MEMORANDUM **January 14, 2021**

TO: **BOSTON REDEVELOPMENT AUTHORITY**
D/B/A BOSTON PLANNING & DEVELOPMENT AGENCY (BPDA) *
AND BRIAN P. GOLDEN, DIRECTOR

FROM: JONATHAN GREELEY, DIRECTOR OF DEVELOPMENT REVIEW
MICHAEL CHRISTOPHER, DEPUTY DIRECTOR FOR DEVELOPMENT REVIEW/GOVERNMENT AFFAIRS
STEPHEN HARVEY, PROJECT MANAGER

SUBJECT: MASTER PLAN FOR PLANNED DEVELOPMENT AREA NO. 128, 776 SUMMER STREET IN THE SOUTH BOSTON NEIGHBORHOOD OF BOSTON

SUMMARY: This Memorandum requests that the Boston Redevelopment Authority ("BRA") d/b/a Boston Planning & Development Agency ("BPDA"): (i) approve the Master Plan for Planned Development Area No. 128, 776 Summer Street, South Boston ("PDA Master Plan No. 128" or the "Master Plan") and associated Map Amendment pursuant to Section 3-1A.a and Section 80C of the Boston Zoning Code (the "Code"); (ii) authorize the Director of the BPDA (the "Director") to petition the Boston Zoning Commission ("BZC") for approval of the Master Plan and associated Map Amendment pursuant to Section 3-1A.a and Section 80C of the Code; and (iii) authorize the Director to execute and deliver any and all documents as may be necessary and appropriate in connection with PDA Master Plan No. 128, 776 Summer Street, South Boston.

PROJECT SITE

The L Street Station Redevelopment (the "Proposed Project"), proposed by HRP 776 Summer Street, LLC (the "Proponent"), is located on a site containing approximately 15 acres of developed and formerly industrial land along the Reserved Channel in South Boston located at 776 Summer Street (the "Project Site" or the "PDA Area").

* Effective October 20, 2016, the BRA commenced doing business as BPDA.

The Project Site contains a series of buildings and legacy infrastructure related to the Boston Edison L Street Power Station (the "Power Plant"), which operated on the Project Site from 1898 until its decommissioning in 2007.

The Project Site is bounded on the west by Summer Street, on the south by East 1st Street, on the east by a land parcel owned by the Massachusetts Bay Transportation Authority ("MBTA"), and on the north by the Reserved Channel and the Thomas J. Butler Dedicated Freight Corridor.

The Project Site is located at the transition between the marine industrial and residential areas of South Boston, with the rapidly transforming Seaport neighborhood and Raymond L. Flynn Marine Park to the north. It is located in close proximity to the Massachusetts Port Authority's ("Massport") Conley Terminal, as well as area destinations including the Boston Convention and Exhibition Center ("BCEC") and the Boston Innovation and Design Building.

The Project Site is located approximately 0.5 miles from the Silver Line at Design Center Place, and 1.5 miles to South Station, which provides access to the Red Line, Silver Line, commuter and passenger rails, Amtrak, and local and regional bus service. It is also located along local bus routes which provide access to South Station. Outside of the Power Plant structures, the Project Site is comprised of compacted dirt, gravel, and deteriorated paved areas with limited vegetation. The Project Site is significantly sloped from east to west and from south to north with approximately 15 feet of grade change throughout the Project Site.

DEVELOPMENT TEAM

The Development Team for the Master Plan and Proposed Project consists of:

Proponent:	HRP 776 Summer Street LLC, c/o Hilco Redevelopment Partners in conjunction with Redgate Capital Partners Ralph Cox Greg Bialecki Benjamin Spera Melissa Schrock
Architect:	Stantec James Gray BK Boley

Landscape Architect:	Stoss Landscape Urbanism Chris Reed Amy Whitesides
Legal Counsel:	DLA Piper LLP (US) John Rattigan Bryan Connolly
Permitting Consultants:	VHB Elizabeth Grob
Transportation Consultant:	VHB Selma Mandzo
Civil Engineer:	VHB Mark Junghans

DESCRIPTION AND PROGRAM

The Proposed Project within the PDA Area proposes the construction of a vibrant mixed-use, transit-oriented development, that celebrates the industrial past of the Power Plant through the adaptive reuse of some of its most historically significant buildings. The mixed-use redevelopment of the Project Site will bring new energy to the previously inaccessible site, which will contain approximately 1.73 million square feet of Gross Floor Area (as defined in the Code) with a vibrant pedestrian environment connected in character and spirit to the industrial history of the district, as well as inviting innovation and artful design through the development of much needed residential and commercial buildings.

MASTER PLAN

The Master Plan proposes the construction of multiple new buildings and the rehabilitation of certain existing buildings that comprise the Proposed Project. Such buildings are collectively expected to include: approximately 860,000 square feet of office/research and development space; approximately 115,000 square feet of hotel space with up to 240 keyed hotel rooms; approximately 80,000 square feet of retail space; approximately 610,000 square feet of residential space in up to 636 dwelling units; approximately 15,000 square feet of civic/cultural space; and a total of approximately 1,214 parking spaces in a combination of below-grade, at-grade, above-

grade, and surface spaces. In addition, the Proposed Project will create new public open spaces, new roadways, and new access driveways.

The Master Plan will be divided into (i) six (6) new blocks lettered A through F, (ii) a block comprised of the existing 1898 Turbine Hall, (iii) a block comprised of Turbine Hall 1, Turbine Hall 2, and Turbine Hall 3 (collectively, the "Edison Turbine Halls"), and (iv) a block on which the Admin Building, an existing 5,000 square foot, one story brick structure, is currently located. The foregoing are each referred to herein as a "Block" and, collectively, as the "Blocks".

DIMENTIONAL REQUIREMENTS AND HEIGHT

Gross Floor Area

The total redevelopment program for this Master Plan PDA shall not exceed a maximum of approximately 1.73 million square feet of Gross Floor Area (as defined in the Zoning Code), of which not greater than approximately 1.68 million square feet of Gross Floor Area shall be used for uses other than parking. The specific Gross Floor Area of each building within the Proposed Project will be presented in the PDA Development Plan(s) governing the Block or Blocks upon which such building will be constructed. The information presented below represents approximately the maximum Gross Floor Area (exclusive of all parking areas) that is anticipated to apply to each Block in the applicable PDA Development Plan(s) for such Block.

Block	**Maximum Gross Floor Area (SF)**
A	160,000
B	150,000
C	380,000
D	290,000
E	240,000
F	340,000
1898 Turbine Hall	50,000
Edison Turbine Halls	105,000
Admin Building	5,000

Height

The specific building height (as defined in the Zoning Code) of each building within the Proposed Project will be presented in the PDA Development Plan(s) governing the Block or Blocks upon which such building will be constructed. Building height within the PDA

Area shall be measured from the ground level. The information presented below represents the maximum height that is anticipated to apply to each Block in the applicable PDA Development Plan(s) for such Block.

Block	**Maximum Height (feet)**
A	72
B	84 (see note 2 below)
C	198 (see notes 2 and 3 below)
D	117
E	194
F	154
1898 Turbine Hall	See note 1 below
Edison Turbine Halls	See note 1 below
Admin Building	See note 1 below

Note 1: The heights of the 1898 Turbine Hall, the Edison Turbine Halls and the Admin Building are anticipated not to exceed their existing heights.

Note 2: For Blocks B and C, the building height shall not exceed 72 feet within the area of each Block that is 50 feet setback from the building façade along East 1st Street.

Note 3: For Block C, the building height shall not exceed 84 feet within the area of Block C that (i) is 34 feet setback from the building façade along Summer Street and (ii) 10 feet setback from the eastern façade of the building on Block C.

Note 4: For Block F, the building height shall not exceed 125 feet within the area of Block F that is 20 feet setback from the eastern building façade of Block F or from the western building façade of Block F.

ONGOING REVIEW PROCESS

Anticipated building program allocations, the actual uses, square footage amounts, design concepts, rights-of-way, roadways, open space and public realm components and the number of hotel rooms, dwelling units and parking spaces will be determined as part of the Article 80-B Large Project Review process and, subject to the foregoing

dimensional restrictions, will be more specifically set forth in future PDA Development Plans to be filed pursuant to Article 80C.

It is anticipated that construction of the Proposed Project may be phased over 10 to 15 years. It is expected that the Proposed Project may be developed in the following groups (the sequencing of which will depend on market conditions and shall be set forth in PDA Development Plans):

- Group South: Blocks C and B and Turbine Hall 3
- Group East: Blocks A and F
- Group North: Block E and 1898 Turbine Hall
- Group West: Block D and Turbine Halls 1 and 2

COMMUNITY BENEFITS

The Proposed Project will provide a range of public and community benefits to promote neighborhood enrichment, usable new open space, access to the South Boston waterfront, environmental remediation, economic activity, improved circulation, and a mix of uses and housing options. These public and community benefits are described below:

Public Realm Benefits

- The currently inaccessible PDA Area will be (i) resized into neighborhood scale streets and block dimensions that continue the connections to existing roads and pedestrian/bicycle lanes that exist at the edges of the PDA Area and (ii) transformed into a public waterfront destination with new dining and retail, as well as community, arts and business uses.
- Four historic turbine halls, the oldest structures on the Project Site, will be rehabilitated and adaptively re-used as a central element of the redevelopment. The remainder of the derelict, abandoned structures will be cleared from the Project Site.
- The Proposed Project will provide increased density with a mix of uses, including commercial office, research and development, residential, hotel, civic, cultural, and retail in close proximity to public transit and walkable from the South Boston neighborhood.
- The Proposed Project will construct new wider sidewalks on both sides of East First Street, including along the full length of park/playground frontage.
- Several new landscaped greenspaces will be created for use by the South Boston community and general public, including a newly created waterfront open space.
- New bicycle paths, dedicated pedestrian streets and active corridors will be created to improve public access to and through the PDA Area, including public access to

the large waterfront open space along the northern edge of the Project Site. This enhanced waterfront accessibility will include decks, piers and boardwalks, subject to regulatory approval, and will include historic industrial artifacts to aid in the interpretation of the Project Site's history.
- The Proposed Project will include approximately 5.7 acres of new public open space.
- Active recreation improvements within the Proposed Project shall include a basketball court and also at least one of either a tennis court, a playground, and/or another active recreational area.
- The Proposed Project will improve connectivity of the Harborwalk between the Seaport and South Boston by creating accessible waterfront open space with clear connections to the newly completed Thomas J. Butler Memorial Park.
- The Proposed Project will design and implement "Vision Zero" pedestrian improvements at eight neighborhood intersections/locations prioritized by the community.

Environmental Benefits
- The Proposed Project will remediate the PDA Area from the prior industrial use to applicable federal and state standards, and will include significant functional and aesthetic improvements to the PDA Area that will benefit the surrounding area.
- The Proposed Project will fund a Licensed Site Professional, representing the South Boston neighborhood, to review the Proposed Project's environmental remediation plans.

Affordable Housing Benefits
- The affordable housing to be developed in connection with the Proposed Project will all be located on-site, to increase the affordable housing supply in the South Boston neighborhood. Thirteen percent (13%) of all residential housing units on the Project Site will be affordable units in compliance with the City of Boston's Inclusionary Development Policy. An additional three percent (3%) of the rental housing units on the Project Site will be rent restricted at 130% of Area Median Income. An additional three percent (3%) of the home-ownership housing units on the Project Site will be price restricted at 150% of Area Median Income.
- The Proposed Project will also include commercial development that will generate affordable housing and job training payments pursuant to Section 80B-7 of the Zoning Code.
    - The Proponent will work with the BPDA and the City, through the Department of Neighborhood Development, to identify affordable residential projects in the South Boston neighborhood, including but not limited to the Old Colony Redevelopment Project, Phases 4 and 5, the Mary Ellen McCormack Redevelopment Project, or other projects for affordable housing under review for the purpose of submitting Housing

Creation Proposals in relation to the Proposed Project's affordable housing linkage contribution.

Sustainable and Resilient Development

- The Proposed Project will advance Boston's carbon neutral and climate ready goals by incorporating a variety of sustainable design and resilient building strategies that will reduce carbon emissions, improve water quality, reduce the urban heat island effect, maximize the conservation of energy and water, and reduce the risk of flooding due to sea level rise.
- Advance the City of Boston's sustainability objectives and goals to achieve carbon neutrality by 2050 by meeting or exceeding the requirements of Article 37 of the Code, with new building design criteria targeting the LEED v4 Silver rating for all new residential, hotel and conference center buildings, LEED v4 Gold for all new commercial office, research and development, and laboratory buildings, and LEED v4 Platinum for at least one building.
- Each individual new building will comply with the City of Boston's most current Article 37 of the Code and climate resilient standards thereunder at the time of initial design filing for such building or group of buildings.

Smart Utilities

The Proponent agrees to complete and/or provide updates to the Smart Utilities review prior to obtaining a Certificate of Compliance for any of the phases or buildings associated with the Proposed Project. Based on the Proposed Project's size and scope of work, and all as to be more particularly set forth in PDA Development Plans, the items to be reviewed are:

- A plan for the phasing-in of streets and street segments;
- The District Energy Microgrid Feasibility Assessment(s) and Master Plan(s), which will prioritize the study of renewable energy systems and establish a plan for implementation based on what is deemed as feasible in collaboration between the Proponent and the Smart Utilities team. Energy systems to be studied may include "rooftop PV + storage" and geothermal/ground source heat pumps for clusters of buildings, with the understanding that the feasibility assessment and master plan process may yield solutions on an individual-building basis, in alignment with the Article 37 review. Such plans shall target a sitewide minimum of 100KW of on-site renewable energy generation and shall assess and explore options for additional on-site renewable energy generation;
- A plan for the location, feasibility and design of a Telecom Utilidor;
- Goal of stormwater retention of 1.25 inches over the impervious area on a parcel by parcel basis, subject to feasibility based on soil conditions and ability to reuse captured water on each parcel;
- Enhance the integration of green infrastructure features when feasible, which could help achieve the 1.25 inch stormwater retention (review will be coordinated with BPDA's Urban Design team);

- Additional conduit for future electric and fiber infrastructure in relevant sidewalks to support the City's needs for deployment of future smart technology (the review will be coordinated with PIC);
- A plan for the infrastructure needed to comply with the City of Boston EV Readiness Policy for New Developments;
- A utility site plan showing the infrastructure in the bullets above, as well as all other relevant utility infrastructure, including water, sewer, drainage, gas, electric (for buildings and for street lights), telecom, transformers, and gas meters; and
- A plan to address relevant conflicts reported through COBUCS.

