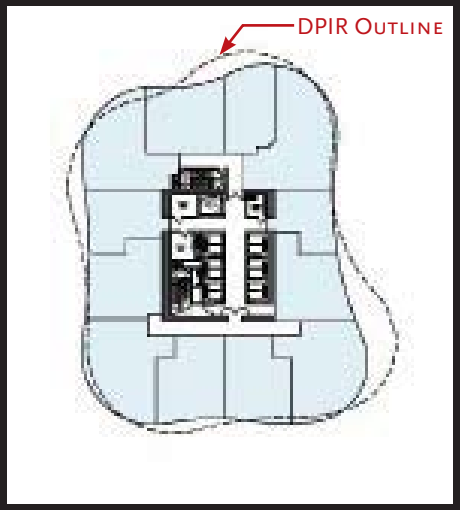


Tier 3 Plan : 11,303 SF

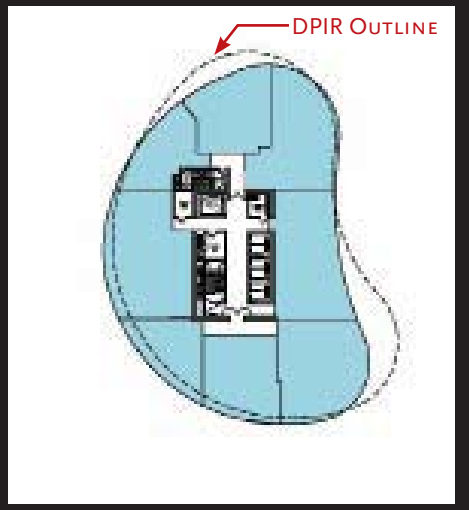
PROPOSED PLANS



Tier 1 Plan : 13,948 SF



Tier 2 Plan : 13,266 SF



Tier 3 Plan : 10,934 SF

DPIR EAST ELEVATION

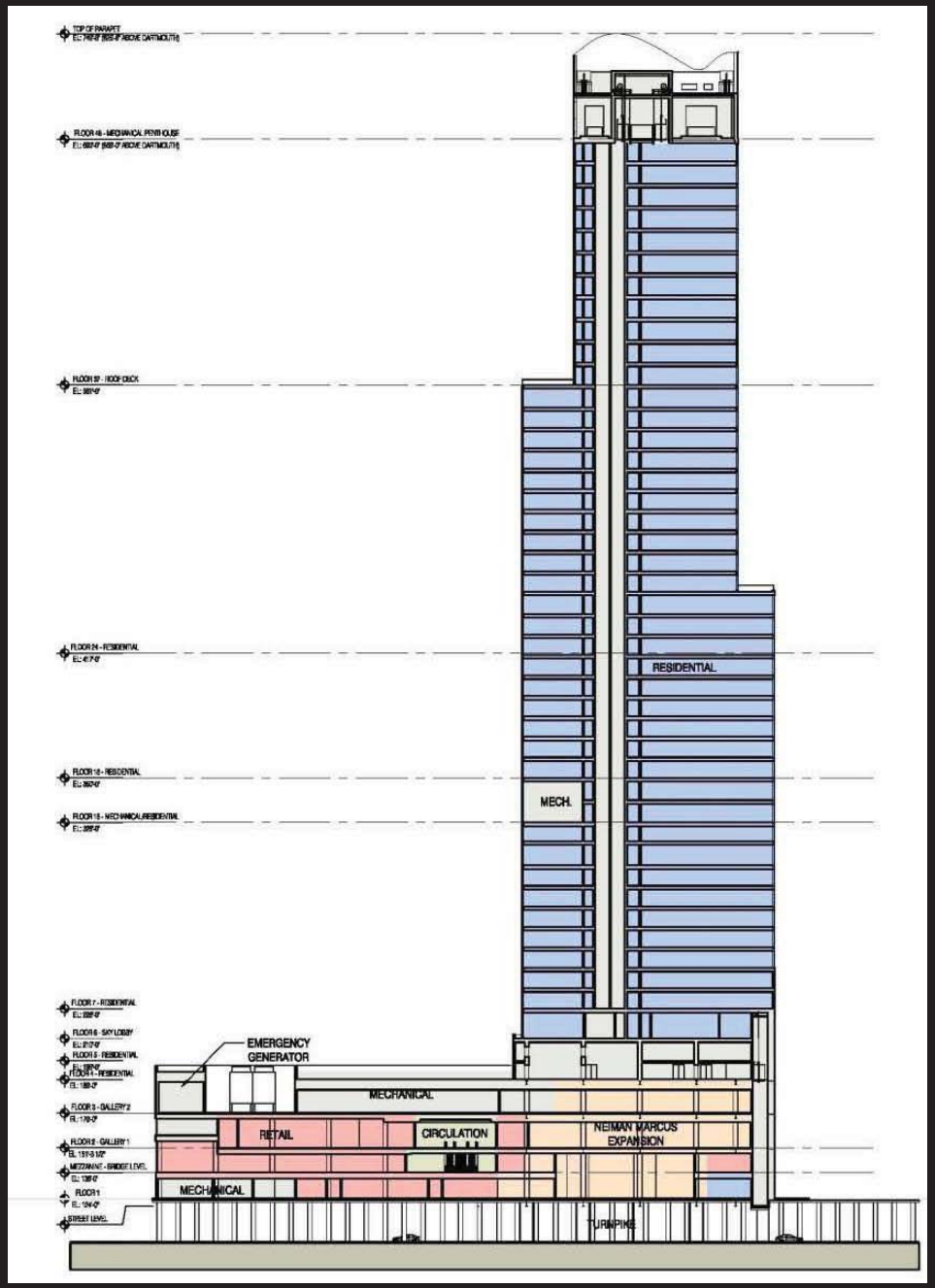
PROPOSED EAST ELEVATION

COPLEY PLACE

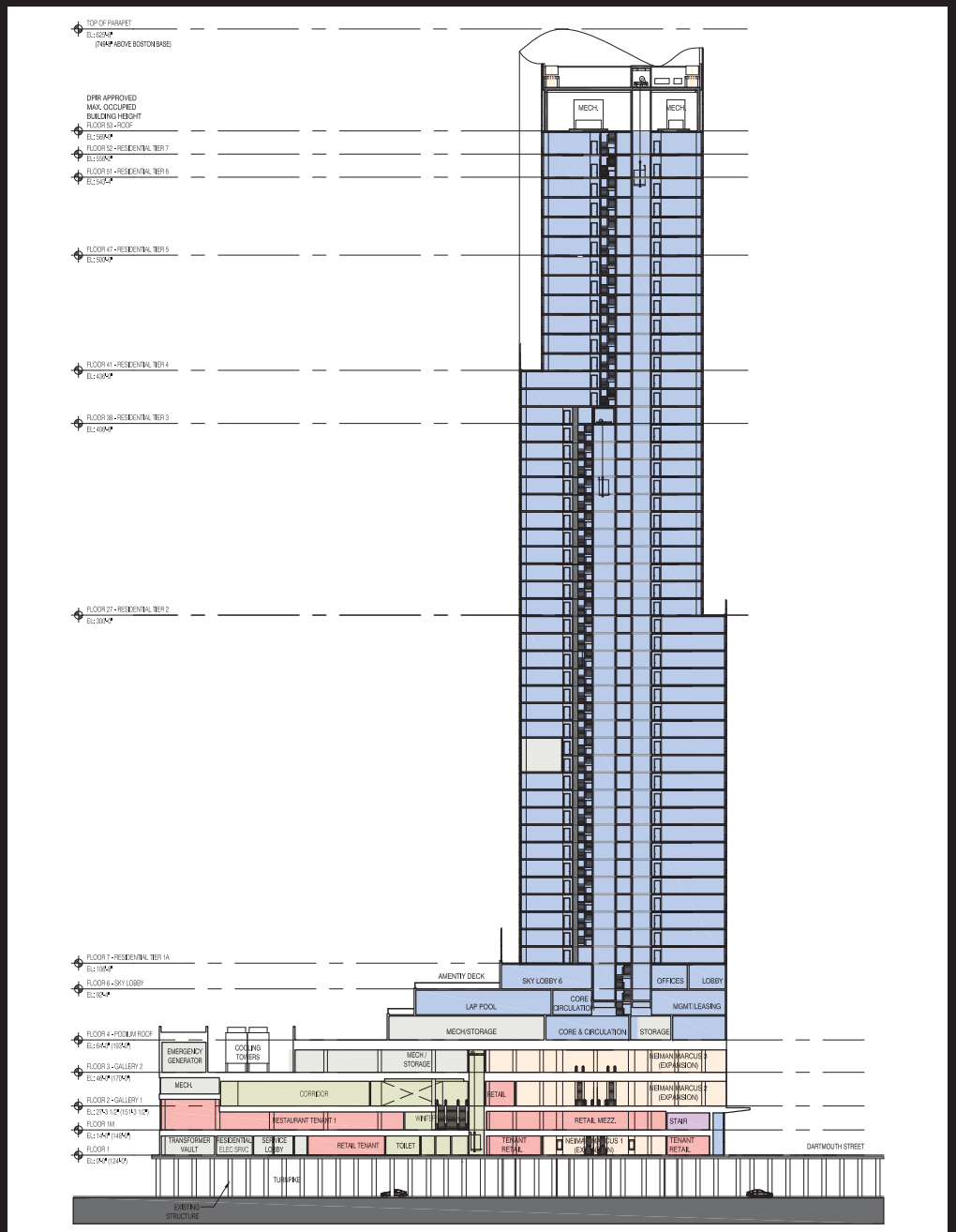
Dartmouth Street East Elevation

DPIR NORTH ELEVATION

PROPOSED NORTH ELEVATION



DPIR BUILDING SECTION LOOKING NORTH



PROPOSED SECTION LOOKING NORTH

COPLEY PLACE

East/West Building Section looking North

DPIR RENDERING

BCDC BOARD APPROVED BUILDING MASSING

PROPOSED RENDERING

COPLEY PLACE

View from Dartmouth and Stuart Street Intersection

PROPOSED RENDERING

COPLEY PLACE

View from Dartmouth and Stuart Street Intersection

BCDC BOARD APPROVED BUILDING MASSING

PROPOSED BUILDING MASSING

PROPOSED RENDERING

COPLEY PLACE

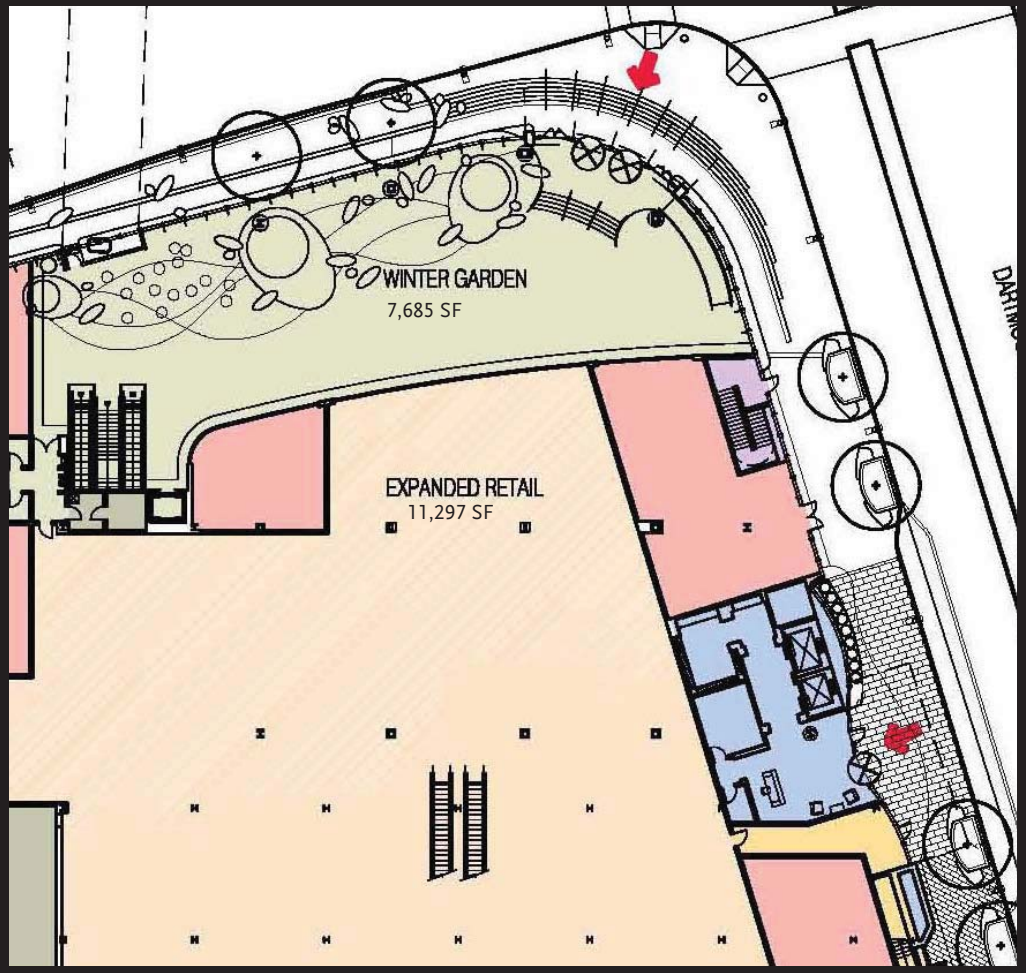
Intersection of Stuart and Dartmouth looking West