Traffic and Transit Benefits

- The Proposed Project will implement a robust program of Transportation Demand Management (TDM) strategies to take full advantage of nearby public transportation options, and will incorporate bicycle accommodations in compliance with the latest Boston Transportation Department's guidelines to encourage bicycling.
- The Proposed Project will provide funding to the MBTA (to be used in consultation with the City of Boston) for investments that improve the reliability, safety and convenience of transit services serving both the Project and the abutting area in the neighborhood of South Boston. To ensure effective Project mitigation and community benefit, this funding will only be applied to particular investments after consultation between the MBTA, MassDOT, and the City of Boston and after adequate opportunity for community input and review. The amount of the funding shall be $10,080,000, consisting of (i) an annual payment of $273,000 per year for 15 years, commencing upon occupancy of the first new building in the Proposed Project, and (ii) an annual payment of $399,000 per year for 15 years, commencing upon occupancy of 500,000 or more square feet of Gross Floor Area within the Proposed Project. These payments will be increased annually following the first such payment of each amount to account for inflation (the greater of CPI-Boston Metro or 1.5% annually). Each annual payment to the MBTA will be paid in a lump sum at the beginning of the MBTA's fiscal year.
- The Proposed Project will cause smart signals and fiber optic connectivity to be installed along the Summer Street/L Street corridor between Drydock Avenue/Pappas Way and East Broadway to improve traffic flow and improve MBTA bus frequency/reliability.
- The Proposed Project will implement an annual monitoring program that measures traffic, transit and parking impacts of each project phase, reports the results to the community and proposes appropriate adjustments to the Proposed Project's TDM measures, when necessary.

Parking Benefits

- The Proposed Project will make 120 parking spaces within the Proposed Project available to residents of the neighborhood with resident parking stickers during nighttime, weekend, and snow emergency periods free of charge.
- The Proposed Project will make available one parking space for each residential housing unit within the PDA Area.
- The Proposed Project will waive the right to South Boston residential parking stickers for apartment units.
- On-street parking will have short-term restrictions during daytime hours to support retail within the Proposed Project. Overnight parking will not be limited to residents or tenants within the PDA Area.

Workforce Development and Educational Opportunities

- The Proposed Project is expected to create approximately 1,500 permanent jobs relating to the commercial, hotel, retail, restaurant, parking and residential administration components, and to create approximately 2,500 construction jobs in a variety of trades.
- The Proposed Project will provide apprenticeships and employment opportunities associated with project construction for City residents. Such apprenticeship and employment opportunities shall commence upon issuance of the first demolition permit for the Proposed Project and shall continue during construction of the Proposed Project. This commitment to community outreach for apprenticeship and job opportunities for work associated with the Project will include the following:

    - The Proposed Project will work with the City to allocate the workforce training linkage contribution associated with the Proposed Project towards organizations that promote construction trade job opportunities for local veterans, business employment opportunities and apprenticeships in and around the Proposed Project and that support local businesses and organizations such as Veterans Edge, Mass Fallen Heroes, South Boston Association of Non-Profits, South Boston Chamber of Commerce or other comparable organizations.
    - The Proposed Project will use good faith efforts to ensure that at least 20% of the apprentices on the Project are Building Pathways (or other comparable organization) graduates.
    - The Proposed Project will work with the City to cause at least $100,000 of the Proposed Project's workforce training linkage contribution to be designated to the Building Pathways program.
    - The Proposed Project will host an annual job fair to promote construction trade career opportunities at the Proposed Project to local high school students.

- The Proposed Project shall provide (i) two annual university-level internship opportunities for members of the South Boston community and (ii) two annual university-level internship opportunities to participants in the Commercial Real Estate Success Training (CREST) Program (or a comparable program). Such internship opportunities shall commence upon approval of the first Planned Development Area Development Plan for the Proposed Project and last for the first 10 years of the development of the Proposed Project.
- The Proposed Project shall fund a $1,000,000 scholarship endowment to be administered by the South Boston Sports Hall of Fame (or a comparable organization) for the purpose of providing annual scholarships to deserving South Boston high school and college students. Such endowment shall be funded upon issuance of the building permit for construction for the first new building constructed within the Proposed Project.

Community Connections and Civic Benefits

- The Proposed Project will grant $1,750,000 for Medal of Honor Park and Christopher Lee Playground. Of this amount, $1,000,000 shall be dedicated to fund capital projects and $750,000 shall constitute an endowment to fund improved activation, operations and maintenance. This grant shall be made in the Proponent's name and will be funded upon issuance of the certificate of occupancy for the first new building constructed at the Proposed Project.
- The Proposed Project will enhance the economy by providing new job opportunities, civic and cultural amenities, and a source of customers for local retail and restaurant establishments.
- The Proposed Project will undertake focused local efforts (including on-site assistance, job fairs, informational presentations to community groups) to assist South Boston residents to learn about and apply for opportunities created by the Proposed Project, including affordable housing, construction employment, permanent employment, small business contracting and retail leasing.
- The Proposed Project will establish an on-site office for such efforts, with designated community outreach staff.
- South Boston small businesses and other City- or State-certified disadvantaged small businesses will be given first opportunity to lease up to 10% of the retail space in the Proposed Project with either free tenant improvement build-out or 25% discount to market rent.
- South Boston small businesses and other City- or State-certified disadvantaged small businesses will be given first opportunity to lease up to 10% of any kiosk/pushcart/pop-up tent retail spaces with free rent.
- The Proposed Project will include an on-site childcare facility, with local providers being given first opportunity.

- The Proposed Project's civic and cultural spaces within the Edison Turbine Halls will be available for neighborhood/community events.
- The Proposed Project is expected to generate substantial new real estate tax revenues for the City of Boston.

  The foregoing public and community benefits and their phasing will be set forth in more particular detail in future PDA Development Plan(s), which shall supersede this PDA Master Plan with respect to the matters set forth in this Section 5.0 without requiring any amendment hereof. Where implementing any such benefits may require the approval or cooperation of any applicable local or state agencies, boards or authorities, or other third parties, such benefits shall be subject to obtaining such approval and cooperation.

PUBLIC REVIEW

The Proponent filed a Project Notification Form ("PNF") for the Proposed Project on May 15, 2017. Notice of the receipt by the BPDA of the PNF was published in the Boston Herald on May 19, 2017, initiating a thirty (30) day public comment period that was extended through August 9, 2017. The notice and the PNF were sent to the City's public agencies pursuant to Section 80A-2 of the Code.

Pursuant to Section 80B-5.3 of the Code, a Scoping Session was held on May 31, 2017 with the City's public agencies during which the Proposed Project was reviewed and discussed.

The BPDA held public meetings to discuss the PNF on June 7, 2017; June 21, 2017; and July 24, 2017. These meetings were held at the Tynan School in South Boston. Each meeting was advertised in local newspapers, listed on the BPDA website, and distributed to the South Boston BPDA email list.

Impact Advisory Group ("IAG") meetings were held on June 12, 2017; July 18, 2017; and July 31, 2017. The IAG meetings were listed on the BPDA website, and distributed to the South Boston BPDA email list.

On January 12, 2018, the BPDA issued a Scoping Determination. The Proponent filed a Draft Project Impact Report ("DPIR") on August 16, 2018. Notice of the receipt by the BPDA of the DPIR was published in the Boston Herald on August 16, 2018, initiating a seventy-five (75) day comment period.

A Scoping Session on the DPIR was held on August 28, 2018 with the City's public agencies during which the Proposed Project was reviewed and discussed.

The BPDA held public meetings to discuss the DPIR on September 19, 2018; September 26, 2018; October 10, 2018; October 24, 2018; and November 7, 2018. These meetings were held at the Tynan School. These meetings were advertised in local newspapers, listed on the BPDA website, and distributed to the South Boston BPDA email list.

IAG meetings to discuss the DPIR were held on September 26, 2018; October 10, 2018; October 24, 2018; and November 7, 2018. The IAG meetings were listed on the BPDA website, and distributed to the South Boston BPDA email list.

On December 27, 2018, the BPDA issued a Request for Supplemental Information.The Proponent filed a Supplemental Information Document ("SID") on July 22, 2019. The BPDA initiated a seventy-five (75) day comment period on the SID, commencing July 22, 2019 and running through November 8, 2019.

The BPDA held public meetings to discuss the SID on August 5, 2019 and October 28, 2019. These meetings were held at the Tynan School. These meetings were advertised in local newspapers, listed on the BPDA website, and distributed to the South Boston BPDA email list.

IAG meetings to discuss the SID were held on August 7, 2019; September 18, 2019; and November 13, 2019. The IAG meetings were listed on the BPDA website, and distributed to the South Boston BPDA email list.

On November 13, 2019, the Proponent filed the Master Plan for Planned Development Area ("PDA") No. 128. Notice of the receipt by the BPDA of the PDA was published in the Boston Herald on November 15, 2019, initiating a forty-five (45) day comment period. The BPDA initiated an additional comment period on the PDA commencing September 9, 2020 and running through October 14, 2020.

The BPDA held a public meeting to discuss the PDA on January 13, 2020. This meeting was advertised in local newspapers, listed on the BPDA website, and distributed to the South Boston BPDA email list.

The BPDA held an IAG meeting to discuss the PDA on January 13, 2020. This meeting was advertised in local newspapers, listed on the BPDA website, and distributed to the South Boston BPDA email list.

The BPDA held an IAG meeting virtually to discuss updates to the PDA on September 9, 2020. This was meeting was also advertised in local newspapers, listed on the BPDA website, and distributed to the South Boston BPDA email list.

The BPDA held further public meetings to discuss the PDA on December 16, 2020 and January 6, 2021. These meetings were listed on the BPDA website and distributed to the South Boston BPDA email list.

The Proposed Project also comes under jurisdiction of the Boston Civic Design Commission ("BCDC") pursuant to Article 28 of the Code. BCDC approved the Proposed Project at its public meeting held on January 5, 2021.

ZONING AND PLANNED DEVELOPMENT AREA

The PDA Area is located within the South Boston Marine Economy Reserve Subdistrict of the Harborpark Dorchester Bay/Neponset River Waterfront District, which is governed by Article 42A of the Zoning Code and shown on Zoning Map 4B/4C. The entire PDA Area is also located within the Restricted Parking Overlay District. The PDA Area contains more than five acres of land, and approving a Master Plan for the PDA Area is authorized by Article 3-1A.a of the Zoning Code.

The PDA Master Plan sets forth the zoning for all elements of the Proposed Project for the PDA Area. To the extent that any Block or any component of the Proposed Project does not comply with the use, dimensional or other zoning regulations applicable thereto, the PDA Master Plan shall supersede all such zoning requirements. Upon approval by the Boston Redevelopment Authority d/b/a Boston Planning & Development Agency and the Boston Zoning Commission, any PDA Development Plan for a Proposed Project within the PDA Area that is consistent with the PDA Master Plan will be presumed to be consistent with underlying zoning and all other provisions of the Zoning Code to the extent that such requirements are made applicable and have been addressed in the PDA Master Plan or a subsequent PDA Development Plan.

RECOMMENDATION

Based on the foregoing, Boston Redevelopment Authority ("BRA") d/b/a Boston Planning & Development Agency ("BPDA") staff recommends that the Board: (i) approve the Master Plan for Planned Development Area No. 128, 776 Summer Street, South Boston and associated Map Amendment; (ii) authorize the Director to petition the Zoning Commission of the City of Boston (the "Zoning Commission") for approval of the Master Plan for Planned Development Area No. 128, 776 Summer Street, South Boston and associated Map Amendment; and (iii) authorize the Director to execute and deliver

any and all documents as may be necessary and appropriate in connection with PDA Master Plan No. 128, 776 Summer Street, South Boston.

Appropriate votes follow:

VOTED: That, in connection with the Master Plan for Planned Development Area No. 128, 776 Summer Street, South Boston (the "Master Plan"), and the L Street Station Redevelopment project located at 776 Summer Street, South Boston (the "Proposed Project"), presented at a public hearing, duly held at the offices of the Boston Redevelopment Authority (the "BRA") d/b/a Boston Planning & Development Agency ("BPDA"), on January 14, 2021, and after consideration of evidence presented at, and in connection with, the hearing on the Master Plan and the Proposed Project, the BRA finds, in accordance with Section 80C of the Boston Zoning Code (the "Code"), that: (a) such Master Plan is not for a location or Proposed Project for which Planned Development Areas are forbidden by the underlying zoning; (b) the Proposed Project in such Master Plan complies with the provisions of the underlying zoning that establish use, dimensional, design and other requirements for Proposed Projects in Planned Development Areas; (c) such Master Plan complies with any provisions of underlying zoning that establish planning and development criteria, including public benefits, for Planned Development Areas; (d) such Master Plan conforms to the plan for the district, subdistrict or similar geographic area in which the Planned Development Area is located, and to the general plan for the City of Boston as a whole; and (e) on balance, nothing in such Master Plan will be injurious to the neighborhood or otherwise detrimental to the public welfare, weighing all the benefits and burdens; and

FURTHER VOTED: That the BRA hereby approves the Master Plan for Planned Development Area No. 128, 776 Summer Street, South Boston and associated Map Amendment pursuant to Sections 3-1A.a and 80C of the Code in substantial accord with the Master Plan presented to the BRA at its public hearing on January 14, 2021; and