DPIR RENDERING

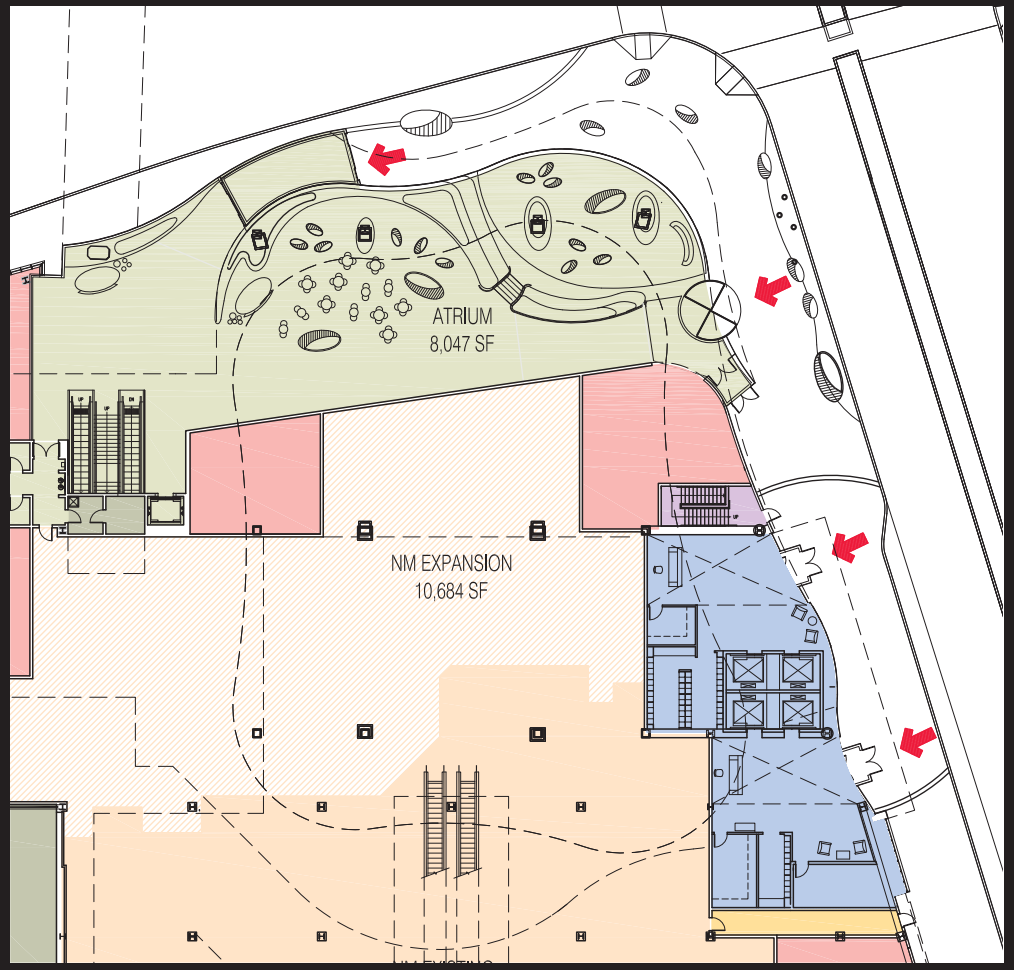
PROPOSED RENDERING

COPLEY PLACE

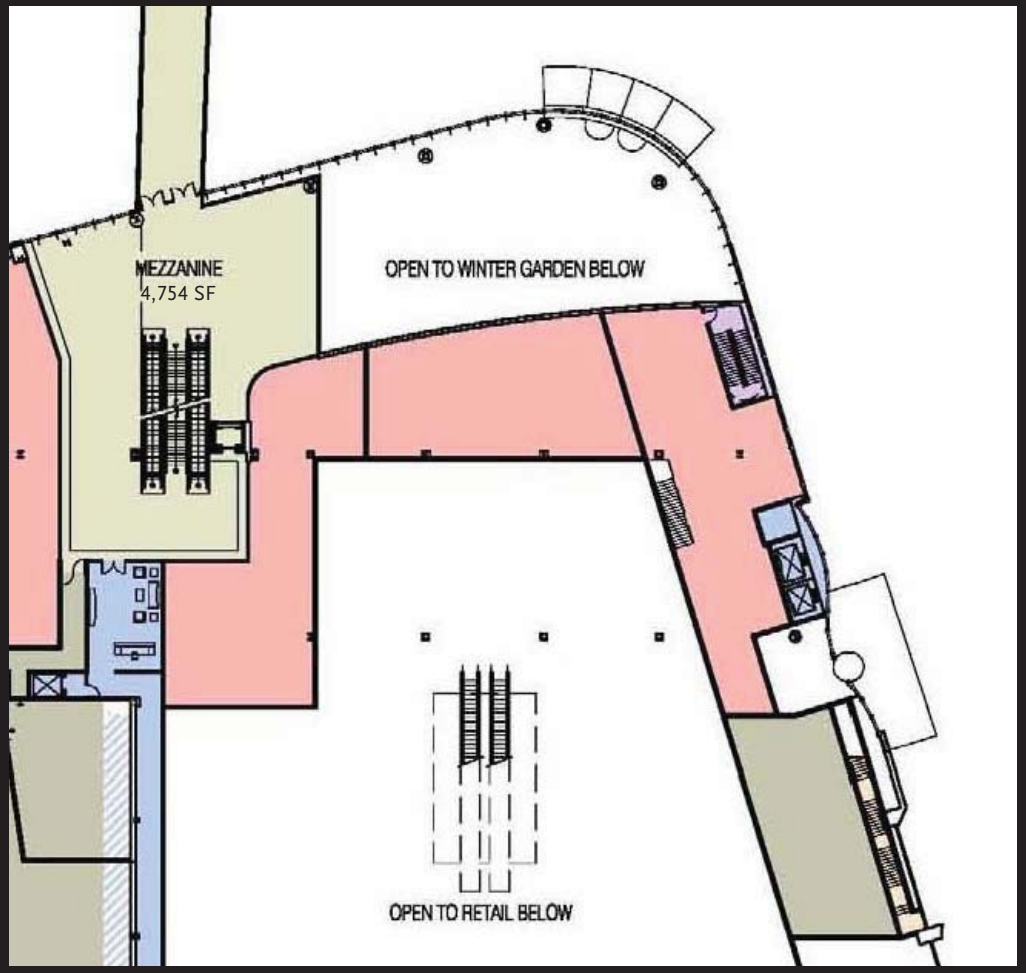
Dartmouth Street Residential Entry



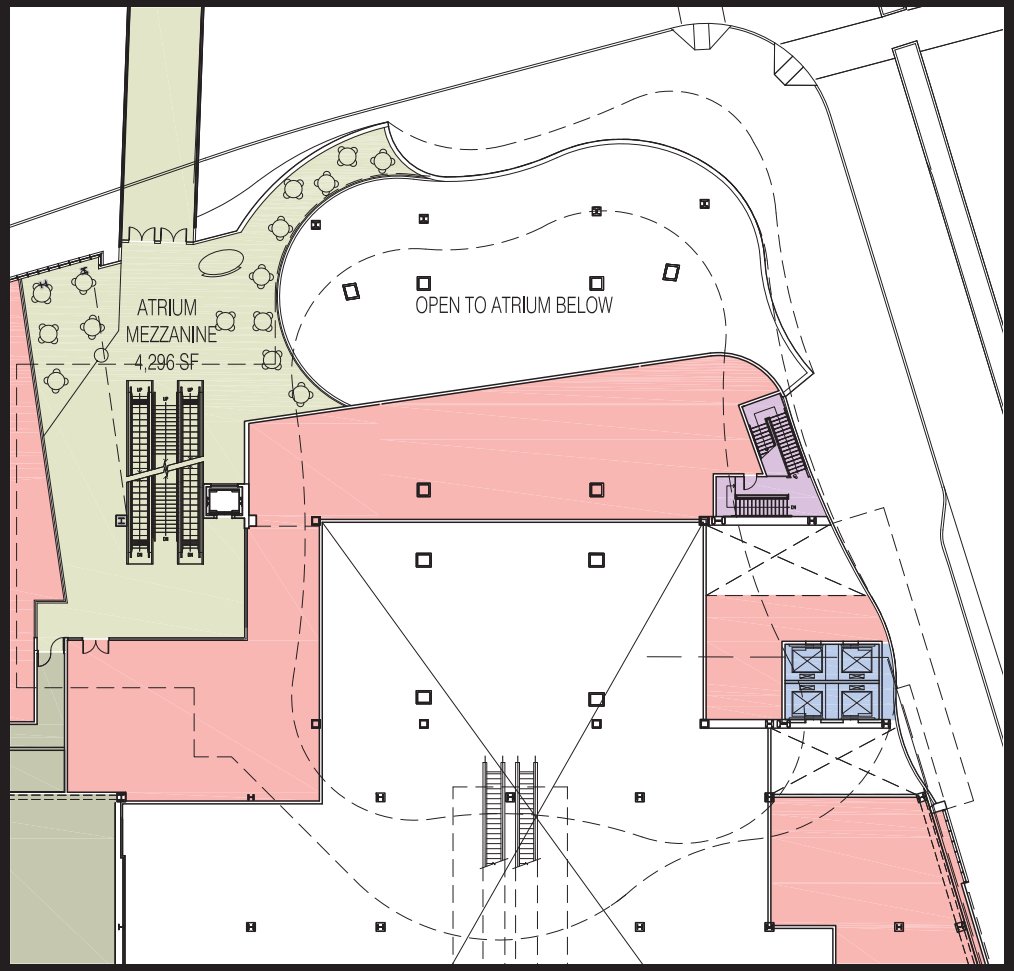
DPIR STREET LEVEL PLAN