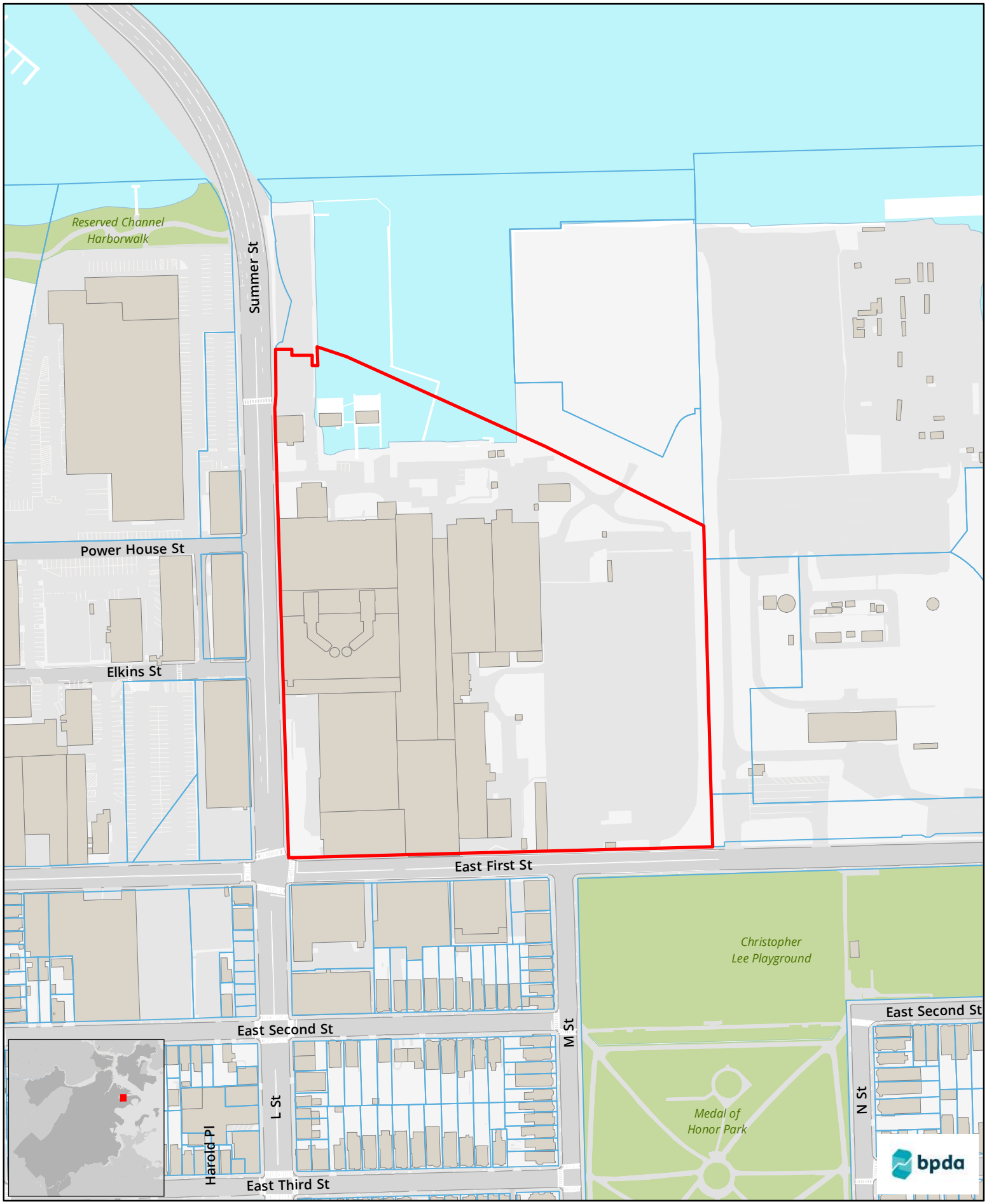
FURTHER VOTED: That the Director be, and hereby is, authorized to petition the Boston Zoning Commission for approval of the Master Plan for Planned Development Area No. 128, 776 Summer Street Project and associated Map Amendment, pursuant to Sections 3-1A.a and 80C of the Code in

substantial accord with the Master Plan presented to the BRA at its public hearing on January 14, 2021; and

FURTHER VOTED: That the Director be, and hereby is, authorized to execute all agreements and any and all other documents deemed necessary and appropriate by the Director in connection with PDA Master Plan No. 128, 776 Summer Street, South Boston, and to take such other actions deemed necessary and appropriate by the Director in connection with the foregoing.

776 Summer Street (South Boston)

1:2,800



776 Summer Street (South Boston)

1:2,800

Draft 1/14/2021

Master Plan for

Planned Development Area No. 128

Submitted Pursuant to Article 80 of the Boston Zoning Code

L Street Station Redevelopment

Submitted to:

Boston Redevelopment Authority
d/b/a the Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Submitted by:

HRP 776 Summer Street, LLC,
a partnership led by Hilco
Redevelopment Partners and
Redgate Capital Partners

With Technical Assistance From:
DLA Piper LLP (US)
Stantec Architecture
VHB
Stoss Landscape Urbanism
Bruner/Cott & Associates

[_____], 2021

MASTER PLAN

For

PLANNED DEVELOPMENT AREA NO. 128

L Street Station Redevelopment

776 Summer Street, Boston

Dated: [_____], 2021

1.0 Introduction

In accordance with Sections 3-1A and 80C-3 of the Boston Zoning Code (the "Zoning Code"), this plan constitutes a Master Plan for Planned Development Area No. 128 (the "PDA Master Plan") for redevelopment of a series of buildings and legacy infrastructure related to the Boston Edison L Street Power Station (the "Power Plant") located at 776 Summer Street in the South Boston neighborhood of Boston. As more particularly described below, the PDA Master Plan contemplates the construction of multiple buildings (the "Proposed Project"), which are currently expected to be constructed in phases over an approximately 10 to 15 year period. The PDA Master Plan covers an approximately 15.2 acre (approximately 661,500 square-foot) parcel of land referred to as the "PDA Area" or the "Site." A figure depicting the location of the PDA Area is included as **Exhibit A**. The legal description and survey plan of the PDA Area are included as **Exhibit B**.

The PDA Area is comprised entirely of land owned by HRP 776 Summer Street, LLC (the "Proponent"). The Proponent is a privately held partnership led by Hilco Redevelopment Partners and Redgate Capital Partners, which have developed several million square feet of real estate projects locally and nationally. The Proponent is currently headquartered at 99 Summer Street, 11th Floor, Boston, Massachusetts.

This PDA Master Plan:

(i) sets forth a statement of the redevelopment concept for the PDA Area, including the planning objectives and character of the redevelopment, the proposed uses of the area, the range of dimensional requirements contemplated for the Proposed Project, and the proposed phasing of construction, and

(ii) provides for one or more Planned Development Area Development Plans (as defined in the Zoning Code; each such plan, a "PDA Development Plan") to be submitted providing more specific information about the elements of the Proposed Project (as defined in the Zoning Code) and components thereof.

The PDA Master Plan consists of [*] pages of text plus attachments designated **Exhibits A** through **I**. All references to this PDA Master Plan contained herein will pertain only to these [*] pages and Exhibits. This PDA Master Plan shall be governed by the Zoning Code in effect as of the date hereof and unless otherwise set forth herein, all references to

terms defined by the Zoning Code will have the meanings set forth in Section 2A of the Zoning Code, as amended to the effective date hereof, and not as amended hereafter.

2.0 PDA Area Description

The PDA Area includes approximately 15.2 acres of developed and formerly industrial land along the Reserved Channel in South Boston located at 776 Summer Street and bounded on the west by Summer Street, on the south by East 1st Street, on the east by a land parcel owned by the Massachusetts Bay Transportation Authority ("MBTA"), and on the north by the Reserved Channel and the Thomas J. Butler Dedicated Freight Corridor.

The legal description and survey plan of the PDA Area are attached as **Exhibit B**. As depicted on **Exhibit C**, the PDA Area will be divided into (i) six (6) new blocks lettered A through F, (ii) a block comprised of the existing 1898 Turbine Hall, (iii) a block comprised of Turbine Hall 1, Turbine Hall 2, and Turbine Hall 3 (collectively, the "Edison Turbine Halls"), and (iv) a block comprised of the Admin Building. The foregoing are each referred to herein as a "Block" and, collectively, as the "Blocks".

3.0 The Proposed Project

Building Program

The PDA Master Plan proposes the construction of multiple buildings and the rehabilitation of certain existing buildings that comprise the Proposed Project. Such buildings are collectively expected to include:

- approximately 860,000 square feet of office/research and development space;
- approximately 115,000 square feet of hotel space with up to 240 keyed hotel rooms;
- approximately 80,000 square feet of retail space;
- approximately 610,000 square feet of residential space in up to 636 dwelling units;
- approximately 15,000 square feet of civic/cultural space; and
- a total of approximately 1,214 parking spaces in a combination of below-grade, at-grade, above-grade, and surface spaces.

The Proposed Project will also create new public open spaces, new roadways, and new access driveways, as further described herein and in the following attached plans and exhibits:

- A conceptual site plan depicting the Blocks and other components of the Proposed Project is attached as **Exhibit C.**
- Conceptual renderings for certain components of the Proposed Project are attached as **Exhibit D**.

- A conceptual right-of-way plan depicting the roadways, driveways and access points to the Site is attached as **Exhibit E**.

- A conceptual open space and public realm site plan is attached as **Exhibit F-1** and conceptual open space and public realm guidelines are attached as **Exhibit F-2**.

Notwithstanding such conceptual plans, exhibits, renderings and guidelines and the foregoing anticipated building program allocations, the actual uses, square footage amounts, design concepts, rights-of-way, roadways, open space and public realm components and the number of hotel rooms, dwelling units and parking spaces will be determined as part of the Article 80-B Large Project Review process and will be more specifically set forth in future PDA Development Plans. Although the Proposed Project shall be generally consistent with such conceptual plans, exhibits, renderings and guidelines, no amendment to this PDA Master Plan shall be required to the extent any modifications thereto are consistent with any approved PDA Development Plans. The determination of whether or not to preserve the Admin Building will follow completion of the PDA Master Plan, based on further review with the BPDA, Boston Landmarks Commission, and Massachusetts Historical Commission in the context of other contemplated site planning and public realm improvements, and the Proposed Project shall include the preservation of the Admin Building except to the extent set forth in any future PDA Development Plans.

Proposed Uses of the Area and Structures

Proposed uses to be allowed for each Block are set forth in **Exhibit G** and include, among others, office, research and development, residential, hotel, and retail/restaurant. The Proposed Project will also include parking uses, including below-grade, at-grade, above-grade and street parking. Roadways constructed within the PDA Area are expected to serve the Proposed Project's uses and adjacent uses. Other than as specified in **Exhibit G** of this PDA Master Plan or an approved PDA Development Plan, and notwithstanding the anticipated building program allocations described in the first paragraph of this Section 3.0, the only use regulations applicable to the PDA Area are those set forth in this paragraph and further defined on **Exhibit G**.

It is anticipated that construction of the Proposed Project may be phased over 10 to 15 years. Prior to and during its redevelopment, land within the PDA Area may be used for temporary and interim uses, as well as infrastructure uses such as stormwater management areas, subject to review and approval of such proposed uses by the Director of the BPDA to the extent not consistent with this PDA Master Plan.

Parking and Loading

The Proposed Project is expected to include approximately 1,214 parking spaces in below-grade garages, at-grade and above-grade parking facilities, and street parking along Summer Street, East 1st Street, Elkins Street, and M Street. The requirements for parking spaces and loading facilities will be determined as part of the Article 80-B Large Project Review process and will be more specifically set forth in future PDA Development Plans. Certain parking spaces within the Proposed Project may be subject to the South Boston Parking Freeze and the Proponent shall comply with applicable permitting requirements of the Air Pollution Control Commission. The PDA Development Plans for the Blocks may

provide for shared parking among the Blocks, provided that the overall parking within the PDA Area is sufficient to meet the aggregate parking requirements.

Range of Dimensional Requirements

Gross Floor Area

The total redevelopment program for this Master Plan PDA shall not exceed a maximum of approximately 1.73 million square feet of Gross Floor Area (as defined in the Zoning Code), of which not greater than approximately 1.68 million square feet of Gross Floor Area shall be used for uses other than parking. The specific Gross Floor Area of each building within the Proposed Project will be presented in the PDA Development Plan(s) governing the Block or Blocks upon which such building will be constructed. The information presented below represents the maximum Gross Floor Area (exclusive of all parking areas) that is anticipated to apply to each Block in the applicable PDA Development Plan(s) for such Block.

Block	Maximum Gross Floor Area (SF)
A	160,000
B	150,000
C	380,000
D	290,000
E	240,000
F	340,000
1898 Turbine Hall	50,000
Edison Turbine Halls	105,000
Admin Building	5,000

Floor Area Ratio

The maximum Floor Area Ratio (as defined in the Zoning Code) for the Proposed Project, as a whole, shall not exceed 2.9. For the purpose of calculating the Floor Area Ratio, the total area of the lot (as defined in the Zoning Code) shall not be reduced by any restrictions, dedications, conveyances or encumbrances of any portions of the PDA Area for public or private use, such as streets, private ways (whether or not open to public use), sidewalks, utilities, pedestrian and bicycle paths, parks, open spaces and other such public or private improvements or amenities.

Maximum Building Coverage

The portion of the PDA Area that is occupied by the footprint of buildings shall not exceed fifty percent (50%) in the aggregate, for purposes of which all buildings within the PDA Area shall be taken into account, and compared against the entire PDA Area,

including without limitation streets, private ways (whether or not open to public use), sidewalks, utilities, pedestrian and bicycle paths, parks, open spaces and other such public or private improvements or amenities. In calculating the portion of the PDA Area that is occupied by the footprint of buildings, a building footprint shall not include areas located wholly below grade or below open space, roadways, courtyards, service areas, and/or other similar areas open to the sky.

Building Setbacks

All buildings on the Site shall comply with a minimum setback of not less than thirty (30) feet from the Site's existing property line at Summer Street and, except with respect to existing Turbine Hall 3, not less than twenty (20) feet from the Site's existing property line at East First Street, as more particularly shown on **Exhibit H** attached hereto. For purposes of measuring a building's setback, minor encroachments such as awnings, building cornices, flagpoles, signage and the like shall be disregarded.

Height

The specific building height (as defined in the Zoning Code) of each building within the Proposed Project will be presented in the PDA Development Plan(s) governing the Block or Blocks upon which such building will be constructed. Building height in the PDA Area shall be measured from the ground level. The information presented below and depicted on **Exhibit H** attached hereto represents the maximum height that is anticipated to apply to each Block in the applicable PDA Development Plan(s) for such Block.

Block	**Maximum Height (feet)**
A	72
B	84 (see note 2 below)
C	198 (see notes 2 and 3 below)
D	117
E	194
F	154
1898 Turbine Hall	See note 1 below
Edison Turbine Halls	See note 1 below
Admin Building	See note 1 below

Note 1: The heights of the 1898 Turbine Hall, the Edison Turbine Halls and the Admin Building are anticipated not to exceed their existing heights.

Note 2: For Blocks B and C, the building height shall not exceed 72 feet within the area of each Block that is 50 feet setback from the building façade along East 1st Street.

Note 3: For Block C, the building height shall not exceed 84 feet within the area of Block C that (i) is 34 feet setback from the building facade along

Summer Street and (ii) 10 feet setback from the eastern façade of the building on Block C.

Note 4: For Block F, the building height shall not exceed 125 feet within the area of Block F that is 20 feet setback from eastern building façade of Block F or from the western building façade of Block F.

Consistent with the requirements of the underlying Code, building height shall exclude roof structures and penthouses, provided that the total area of such roof structures and penthouses does not exceed 33 1/3 percent of the total of all roof areas, measured horizontally, of such building.

As specified in this PDA Master Plan or as may otherwise be specified in an approved PDA Development Plan, the sole dimensional regulations applicable to the PDA Area are those of building setback, building height and Gross Floor Area for the Proposed Project and each Block set forth in this PDA Master Plan, the maximum Floor Area Ratio and maximum building coverage for the Proposed Project as a whole, and the total number of dwelling units within the Proposed Project shall not exceed 636 dwelling units. Notwithstanding the foregoing, without requiring any amendment to this PDA Master Plan, the Proponent may increase the Gross Floor Area applicable to any Block by up to 10% of the anticipated maximum set forth above subject to approval by the Director of the BPDA, provided that the total Gross Floor Area under this PDA Master Plan shall not exceed 1.73 million square feet (of which not greater than approximately 1.68 million square feet of Gross Floor Area shall be used for uses other than parking).

Proposed Phasing of Construction, Infrastructure, Open Space and Public Realm Components

It is anticipated that construction of the Proposed Project may be phased over 10 to 15 years. It is expected that the Proposed Project will be developed in the following groups (the sequencing of which will depend on market conditions):

- Group South: Blocks C and B and Turbine Hall 3
- Group East: Blocks A and F
- Group North: Block E and 1898 Turbine Hall
- Group West: Block D and Turbine Halls 1 and 2

It is further anticipated that the various components of the infrastructure, open space and public realm improvements for the Proposed Project will be constructed in a phased manner together with the construction of buildings on the Blocks associated with such components, generally consistent with the conceptual outline attached hereto as **Exhibit F-3**.

As more precise construction sequencing and phasing plans are developed, they shall be submitted to the Boston Redevelopment Authority d/b/a Boston Planning & Development Agency ("BPDA") and the Boston Zoning Commission for confirmation and approval as part of the PDA Development Plan filings for the applicable building or buildings. The foregoing conceptual groups of the Proposed Project (including

without limitation the infrastructure, open space and public realm components thereof) shall not limit or restrict any phasing that may be proposed as such plans are developed. No amendment to this PDA Master Plan shall be required to the extent any modifications to any such grouping, sequencing or phasing is approved pursuant to any PDA Development Plans.

4.0 Planning Objectives and Character of Redevelopment

The following planning principles present a summary of the principles guiding the development of this PDA Master Plan.

Land Use

The Proposed Project will be designed to bring new energy to the previously inaccessible, abandoned site, enlivening the PDA Area and helping to sustain economic growth that will extend to the South Boston neighborhood. The Proposed Project is currently anticipated to include 1.73 million square feet of Gross Floor Area (of which not greater than approximately 1.68 million square feet of Gross Floor Area shall be used for uses other than parking) of mixed-use redevelopment with a vibrant pedestrian environment connected in character and spirit to the historically industrial nature of the PDA Area.

The Proposed Project is anticipated to celebrate the industrial past of the Power Plant through the adaptive reuse of some of its most historically significant buildings along Summer Street, including the Edison Turbine Halls and the 1898 Turbine Hall, all as shown on **Exhibit C**. The Proposed Project will also invite innovation and artful design to the PDA Area by introducing much needed residential and commercial buildings.

Urban Design and Public Realm

The urban plan for the PDA Area places a priority on both through-site connections and through-building passageways that allow the public to move seamlessly throughout the Site. The multiple options for walking, biking, shopping, sitting and meandering will create a pleasurable day and evening experience and will be a draw for those living nearby. Building massing of the Proposed Project will be pulled back from the Summer Street edge to create more daylight, improve pedestrian safety, allow for more comfortable wind conditions and better connectivity through retail passages to the pedestrian alley near the Edison Turbine Halls. The Proposed Project is being designed to improve its neighborhood's urban design character, and will provide a human-scaled, mixed-use development to act as a neighborhood hub for local cultural institutions and commercial activity within a live/work/play district. The Proposed Project shall be developed generally consistent with the urban design guidelines attached hereto as **Exhibit I**.

Retail and Ground Floor Activation

The focus of the ground floor activation of the Site (through retail and other uses) will be on the Summer Street side of the Site (Block C, Block D, the rehabilitated Edison Turbine Halls and the 1898 Turbine Hall). The buildings on the remainder of the Site (Blocks A, B, E, and F) may also include ground floor retail and activation, subject to market conditions.

Streets

The Proposed Project will break down the currently large and publicly inaccessible PDA Area into a series of street, block and open space arrangements that have been organized to (i) promote physical connections to the existing fabric of the adjacent neighborhood and (ii) invite pedestrian, vehicular and bicycle passage through the PDA Area and down to South Boston's waterfront. In addition to facilitating movement across the PDA Area to the waterfront, the design of the Proposed Project is also expected to promote public connections from the long Summer Street edge diagonally up and through the PDA Area to East 1st Street and toward the Thomas J. Butler Memorial Park and Castle Island connections. The streets and sidewalks within the PDA Area shall be constructed to comply with standards generally consistent with the City of Boston's Complete Streets standards and requirements, including requirements for accessibility and bicycle lanes.

The Proposed Project will extend Elkins Street from its intersection with Summer Street, which will help divide the PDA Area into the Blocks. Such extension of Elkins Street will run diagonally from Summer Street, between Blocks C and D, through a double height passageway cut into Turbine Hall 2. From there, such extension will run up to M Street. The Proposed Project will further extend M Street from East First Street toward the waterfront.

In addition to the extension of Elkins Street and M Street, the Proposed Project will also create pedestrian circulation routes and passageways that will run in an east-west direction across the PDA Area. Such paths will create a walkable, safe and porous district experience throughout the PDA Area. The Proposed Project will also include upgrades to the sidewalks that border the PDA Area, significantly increasing their size and quality.

The portions of Elkins Street and M Street identified as S.1, S.2 and S.3 on **Exhibit F-3**, and the associated pedestrian sidewalks, will be accessible to the public and open to public travel. Such portions of Elkins Street and M Street and sidewalks may be public or may be private, as determined in consultation with the BPDA, the Boston Transportation Department, and the Public Improvement Commission, and confirmed in connection with the PDA Development Plans for Blocks associated with such streets, roadways and sidewalks. The portion of M Street identified as S.4 on **Exhibit F-3**, and the associated pedestrian sidewalks, will be privately maintained and open to public travel. The street and sidewalk components identified as S.5 and S.6 on **Exhibit F-3** will be privately maintained and will not be open to public travel.

Conceptual site plans showing the elements of the Proposed Project and the accompanying open space and roadways are set forth in the exhibits to this PDA Master Plan.

Parking and Loading

The location of parking and loading entrances for each building on the Site shall be determined in connection with approval of PDA Development Plans for each such building. Such locations will be generally consistent with the following principles:

- Avoid parking and loading entrances on Summer Street and East First Street, if feasible;
- Avoid parking and loading entrances within the pedestrian alley on the west side of the rehabilitated Edison Turbine Halls, if feasible;
- Minimize parking and loading entrances on the extension of M Street within the Site, where feasible;
- Co-locate parking and loading entrances, where feasible; and
- Loading docks will not be located facing public open space, where feasible.

Public Space

The Proposed Project will create unique exterior and interior destinations, open spaces, and public realm that will be linked by a series of circulation routes crisscrossing the Site, as described in the Streets section above. These spaces will include:

- A new waterfront open space and event space;
- A landscaped bluff and overlook at the end of M Street;
- New urban terraces and piazzas along Elkins Street;
- New gathering space zones; and
- New retail oriented pedestrian passage along the Edison Turbine Halls.

The design of the Proposed Project will focus on the creation of a network of public open spaces that links existing adjacent neighborhoods, parks and open space to the South Boston waterfront. This provides for a diversity of accessible open space types and allows for public access to the historic Edison Turbine Halls and newly created retail spaces. Entries to buildings will face and/or reinforce open space locations, where feasible.

The new public open spaces within the PDA Area will be privately maintained and managed by the Proponent or an association of building owners, but shall be accessible to the public.

The Proposed Project will retain on site certain industrial artifacts in situ or relocated to building interior and open spaces. Retention and locations will be reviewed with future PDA Development Plans.

In all, the Proposed Project is expected to include approximately 5.7 acres of public open space, including approximately 2.5 acres of publicly accessible waterfront open space.

5.0 Project Benefits

The Proposed Project will provide a range of public and community benefits to promote neighborhood enrichment, usable new open space, access to the South Boston waterfront, environmental remediation, economic activity, improved circulation, and a mix of uses and housing options. These public and community benefits are described below:

Public Realm Benefits:

- The currently inaccessible PDA Area will be (i) resized into neighborhood scale streets and block dimensions that continue the connections to existing roads and pedestrian/bicycle lanes that exist at the edges of the PDA Area and (ii) transformed into a public waterfront destination with new dining and retail, as well as community, arts and business uses.
- Four historic turbine halls, the oldest structures on the Site, will be rehabilitated and adaptively re-used as a central element of the redevelopment. The remainder of the derelict, abandoned structures will be cleared from the Site.
- The Proposed Project will provide increased density with a mix of uses, including commercial office, research and development, residential, hotel, civic, cultural, and retail in close proximity to public transit and walkable from the South Boston neighborhood.
- The Proposed Project will construct new wider sidewalks on both sides of East First Street, including along the full length of park/playground frontage.
- Several new landscaped greenspaces will be created for use by the South Boston community and general public, including a newly created waterfront open space.
- New bicycle paths, dedicated pedestrian streets and active corridors will be created to improve public access to and through the PDA Area, including public access to the large waterfront open space along the northern edge of the Site. This enhanced waterfront accessibility will include decks, piers and boardwalks, subject to regulatory approval.
- The Proposed Project will include approximately 5.7 acres of new public open space.
- Active recreation improvements within the Proposed Project shall include a basketball court and also at least one of either a tennis court, a playground, and/or another active recreational area.
- The Proposed Project will improve connectivity of the Harborwalk between the Seaport and South Boston by creating accessible waterfront open space with clear connections to the newly completed Thomas J. Butler Memorial Park.
- The Proposed Project will design and implement "Vision Zero" pedestrian improvements at eight neighborhood intersections/locations prioritized by the community.

Environmental Benefits:

- The Proposed Project will remediate the PDA Area from the prior industrial use to applicable federal and state standards, and will include significant functional and aesthetic improvements to the PDA Area that will benefit the surrounding area.

- The Proposed Project will fund a Licensed Site Professional, representing the South Boston neighborhood, to review the Proposed Project's environmental remediation plans.

Affordable Housing Benefits:

- The affordable housing to be developed in connection with the Proposed Project will all be located on-site, to increase the affordable housing supply in the South Boston neighborhood. Thirteen percent (13%) of all residential housing units on the Site will be affordable units in compliance with the City of Boston's Inclusionary Development Policy. An additional three percent (3%) of the rental housing units on the Site will be rent restricted at 130% of Area Median Income. An additional three percent (3%) of the home-ownership housing units on the Site will be price restricted at 150% of Area Median Income.
- The Proposed Project will also include commercial development that will generate affordable housing and job training payments pursuant to Section 80B-7 of the Zoning Code.
- The Proposed Project will incorporate a variety of sustainable design strategies, including those exceeding minimum building code requirements, that will improve water quality, reduce the urban heat island effect, maximize the conservation of energy and water and minimize impacts to regional infrastructure and water resources, among other environmental benefits.

Sustainable and Resilient Development:

- The Proposed Project will advance Boston's carbon neutral and climate ready goals by incorporating a variety of sustainable design and resilient building strategies that will reduce carbon emissions, improve water quality, reduce the urban heat island effect, maximize the conservation of energy and water, and reduce the risk of flooding due to sea level rise.
- Advance the City of Boston's sustainability objectives and goals to achieve carbon neutrality by 2050 by meeting or exceeding the requirements of Article 37 of the Code, with new building design criteria targeting the LEED v4 Silver rating for all new residential, hotel and conference center buildings, LEED v4 Gold for all new commercial office, research and development, and laboratory buildings, and LEED v4 Platinum for at least one building.
- Each individual new building will comply with the City of Boston's most current Article 37 of the Code and climate resilient standards thereunder at the time of initial design filing for such building or group of buildings.

Smart Utilities:

- The Proponent agrees to complete and/or provide updates to the Smart Utilities review prior to obtaining a Certificate of Compliance for any of the phases or buildings associated with the Proposed Project. Based on the Proposed

Project's size and scope of work, and all as to be more particularly set forth in PDA Development Plans, the items to be reviewed are:

- A plan for the phasing-in of streets and street segments;
- The District Energy Microgrid Feasibility Assessment(s) and Master Plan(s), which will prioritize the study of renewable energy systems and establish a plan for implementation based on what is deemed as feasible in collaboration between the Proponent and the Smart Utilities team. Energy systems to be studied may include "rooftop PV + storage" and geothermal/ground source heat pumps for clusters of buildings, with the understanding that the feasibility assessment and master plan process may yield solutions on an individual-building basis, in alignment with the Article 37 review. Such plans shall target a sitewide minimum of 100KW of on-site renewable energy generation and shall assess and explore options for additional on-site renewable energy generation;
- A plan for the location, feasibility and design of a Telecom Utilidor;
- Goal of stormwater retention of 1.25 inches over the impervious area on a parcel by parcel basis, subject to feasibility based on soil conditions and ability to reuse captured water on each parcel;
- Enhance the integration of green infrastructure features when feasible, which could help achieve the 1.25 inch stormwater retention (review will be coordinated with BPDA's Urban Design team);
- Additional conduit for future electric and fiber infrastructure in relevant sidewalks to support the City's needs for deployment of future smart technology (the review will be coordinated with PIC);
- A plan for the infrastructure needed to comply with the City of Boston EV Readiness Policy for New Developments;
- A utility site plan showing the infrastructure in the bullets above, as well as all other relevant utility infrastructure, including water, sewer, drainage, gas, electric (for buildings and for street lights), telecom, transformers, and gas meters; and
- A plan to address relevant conflicts reported through COBUCS.