PROPOSED STREET LEVEL PLAN



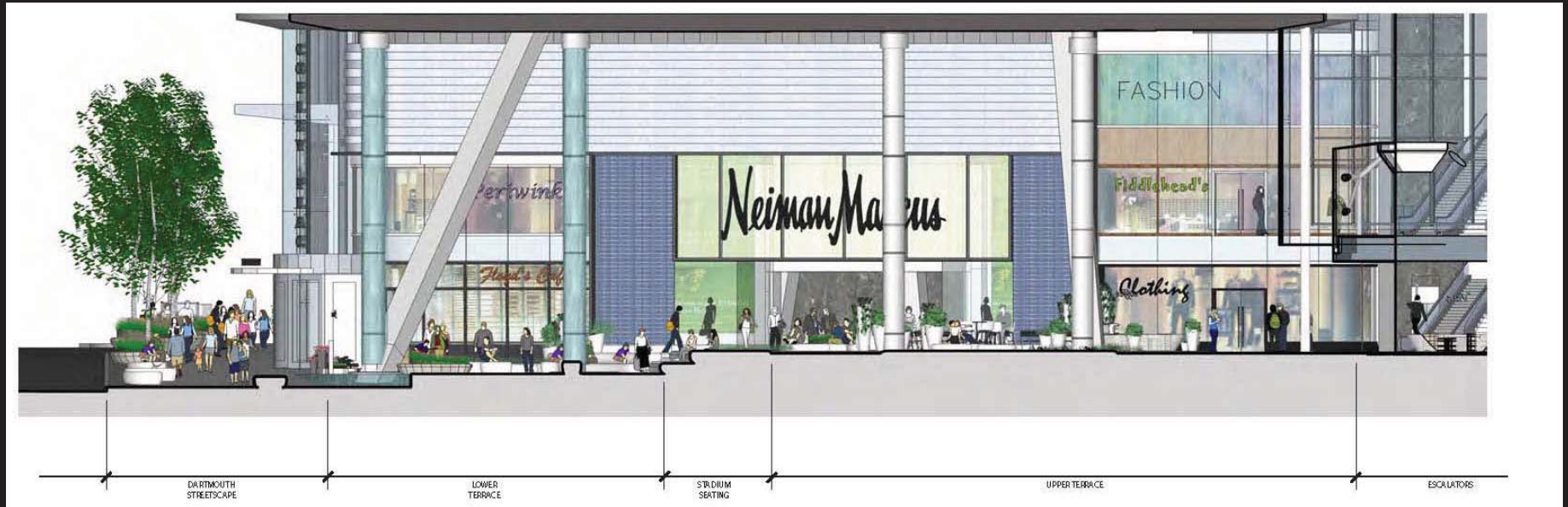
DPIR MEZZANINE PLAN



PROPOSED PLAN

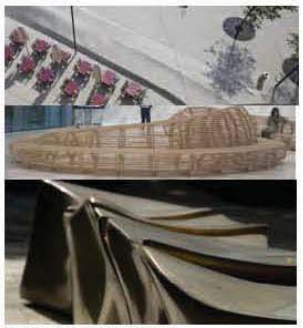
COPLEY PLACE

Enlarged Plan of Atrium




PAVING


SEATING ELEMENTS


ORGANICS SEATING (STADIUM SEATWALL)