Traffic and Transit Benefits:

- The Proposed Project will implement a robust program of Transportation Demand Management (TDM) strategies to take full advantage of nearby public transportation options, and will incorporate bicycle accommodations in compliance with the latest Boston Transportation Department's guidelines to encourage bicycling.

- The Proposed Project will provide funding to the MBTA (to be used in consultation with the City of Boston) for investments that improve the reliability, safety and convenience of transit services serving both the Project and the abutting area in the neighborhood of South Boston. To ensure effective Project mitigation and community benefit, this funding will only be applied to particular investments after consultation between the MBTA, MassDOT, and the City of Boston and after adequate opportunity for community input and review. The amount of the funding shall be $10,080,000, consisting of (i) an annual payment of $273,000 per year for 15 years, commencing upon occupancy of the first new building in the Proposed Project, and (ii) an annual payment of $399,000 per year for 15 years, commencing upon occupancy of 500,000 or more square feet of Gross Floor Area within the Proposed Project. These payments will be increased annually following the first such payment of each amount to account for inflation (the greater of CPI-Boston Metro or 1.5% annually). Each annual payment to the MBTA will be paid in a lump sum at the beginning of the MBTA's fiscal year.

- The Proposed Project will cause smart signals and fiber optic connectivity to be installed along the Summer Street/L Street corridor between Drydock Avenue/Pappas Way and East Broadway to improve traffic flow and improve MBTA bus frequency/reliability.

- The Proposed Project will implement an annual monitoring program that measures traffic, transit and parking impacts of each project phase, reports the results to the community and proposes appropriate adjustments to the Proposed Project's TDM measures, when necessary. The foregoing commitments set forth in this Traffic and Transportation Benefits summary have been confirmed as appropriate mitigation of the traffic and transportation impacts of the Proposed Project.

Parking Benefits:

- The Proposed Project will make 120 parking spaces within the Proposed Project available to residents of the neighborhood with resident parking stickers during nighttime, weekend, and snow emergency periods free of charge.

- The Proposed Project will make available one parking space for each residential housing unit within the PDA Area.

- The Proposed Project will waive the right to South Boston residential parking stickers for apartment units.

- On-street parking will have short-term restrictions during daytime hours to support retail within the Proposed Project. Overnight parking will not be limited to residents or tenants within the PDA Area.

Workforce Development and Educational Opportunities:

- The Proposed Project is expected to create approximately 1,500 permanent jobs relating to the commercial, hotel, retail, restaurant, parking and residential administration components, and to create approximately 2,500 construction jobs in a variety of trades.
- The Proposed Project will provide apprenticeships and employment opportunities associated with project construction for City residents. Such apprenticeship and employment opportunities shall commence upon issuance of the first demolition permit for the Proposed Project and shall continue during construction of the Proposed Project. This commitment to community outreach for apprenticeship and job opportunities for work associated with the Project will include the following:
    - The Proposed Project will work with Veterans Edge / Mass Fallen Heroes (or other comparable organizations) to promote construction trade job opportunities at the Proposed Project for local veterans.
    - The Proposed Project will use good faith efforts to ensure that at least 20% of the apprentices on the Project are Building Pathways (or other comparable organization) graduates.
    - The Proposed Project will work with the City to cause at least $100,000 of the Proposed Project's workforce training linkage contribution to be designated to the Building Pathways program.
    - The Proposed Project will host an annual job fair to promote construction trade career opportunities at the Proposed Project to local high school students.
- The Proposed Project shall provide (i) two annual university-level internship opportunities for members of the South Boston community and (ii) two annual university-level internship opportunities to participants in the Commercial Real Estate Success Training (CREST) Program (or a comparable program). Such internship opportunities shall commence upon approval of the first Planned Development Area Development Plan for the Proposed Project and last for the first 10 years of the development of the Proposed Project.
- The Proposed Project shall fund a $1,000,000 scholarship endowment to be administered by the South Boston Sports Hall of Fame (or a comparable organization) for the purpose of providing annual scholarships to deserving South Boston high school and college students. Such endowment shall be funded upon issuance of the building permit for construction for the first new building constructed within the Proposed Project.

Community Connections and Civic Benefits:

- The Proposed Project will grant $1,750,000 for Medal of Honor Park and Christopher Lee Playground. Of this amount, $1,000,000 shall be dedicated to fund capital projects and $750,000 shall constitute an endowment to fund improved activation, operations and maintenance. This grant shall be made in the Proponent's name and will be funded upon issuance of the certificate of occupancy for the first new building constructed at the Proposed Project.
- The Proposed Project will enhance the economy by providing new job opportunities, civic and cultural amenities, and a source of customers for local retail and restaurant establishments.
- The Proposed Project will undertake focused local efforts (including on-site assistance, job fairs, informational presentations to community groups) to assist South Boston residents to learn about and apply for opportunities created by the Proposed Project, including affordable housing, construction employment, permanent employment, small business contracting and retail leasing.
- The Proposed Project will establish an on-site office for such efforts, with designated community outreach staff.
- South Boston small businesses and other City- or State-certified disadvantaged small businesses will be given first opportunity to lease up to 10% of the retail space in the Proposed Project with either free tenant improvement build-out or 25% discount to market rent.
- South Boston small businesses and other City- or State-certified disadvantaged small businesses will be given first opportunity to lease up to 10% of any kiosk/pushcart/pop-up tent retail spaces with free rent.
- The Proposed Project will include an on-site childcare facility, with local providers being given first opportunity.
- The Proposed Project's civic and cultural spaces within the Edison Turbine Halls will be available for neighborhood/community events.
- The Proposed Project is expected to generate substantial new real estate tax revenues for the City of Boston.

The foregoing public and community benefits and their phasing will be set forth in more particular detail in future PDA Development Plan(s), which shall supersede this PDA Master Plan with respect to the matters set forth in this Section 5.0 without requiring any amendment hereof. Where implementing any such benefits may require the approval or cooperation of any applicable local or state agencies, boards or authorities, or other third parties, such benefits shall be subject to obtaining such approval and cooperation.

6.0 Technical Studies Performed in Support of Development of the PDA

To the extent required pursuant to Article 80 of the Zoning Code and not completed prior to the adoption of this PDA Master Plan, the Proponent will engage engineers and

consultants to perform studies with respect to each building presented in the PDA Development Plan(s) for the components of the Proposed Project.

7.0 Effect of PDA Master Plan

Zoning

The PDA Area is located within the South Boston Marine Economy Reserve Subdistrict of the Harborpark Dorchester Bay/Neponset River Waterfront District, which is governed by Article 42A of the Zoning Code and shown on Zoning Map 4B/4C. The entire PDA Area is also located within the Restricted Parking Overlay District. As shown on the Survey attached as **Exhibit B**, the PDA Area contains more than five acres of land, and treating this submission as a Master Plan is authorized by Article 3-1A.a of the Zoning Code.

This PDA Master Plan sets forth the zoning for all elements of the Proposed Project for the PDA Area. To the extent that any Block or any component of the Proposed Project does not comply with the use, dimensional or other zoning regulations applicable thereto, this PDA Master Plan seeks to supersede all such zoning requirements. Upon approval by the Boston Redevelopment Authority d/b/a Boston Planning & Development Agency and the Boston Zoning Commission, any PDA Development Plan for a Proposed Project within the PDA Area that is consistent with this PDA Master Plan will be presumed to be consistent with underlying zoning and all other provisions of the Zoning Code to the extent that such requirements are made applicable and have been addressed in this PDA Master Plan or a subsequent PDA Development Plan.

Parcels

The PDA Area is currently comprised of a single legal lot. In order to implement the Proposed Project, it is contemplated that new legal lots will be created and one or more may be leased or conveyed to third parties.

Notwithstanding that lots may be in separate legal ownership and separated by streets, the dimensional requirements set forth in this PDA Master Plan shall apply to the PDA Area as a whole and not to each individual lot. A Certification of Consistency may be issued for each separate Block and/or for individual buildings within a Block; provided that non-compliance by a particular Block or building shall not affect compliance by any other Block or building.

Development Review

Each building component of the Proposed Project within the PDA Area will undergo review as required by Article 80 of the Zoning Code, as well as design review subsequent to the submission of one or more PDA Development Plans for the Proposed Project.

As noted in the Public Benefits section above, the Proposed Project will generate housing and jobs linkage funds to the City of Boston as required by Section 80B-7(3)(a) of the Code, in accordance with a Development Impact Project Agreement for the Proposed Project to be executed by the Proponent and the BPDA. The Housing Contribution Grant rate and the Jobs Contribution Grant rate shall be based on the Gross Floor Area of Development Impact Uses in the PDA Area, subject to exceptions for (i) the first 100,000

square feet of Gross Floor Area of Development Impact Project Uses in the Proposed Project, and (ii) any Gross Floor Area devoted to cultural or civic uses. The Housing Contribution Grant rate and the Jobs Contribution Grant rate applicable as of the date the Proponent files an application for approval of a PDA Development Plan shall apply to all buildings contemplated in such PDA Development Plan, provided that such rates shall be subject to an adjustment to then-current rates upon the tenth (10th) anniversary of such filing of such application for approval of a PDA Development Plan, with such rates to apply to buildings commenced thereafter.

To the extent that the City of Boston enacts new legal requirements respecting fair housing and non-discrimination law applicable to the Proposed Project, including new legal requirements respecting affirmatively furthering fair housing, the Proponent, and its successors-in-interest as to the PDA Area or any part thereof, shall be subject to and shall comply with such new legal requirements.

The Proposed Project will also be subject to review under Articles 28 (Boston Civic Design Commission review) and 37 (Green Buildings) of the Zoning Code, as such Articles may be amended from time to time. Without limiting the foregoing, the Proponent will make an initial filing with the Interagency Green Building Committee for each individual building within the Proposed Project pursuant to Article 37 of the Zoning Code. Aspects of the Proposed Project may also require approvals of other governmental agencies, such as the City of Boston's Public Improvement Commission, the Boston Zoning Commission and the City of Boston Air Pollution Control Commission. No permits for the Proposed Project described in this PDA Master Plan, as the same may be amended, shall be required from the City of Boston Zoning Board of Appeals.

LIST OF EXHIBITS

Master Plan for Planned Development Area No. 128

Exhibit A:	Location of PDA Area
Exhibit B:	Legal Description and Survey Plan
Exhibit C:	Conceptual Site Plan
Exhibit D:	Conceptual Renderings
Exhibit E:	Right-of-Way and Roadways Plan
Exhibit F-1:	Conceptual Open Space and Public Realm Site Plan
Exhibit F-2:	Open Space and Public Realm Guidelines
Exhibit F-3:	Infrastructure, Open Space and Public Realm Phasing
Exhibit G:	Allowed Uses
Exhibit H:	Building Height and Setback Plan
Exhibit I:	Urban Design Guidelines

Exhibit A

Location of PDA Area

[See attached plan – one sheet]

Source: 2015 USGS Topo Boston South

Exhibit A

Locus Plan

L Street Station Redevelopment
Boston, Massachusetts

Exhibit B

Legal Description and Survey Plan

The PDA Area includes that certain parcel of land situated in the Commonwealth of Massachusetts, County of Suffolk, City of Boston, located on the east side of Summer Street, being shown as "PARCEL A" on the plan entitled SUBDIVISION PLAN OF LAND, #776 SUMMER STREET, BOSTON, MA (Suffolk County)" dated March 10, 2014, last revised September 26, 2014, prepared by Beals and Thomas, Inc., recorded with the Suffolk County Registry of Deed as Plan Number 456 of 2014.

The above referenced SUBDIVISION PLAN OF LAND is attached hereto (two sheets).

NOTES:

1) INFORMATION AND/OR LOCATION(S) TAKEN FROM PLAN AS PREPARED BY BOSTON EDISON COMPANY ENGINEERING SERVICES GROUP DATED AUGUST 25, 1987 PLAN No. 400-AAA.
2) SEE EASEMENTS SHOWN ON PLAN ENTITLED " CONVEYANCING PLAN OF LAND BOSTON EDISON COMPANY, SUMMER STREET, BOSTON MA, SUFFOLK COUNTY, SCALE 1 INCH = 50 FT. DATE: MAY 11, 1998," PREPARED BY BEALS AND THOMAS INC., RECORDED IN PLAN BOOK 22478, PAGE 318.
3) THIS PLAN HAS BEEN PREPARED TO CREATE PARCELS B, AND C, WHICH WILL CONVEYED TO MASSPORT. PARCEL A IS THE REMAINING PARCEL OF LAND OWNED BY EXELON NEW BOSTON, LLC.

REFERENCES:

SUMMER STREET LAYOUT, PART 2
CITY OF BOSTON, SUMMER STREET,
SOUTH BOSTON, DATED: JUNE 11, 1930
STREET LAYING-OUT DEPARTMENT

CITY OF BOSTON, ENGINEERING DEPARTMENT
CITY BOOK 228, PAGE 88
CITY BOOK 503, PAGE 89
CITY BOOK 816, PAGE 12, 13
CITY BOOK 521, PAGE 74, 75
CALC. BOOK 32, PAGE 132

BOSTON WATER AND SEWER COMMISSION
WATER DIST. & WASTEWATER SYSTEM MAPS:
20-M, 21-M

SUFFOLK COUNTY REGISTRY OF DEEDS
DEED BOOK 2497, PAGE 553
DEED BOOK 2804, PAGE 637
DEED BOOK 2810, PAGE 97
DEED BOOK 2882, PAGE 35

LEGEND

□ S.B.D.H. FND.	STONE BOUND/DRILL HOLE, FOUND	⊕ RR.SPK(S)	RAILROAD SPIKE, SET
REC.=	RECORD	● PK(S)	PK NAIL, SET
MEA.=	MEASURED	GRAN.	GRANITE
○ PK/SET	PK/NAIL SET	FNDN.	FOUNDATION
BLDG.	BUILDING	POB	POINT OF BEGINNING
1-STY	1-STORY	■ SB/DH(S)	STONE BOUND WITH DRILL HOLE, SET
PE	PERMANENT EASEMENT		COMBINED TEMPORARY AND PERMANENT EASEMENT
TE	TEMPORARY EASEMENT		TEMPORARY AND PERMANENT EASEMENT
PSE	PERMANENT SLOPE EASEMENT		
PDE	PERMANENT DRAINAGE EASEMENT		

I HEREBY CERTIFY THAT:

THIS PLAN HAS BEEN PREPARED IN CONFORMANCE WITH THE RULES AND REGULATIONS OF THE REGISTERS OF DEEDS OF THE COMMONWEALTH OF MASSACHUSETTS.

2/26/2014
DATE

ROBERT J. BUCKLEY, PLS NO. 30326

TEMPORARY EASEMENT C
AREA=38,947 ± SF.
0.894 ± AC.

PERMANENT SLOPE EASEMENT D
AREA=7,497 ± SF.
0.172 ± AC.
WITHIN TEMPORARY EASEMENT A

SEE DETAIL (SHEET 2)

TEMPORARY EASEMENT B
AREA=45,960 ± SF.
1.055 ± AC.

TEMPORARY EASEMENT A
AREA=14,644 ± SF.
0.336 ± AC.
INCLUDES PERMANENT SLOPE EASEMENT D

FUTURE EXELON CURB CUT ZONE STA. 207+00 TO STA. 208+75

PARCEL C
131,071± S.F.
or 3.009± AC.

PARCEL A
661,542± S.F.
or 15.187± AC.

PARCEL B
260,812± S.F.
or 5.987± AC.

PERMANENT EASEMENT B
AREA=21,704 ± SF.
0.498 ± AC.

PERMANENT DRAINAGE EASEMENT
AREA=4,774 ± SF.
0.096 ± AC.

PERMANENT EASEMENT A
AREA=8,123 ± SF.
0.186 ± AC.

SEE LINE TABLE ABOVE

LINE TABLE		
LINE	LENGTH	BEARING
L1	10.25'	S80°35'06"W
L2	19.23'	N0°20'45"W
L3	38.81'	S89°00'34"W
L4	11.35'	N00°23'54"W
L5	30.67'	S89°34'06"W
L6	6.13'	S37°17'25"W
L7	24.75'	N02°42'35"W

ACADIA STREET
"M" ST.
FIRST STREET (PUBLIC - 60' WIDE)
EAST SUMMER (PUBLIC - 70' WIDE) STREET
E. THIRD ST.
RESERVED CHANNEL
HARBOR

SEE SHEET 2 OF 2 FOR EASEMENT DIMENSIONS AND DETAILS

PREPARED FOR
HDR ENGINEERING INC.
695 ATLANTIC AVENUE
BOSTON, MA 02111

RECORD OWNER:
EXELON NEW BOSTON, LLC
776 SUMMER STREET
BOSTON, MA 02127
DEED BOOK 22478 PAGE 318

ASSESSOR'S
WARD 6, BLOCKS 237, 238, 239, 240, 260, AND 261
PARCEL 3406

2014-456
FOR REGISTRY USE ONLY

ISSUE	DATE	DESCRIPTION
5		
4		
3		
2		
1	2/26/2014	GENERAL REVISIONS
0	2/10/2014	FIRST ISSUE
ISSUE	DATE	DESCRIPTION
ATL	JRA	JRA RJB
FLD	CALC	DWN CHK'D

LOCUS
(NO SCALE)

SUBDIVISION PLAN OF LAND
#776 SUMMER STREET
BOSTON, MA
(SUFFOLK COUNTY)

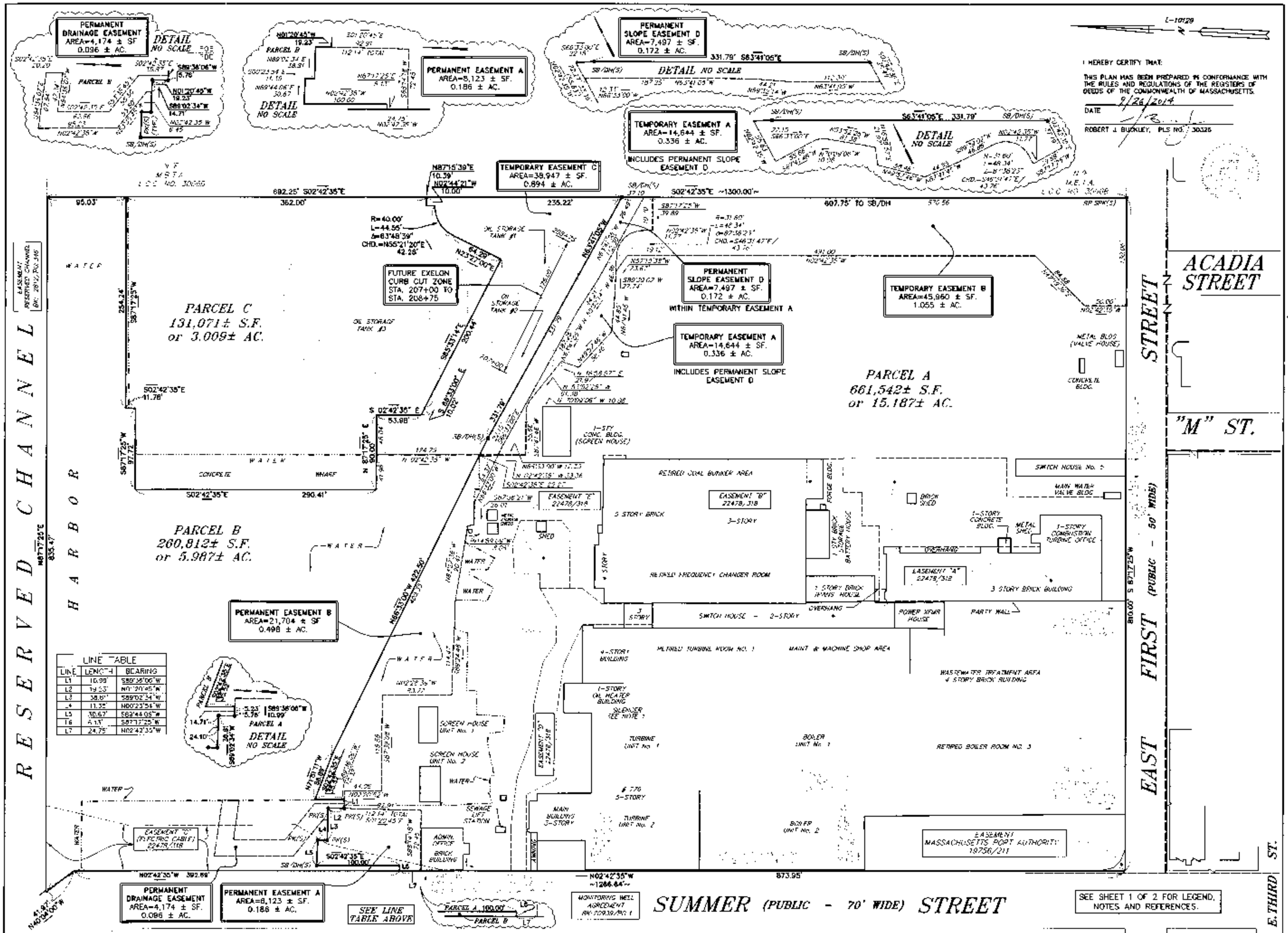
PREPARED BY:
BEALS+THOMAS
Civil Engineers • Landscape Architects • Land Surveyors • Planners • Environmental Scientists

BEALS AND THOMAS, INC.
Reservoir Corporate Center
144 Turnpike Road
Southborough, Massachusetts 01772-2104
T 508.366.0560 | www.btinetb.com

DATE: MARCH 10, 2014
SCALE: 1"=50'
BB JOB NO. 1447.04
BB PLAN NO. 1447.04-P0088-001
REGISTRY SHEET 1 OF 2
1

2014-456

2



LINE TABLE		
LINE	LENGTH	BEARING
L1	10.99'	S89°36'06"W
L2	19.23'	N01°20'45"W
L3	38.6[illegible]'	S89°02'34"W
L4	11.32'	N00°23'54"W
L5	30.67'	S63°44'05"W
L6	[illegible]	S87°17'25"W
L7	24.75'	N02°42'35"W

2014-456

PREPARED FOR.

HDR ENGINEERING INC.

695 ATLANTIC AVENUE
BOSTON, MA 02111

RECORD OWNER:

EXELON NEW BOSTON, LLC

776 SUMMER STREET
BOSTON, MA 02127
DEED BOOK 22478 PAGE 318

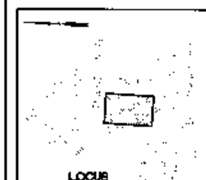
ASSESSOR'S
WARD 6, BLOCKS 237, 238, 239, 240, 260, AND 261
PARCEL 3406

2014-456

FOR REGISTRY USE ONLY

	ISSUE DATE	DESCRIPTION
5		
4		
3		
2		
1	09/26/2014	GENERAL REVISIONS
0	03/10/2014	FIRST ISSUE

ATL	JRA	JRA	RJB
FLD	CALC	DWN	CHK'D



LOCUS
(NO SCALE)

SUBDIVISION PLAN OF LAND

#776 SUMMER STREET BOSTON, MA
(SUFFOLK COUNTY)

PREPARED BY.

BEALS + THOMAS
Civil Engineers + Landscape Architects + Land Surveyors + Planners + Environmental Specialists

BEALS AND THOMAS, INC.
Reservoir Corporate Center
144 Turnpike Road
Southborough, Massachusetts 01772-2104
T 508.366.0560 | www.btiweb.com

DATE. MARCH 10, 2014
SCALE: 1"=50'

BTI JOB NO. 1447.04
BTI PLAN NO. 144704P0088-002
REGISTRY SHEET 2 OF 2

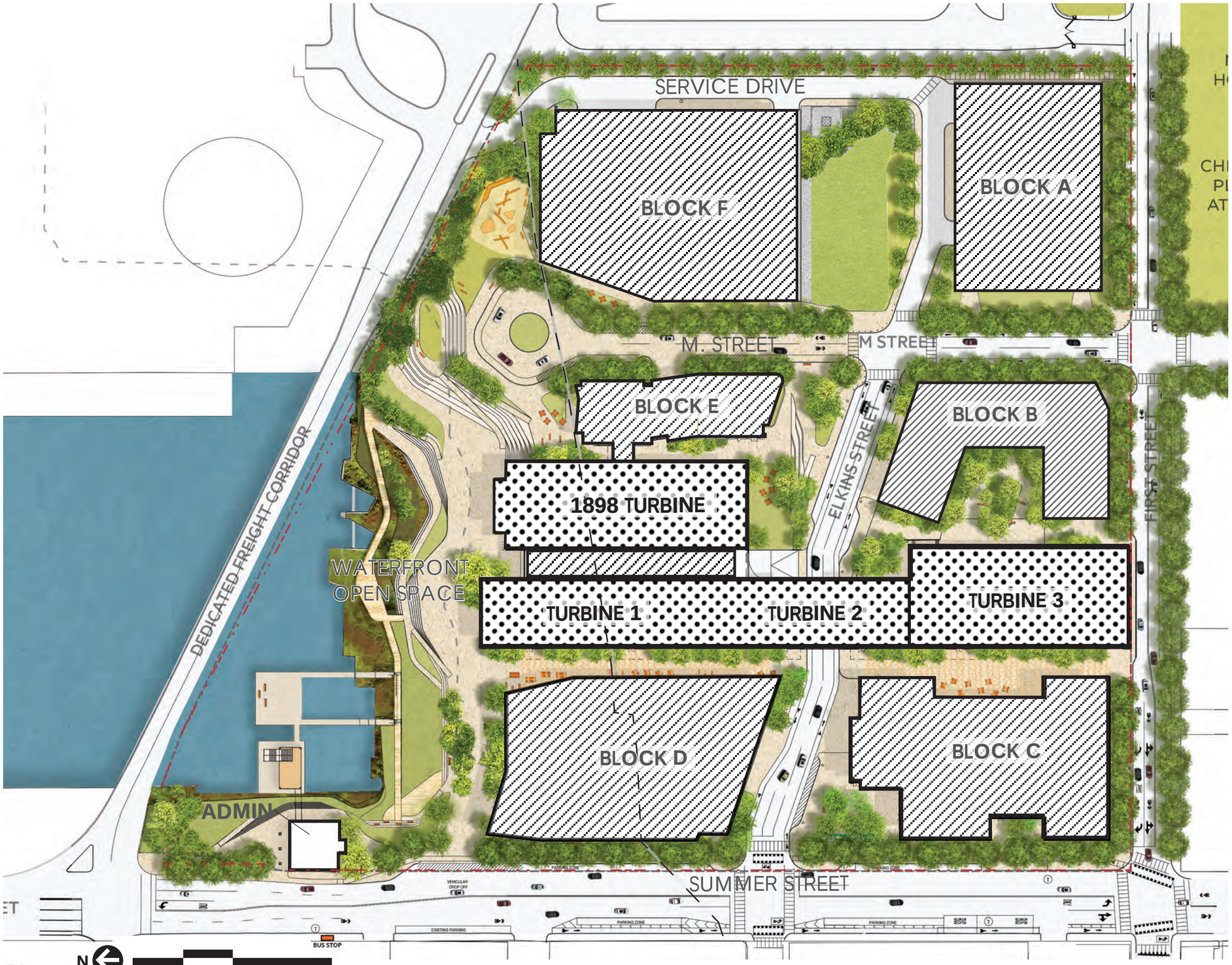
2

2014-456

Exhibit C

Conceptual Site Plan

[See attached plan – one sheet]



NEW

EXISTING TO REMAIN

PROJECT SITE

Exhibit C: Conceptual Site Plan

L Street Station Redevelopment
Boston, Massachusetts

STOSS

Stantec

Exhibit D

Conceptual Renderings

[See attached plans – five sheets]

TURBINE HALL 1: LOOKING SOUTH TOWARDS TURBINE HALL 2

Exhibit D:
Conceptual Renderings

L Street Station Redevelopment
Boston, Massachusetts

Stantec

TURBINE HALL 1: LOOKING NORTH TOWARDS WATERFRONT

Exhibit D:
Conceptual Renderings

L Street Station Redevelopment
Boston, Massachusetts

Stantec

TURBINE HALL 2: LOOKING NORTH OF PASS-THRU TOWARDS EXHIBITION HALL

Exhibit D:
Conceptual Renderings

L Street Station Redevelopment
Boston, Massachusetts

Stantec

TURBINE HALL 2: LOOKING SOUTH OF PASS-THRU TOWARDS MUSEUM

Exhibit D:
Conceptual Renderings

L Street Station Redevelopment
Boston, Massachusetts

Stantec

1898 BLDG: FROM ELKINS STREET TOWARDS 1898 BLDG

Exhibit D:
Conceptual Renderings

L Street Station Redevelopment
Boston, Massachusetts

Stantec

Exhibit E

Right-of-Way and Roadways Plan

[See attached plan – one sheet]