ART / WATER

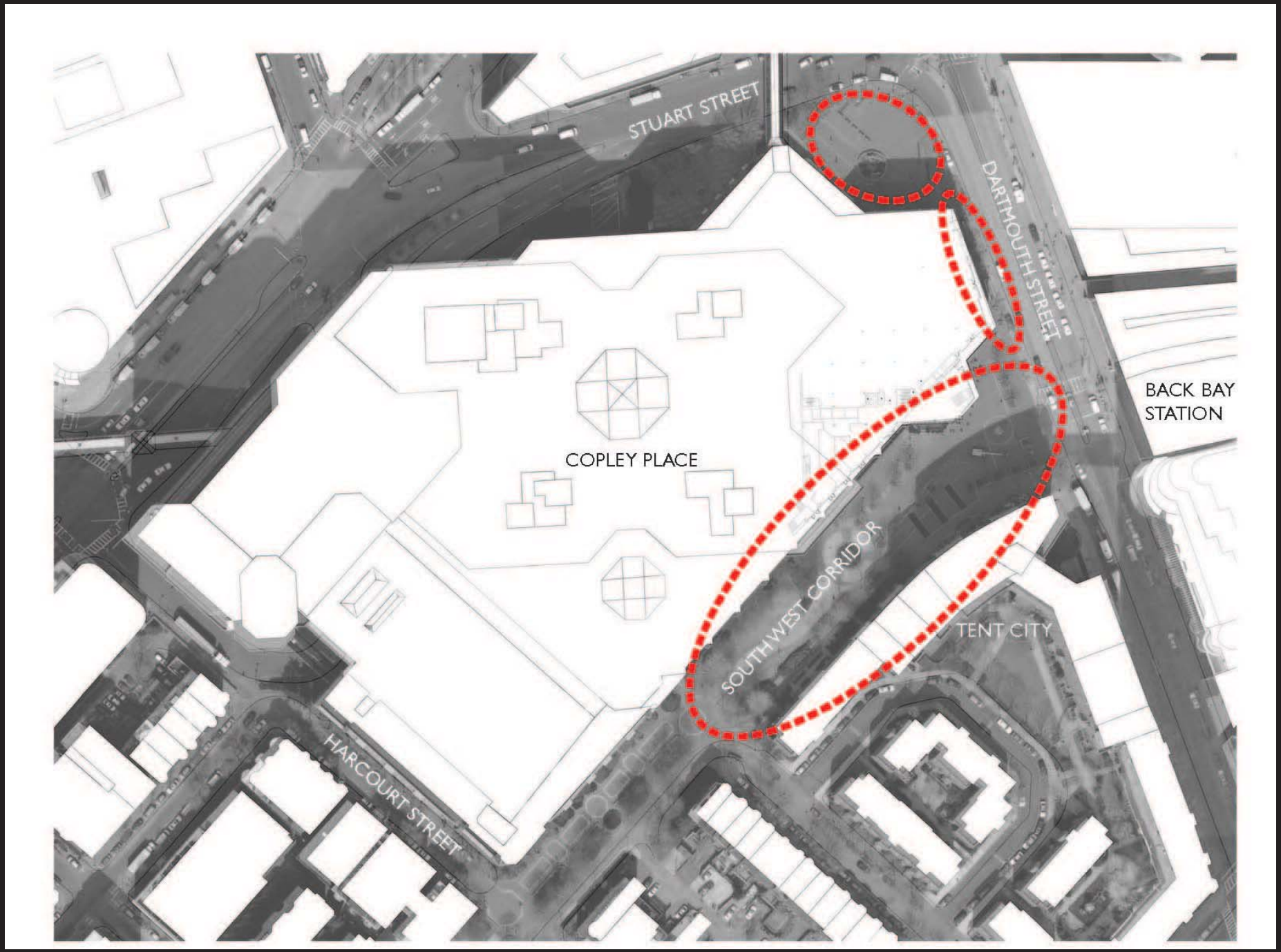
COPLEY PLACE

Interior View of Proposed Atrium

EXISTING SITE

COPLEY PLACE

Southwest Corridor Park



URBAN REALM

COPLEY PLACE

Southwest Corridor Park Analysis

COPLEY PLACE

View looking South on Dartmouth

EXISTING

DPIR RENDERING

PROPOSED RENDERING

COPLEY PLACE

View looking South on Dartmouth

COPLEY PLACE

Section through Dartmouth Street looking South

EXISTING

DPIR RENDERING

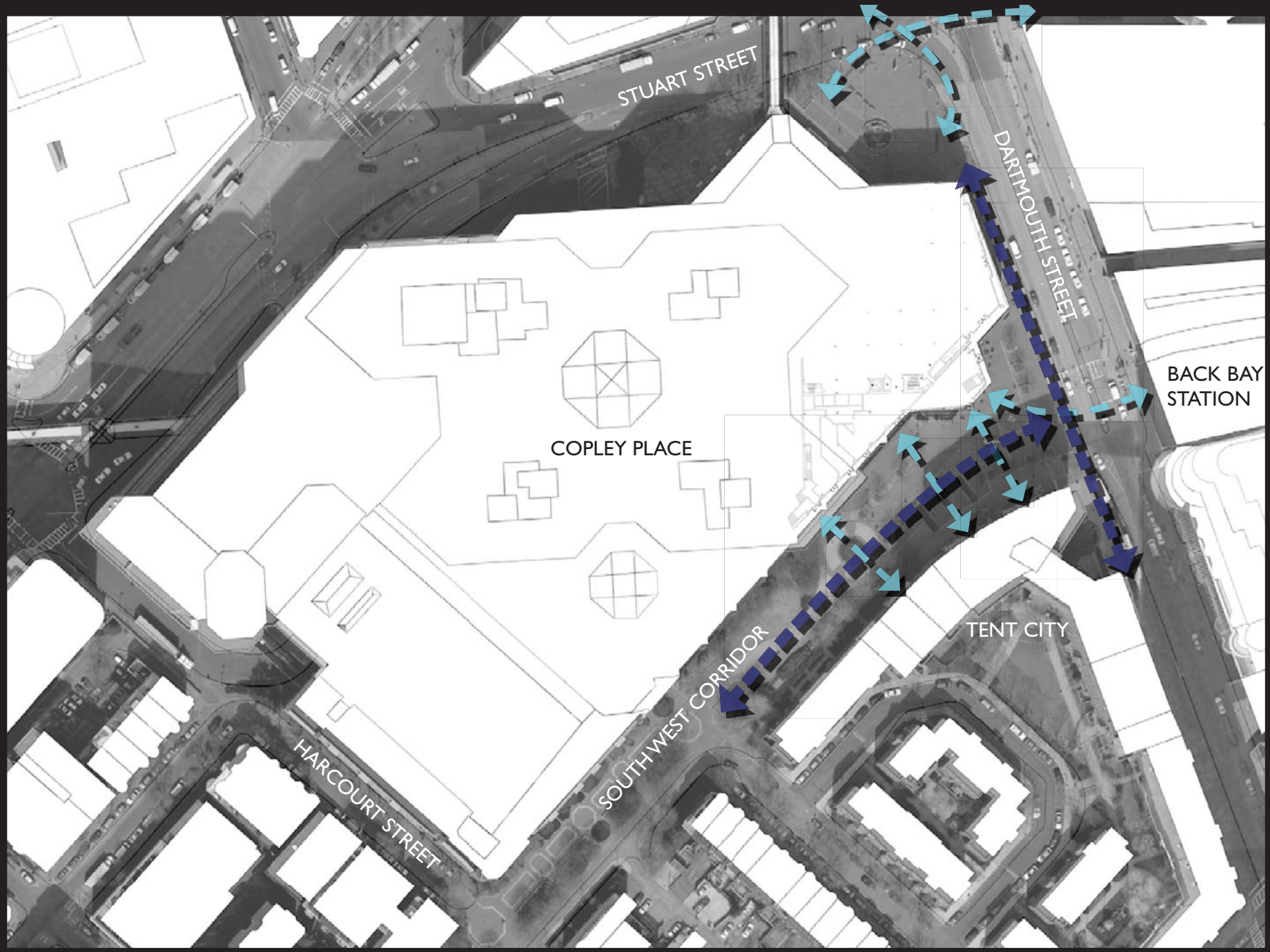
PROPOSED RENDERING

COPLEY PLACE