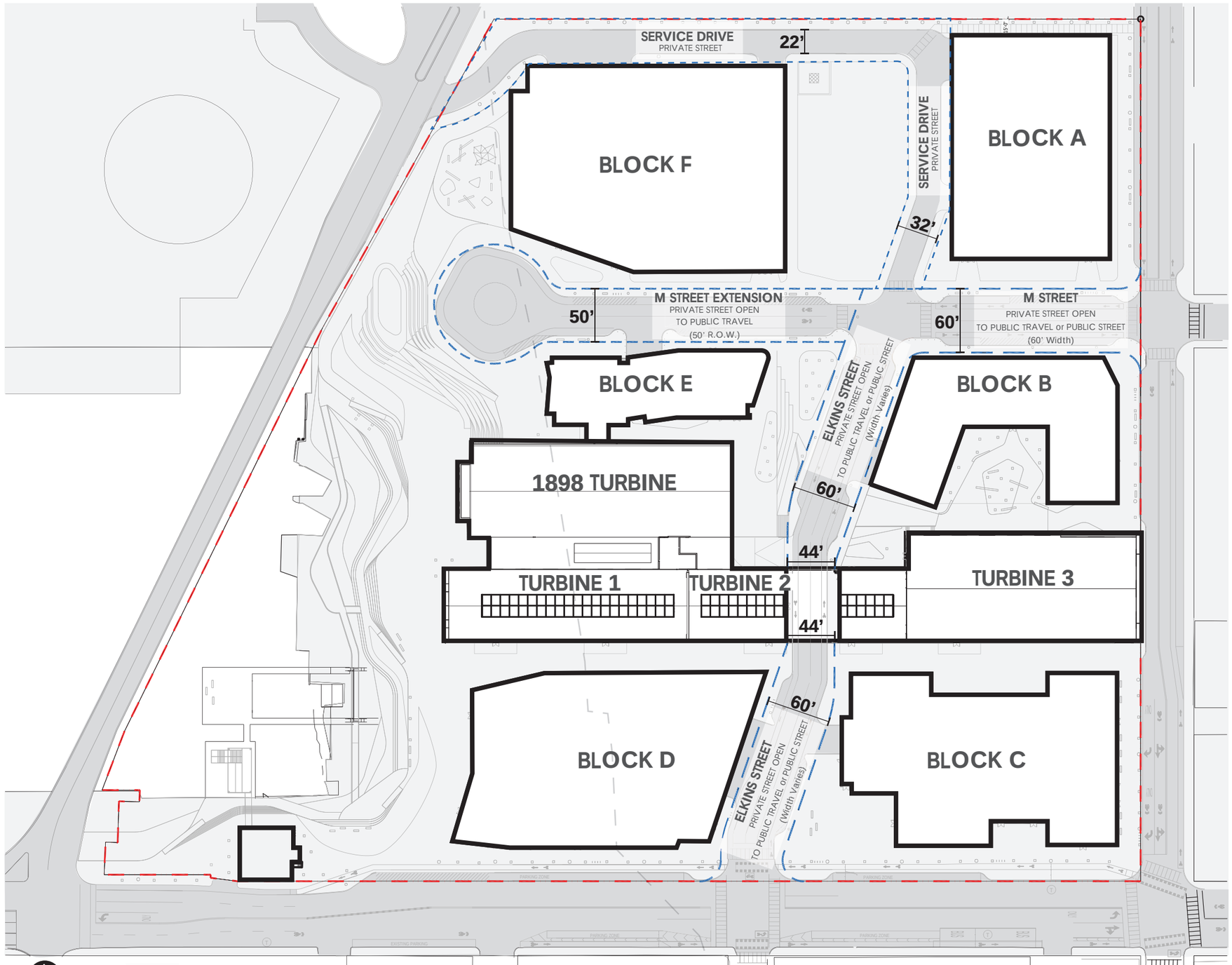


Exhibit E:

Right-of-Way and Roadways Plan

L Street Station Redevelopment
Boston, Massachusetts

Exhibit F-1

Conceptual Open Space and Public Realm Site Plan

[See attached plan – one sheet]

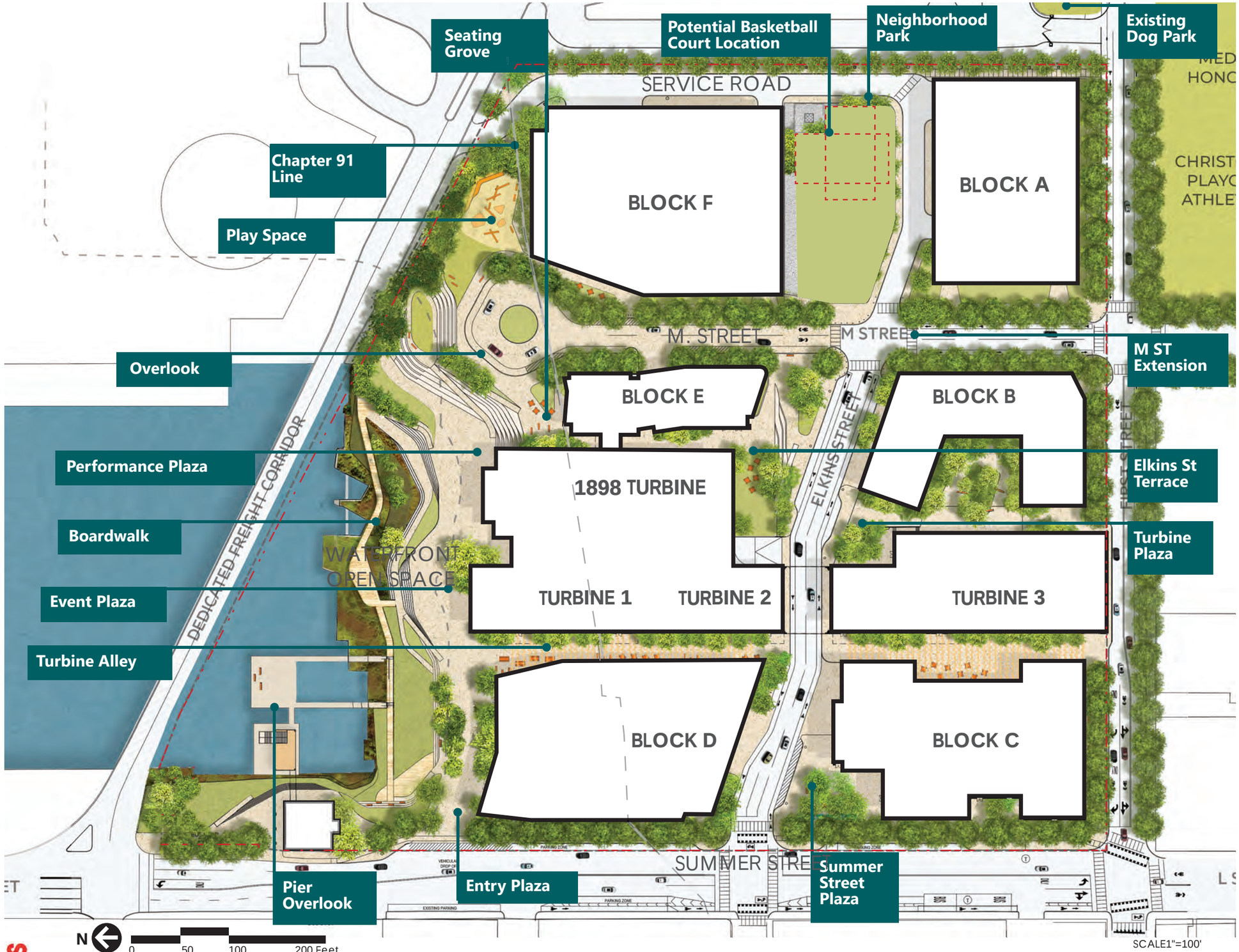


Exhibit F-1:

Conceptual Open Space and Public Realm Site plan

L Street Station Redevelopment
Boston, Massachusetts

Exhibit F-2

Open Space and Public Realm Guidelines

[See attached guidelines – 12 pages]

Exhibit f-2: Open Space and Public realm Guidelines

- Public Realm & Landscape Vision
  - Programming
  - Materiality
  - Industrial Remnants
  - Site elements palette
- Ground Plane /Streetscape
- Art & Expression
- Surprise & Delight

Public Realm & Landscape Vision

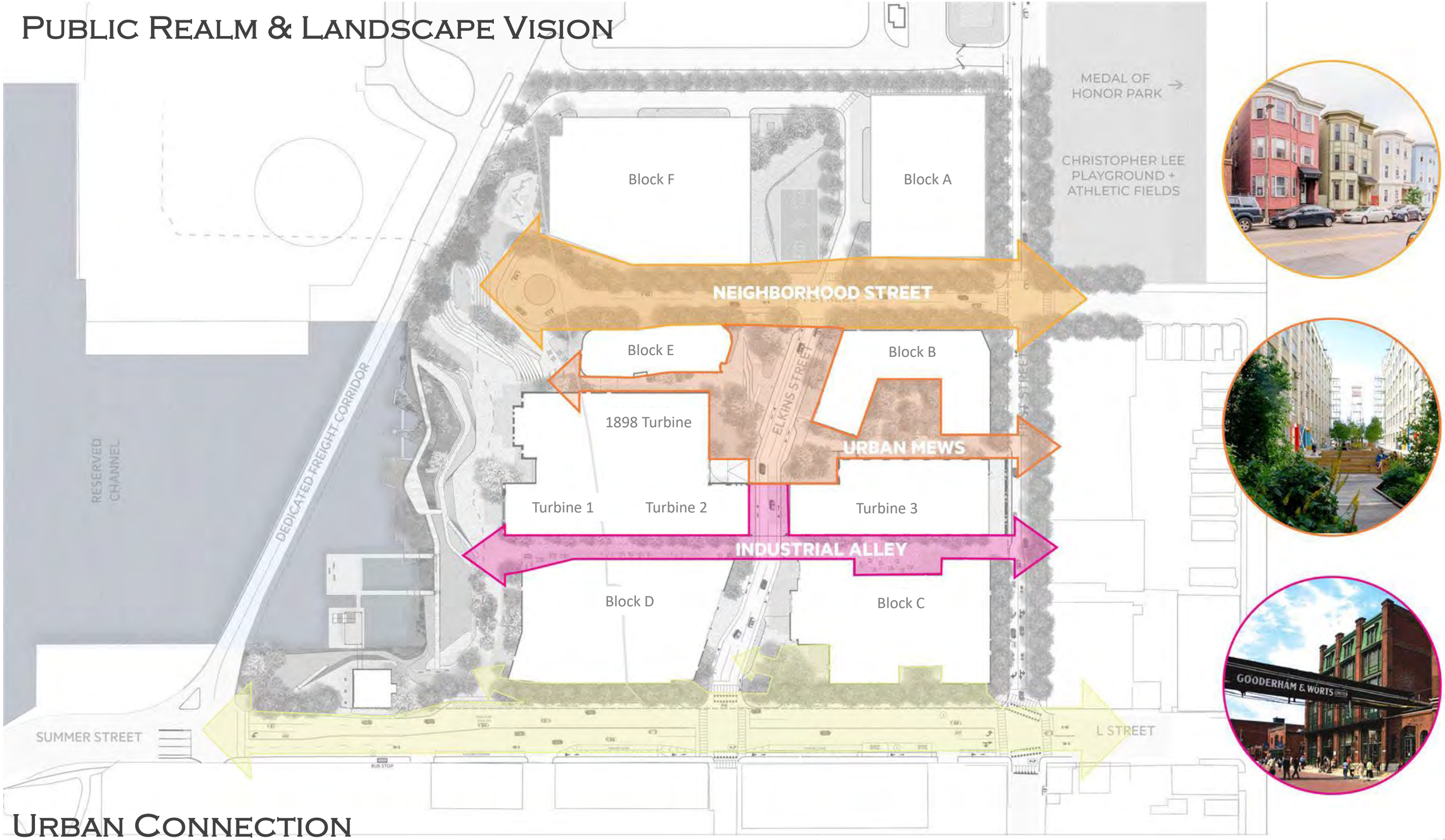
A completely transformed waterfront edge and public park will be the foundation of the new public realm experience. The landscape platform, conceptualized as a series of material waves that begin at the water's edge and rises up to East 1st street, will be designed as a singular open space gesture that supports and inspires different activities and types of movement through the site.

The ground plane slowly changes in feel, texture, and scale from waterfront vegetation, boardwalks and large-scale plazas to landscaped bluffs, narrow streets, paved terraces, and smaller community gathering spaces.

The streets, sidewalks, and cycle zones will be designed as a shared street, preferencing pedestrian movement throughout the site. Each street within the site will have a distinct character, providing a varied unique quality to each street and intersection.