View looking North on Dartmouth

COPLEY PLACE

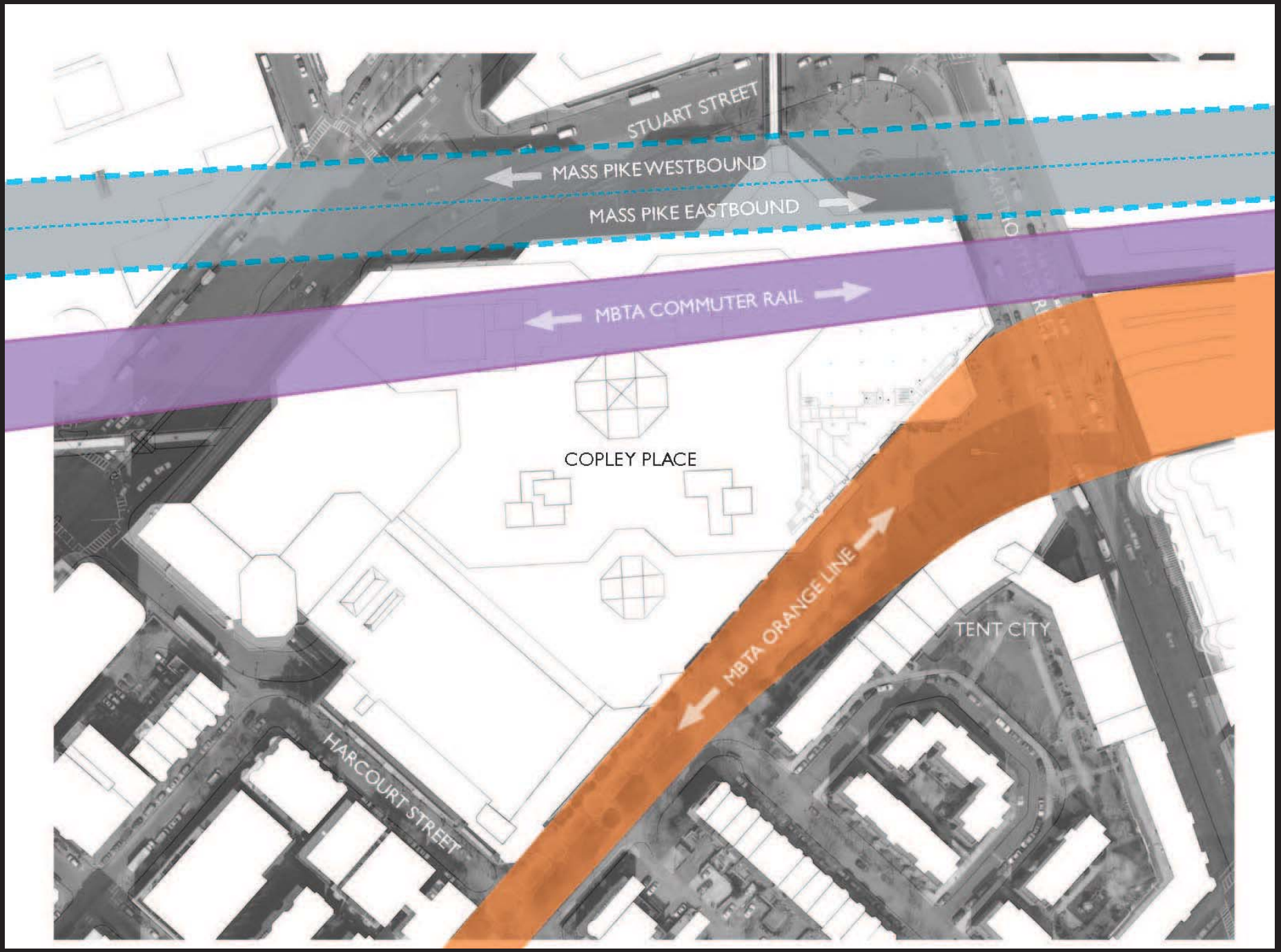
View looking North on Dartmouth



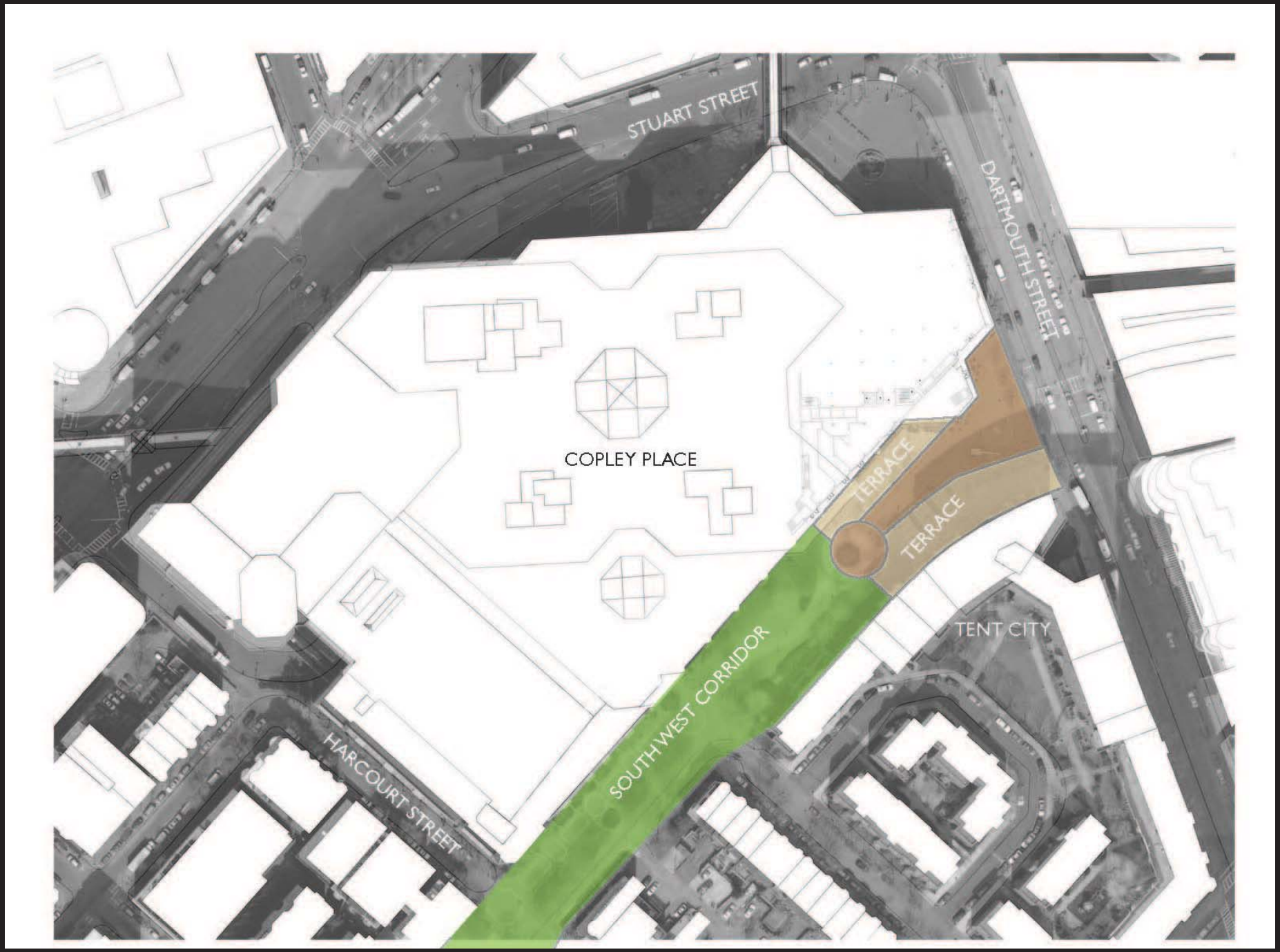
SITE ANALYSIS

COPLEY PLACE

Southwest Corridor Park Analysis



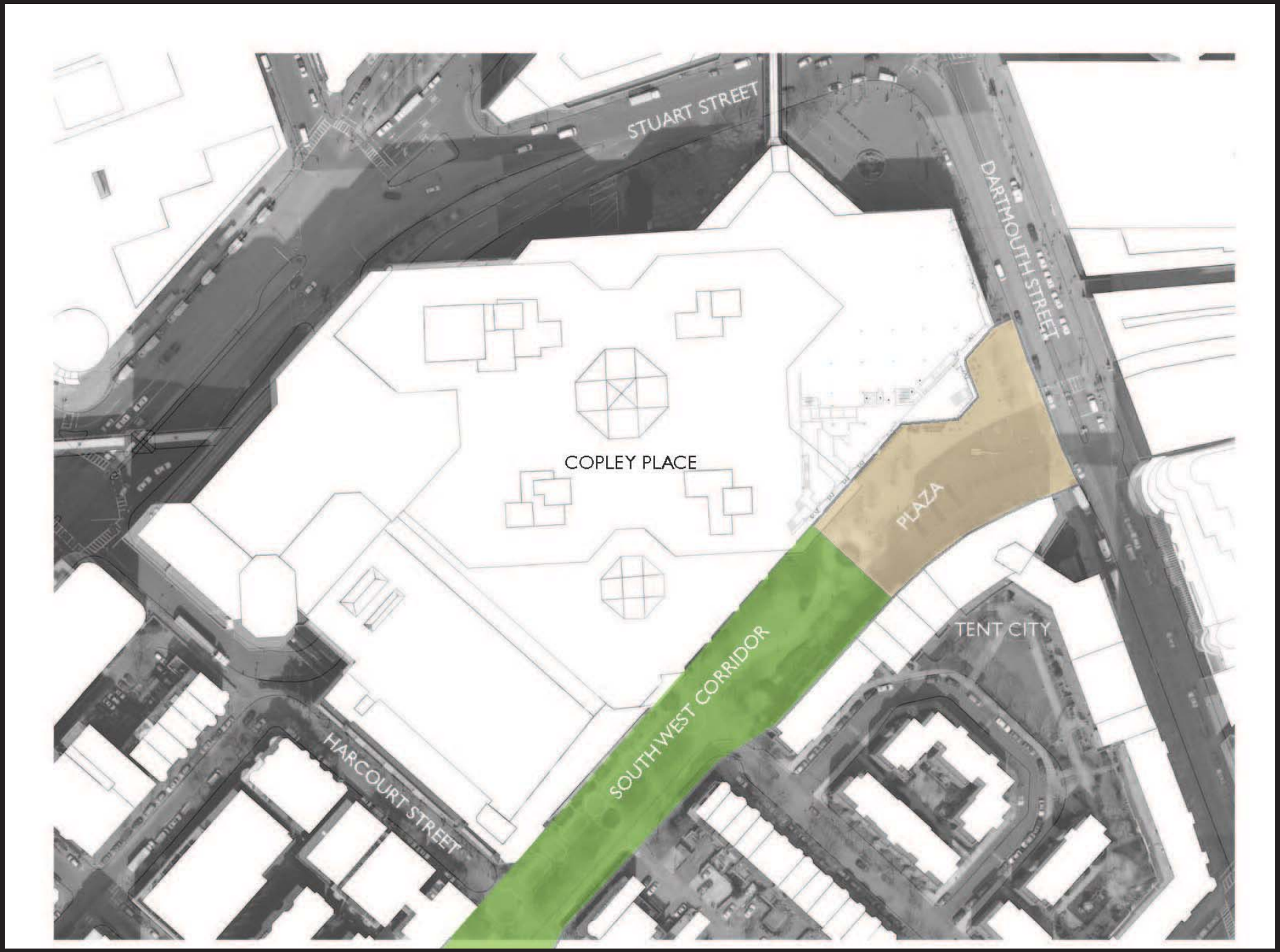
SITE ANALYSIS



SITE ANALYSIS

COPLEY PLACE

Southwest Corridor Park Analysis



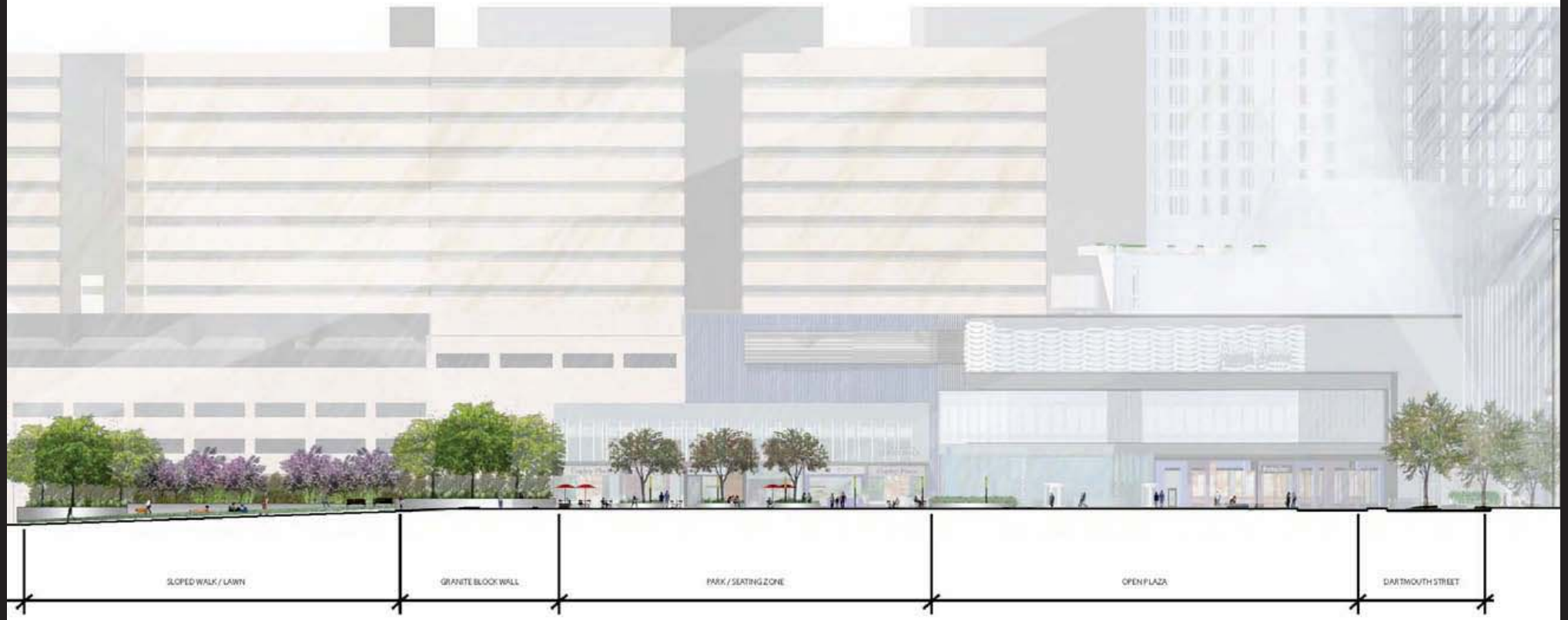
SITE ANALYSIS

COPLEY PLACE

Southwest Corridor Park Analysis

COPLEY PLACE

Section through Southwest Corridor Park



COPLEY PLACE

Section through Southwest Corridor Park

PROPOSED LANDSCAPE PLAN

COPLEY PLACE

Southwest Corridor Park

EXISTING

PROPOSED RENDERING

COPLEY PLACE

View from Southwest Corridor looking towards Dartmouth Street

COPLEY PLACE

View from Southwest Corridor looking towards Dartmouth Street

EXISTING

PROPOSED RENDERING

COPLEY PLACE

View from Southwest Corridor looking towards Dartmouth Street

COPLEY PLACE

View from Southwest Corridor looking towards Dartmouth Street

EXISTING

DPIR RENDERING

PROPOSED RENDERING

COPLEY PLACE

View from Dartmouth street looking towards Southwest Corridor

PROPOSED RENDERING

COPLEY PLACE

View from Dartmouth street looking towards Southwest Corridor

AERIAL VIEW OF SOUTHWEST CORRIDOR PARK

COPLEY PLACE

Southwest Corridor Park

EXISTING

PROPOSED RENDERING

COPLEY PLACE

View looking towards Escalators

EXISTING

PROPOSED RENDERING

COPLEY PLACE

View looking down Escalators

EXISTING

DPIR RENDERING

PROPOSED RENDERING

COPLEY PLACE

View looking East on Stuart Street

COPLEY PLACE

View looking East on Stuart Street


COPLEY PLACE
160