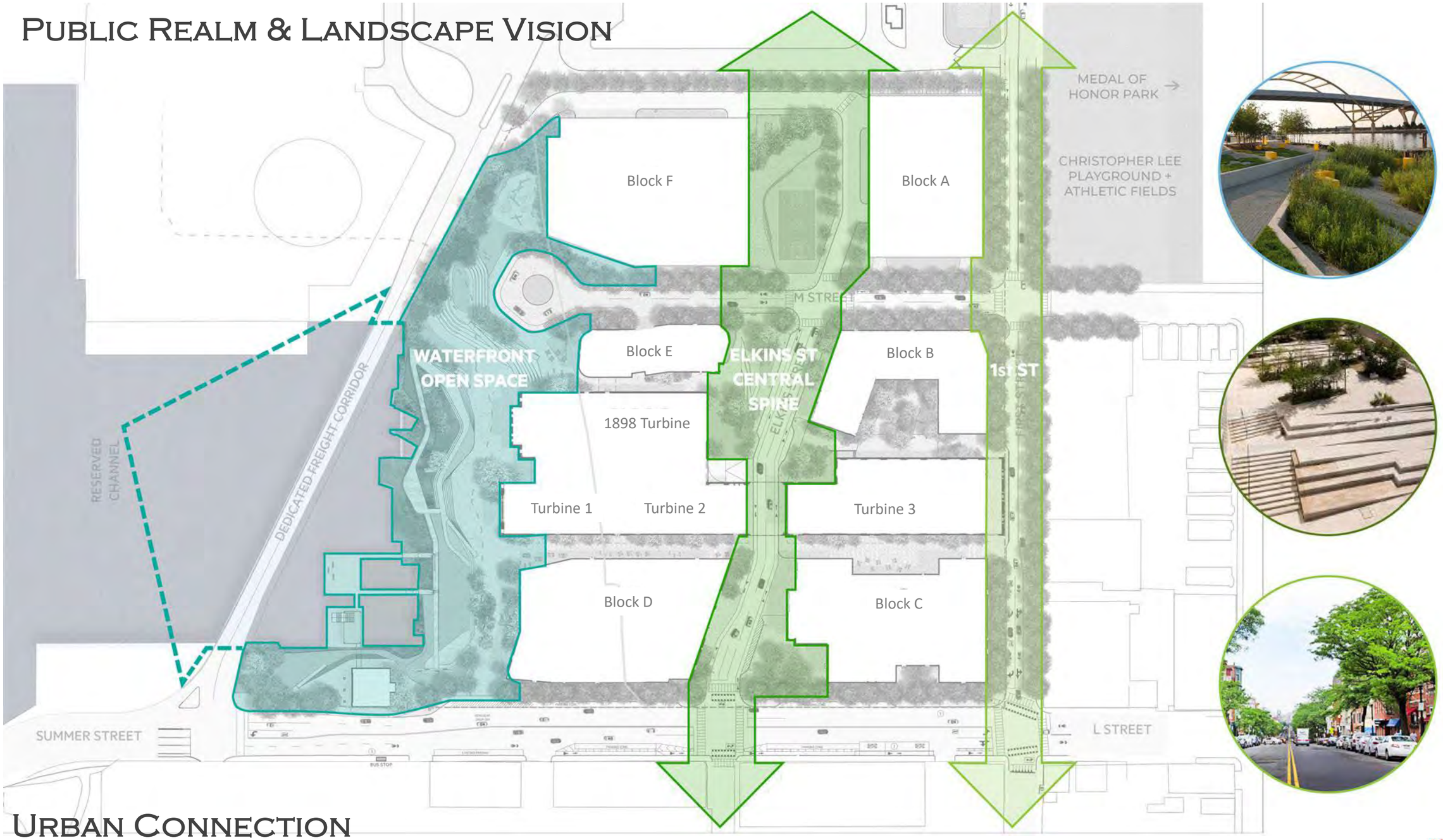
At the heart of the open space is a 2.5-acre public waterfront open space that is part of larger pedestrian and bicycle corridors. The proposal creates connections to the waterfront from the neighborhood by extending streets, sidewalks, and bicycle lanes through the project site. The buildings are being designed to create a strong relationship to the waterfront, creating a porous boundary between the publicly accessible interior and exterior spaces.

Public Realm & Landscape Vision



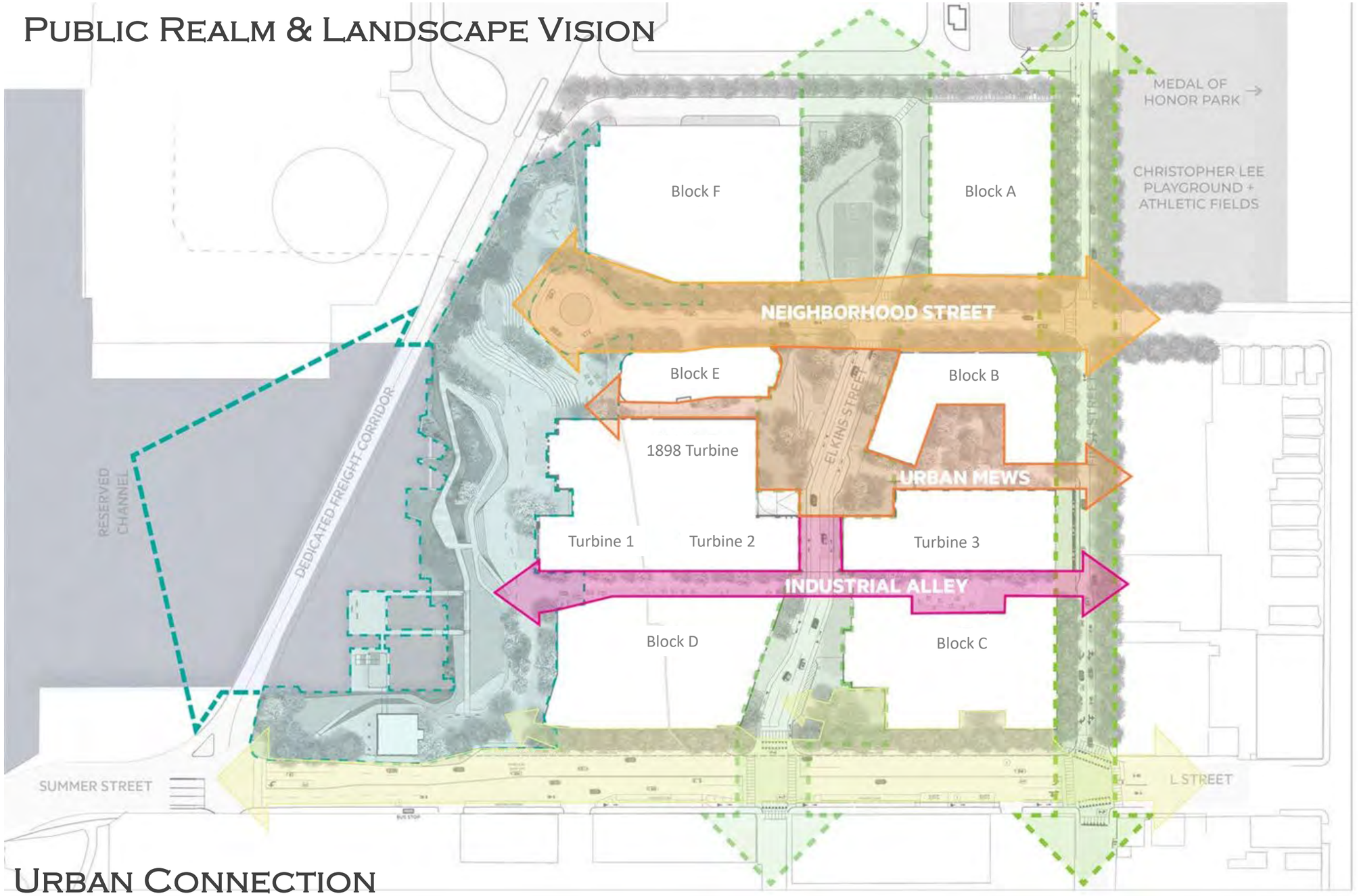
Urban Connection & Street Characteristics

Public Realm & Landscape Vision



Urban Connection & Street Characteristics

Public Realm & Landscape Vision

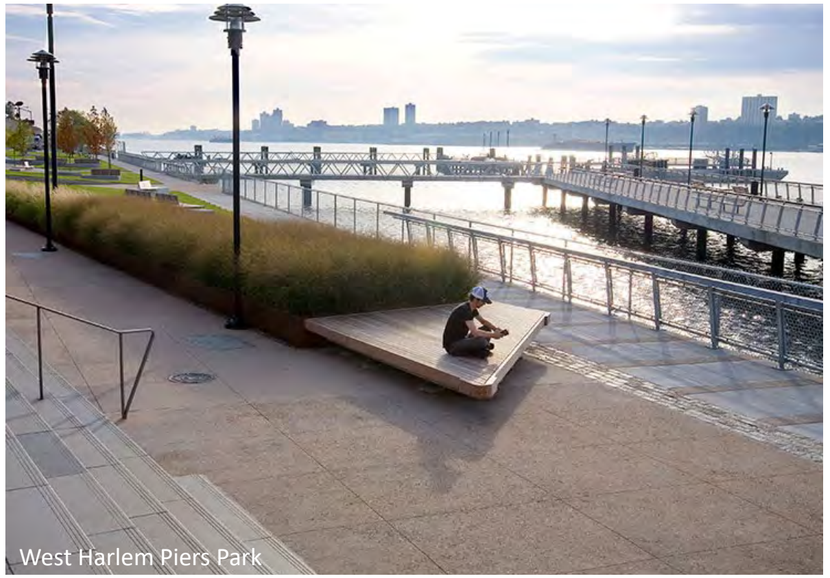


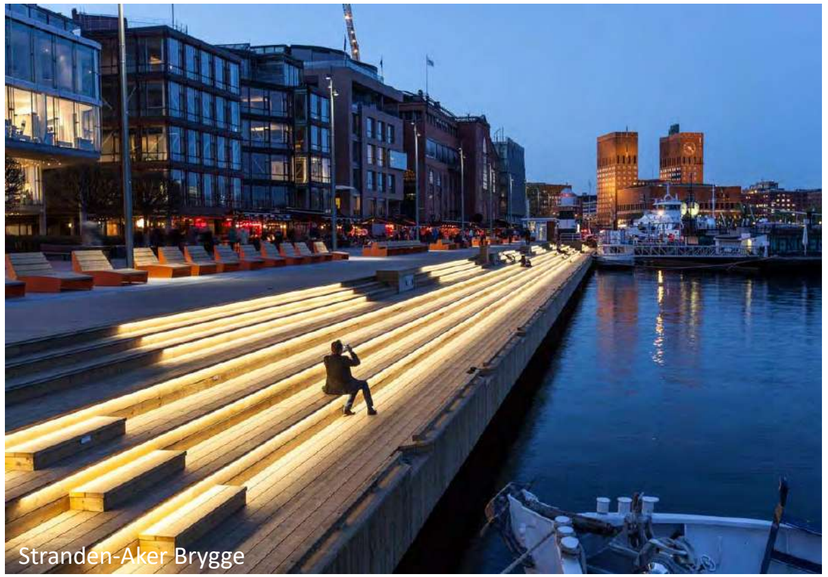
Urban Connection & Street Characteristics

Potential Waterfront Programs

Materiality

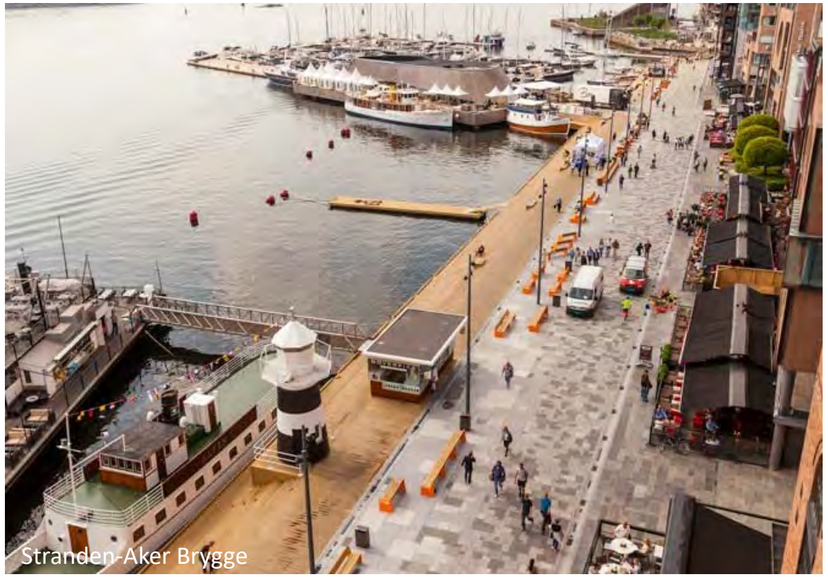
Gantry Plaza State Park


West Harlem Piers Park

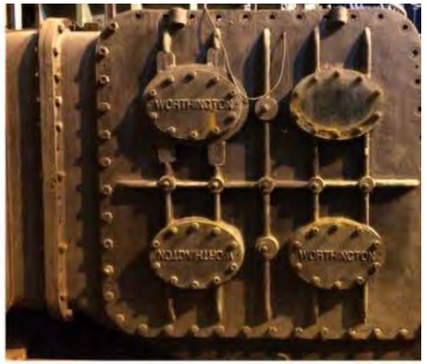

Stranden-Aker Brygge

Gantry Plaza State Park

West Harlem Piers Park


Stranden-Aker Brygge

Industrial Remnants



Combined Site Elements Palette

Remnant Bench

Remnant Bench

Remnant Trash Can

Concrete Bike Rack

Corten Steel Bike Rack

Wood + Corten Steel Bench

Wood + Corten Steel Bollards

Corten Steel Bollards + Lights

Corten Steel Lights

Corten Steel Lights

Ground plane/ Streetscape

The design of ground plane and circulation will prioritize and strengthen pedestrian movements within the site boundaries.

There will be three distinct streetscape identities running from the neighborhood to the waterfront. Between the historic turbine halls, the street will take the form of an immersive pedestrian corridor that celebrates the site's industrial character. In between these, the 'urban mews' presents a linear but varied experience. This space stitched between buildings expands and contracts while connecting residential terraces to the core of the site's civic and cultural plazas, as well as the waterfront.

Art & Expression

Art and artful expression in keeping with the Turbine District brand, is encouraged at multiple scales and locations throughout the district.

Locations will not be dictated in terms of final installation or type. Rather, artists will be selected based on their experience and asked to create a public art piece is that is site-specific and responsive to its surroundings.

Surprise & Delight

This urban landscape will layer in moments of surprise and delight to create a variety of neighborhood experiences. This may include a lush corridor of planting within the industrial core, elements that inspire creative play, terraces that allow of informal gathering and unexpected performances, and art in the form of a painted mural, sculpture or lighting installation. These may be a combination of landscape, furniture, architecture and/or public art.

Stoss Landscape Urbanism

Exhibit F-3

Infrastructure, Open Space and Public Realm Phasing

The various components of the infrastructure, open space and public realm improvements for the Proposed Project will be constructed in a phased manner together with the construction of buildings on the Blocks associated with such components, generally consistent with the conceptual outline below.

Components within Blocks:

The infrastructure, open space and public realm improvements located within the boundaries of each Block, as depicted in this **Exhibit F-3**, will be constructed contemporaneously with construction of the building located within the boundaries of such Block.

Open Space Components:

The open spaces shown in this **Exhibit F-3** that are not located within the boundaries of a Block will be constructed as follows:

Open Space Component	Sequence for Construction
OS.1 and OS.4	Upon construction of the building within Block F
OS.2	Upon construction of the building within Block D
OS.3	Upon construction of the building within Block E

The boundaries separating open space components OS.2, OS.3 and OS.4 are shown in their approximate locations, subject to adjustment.

Street Components:

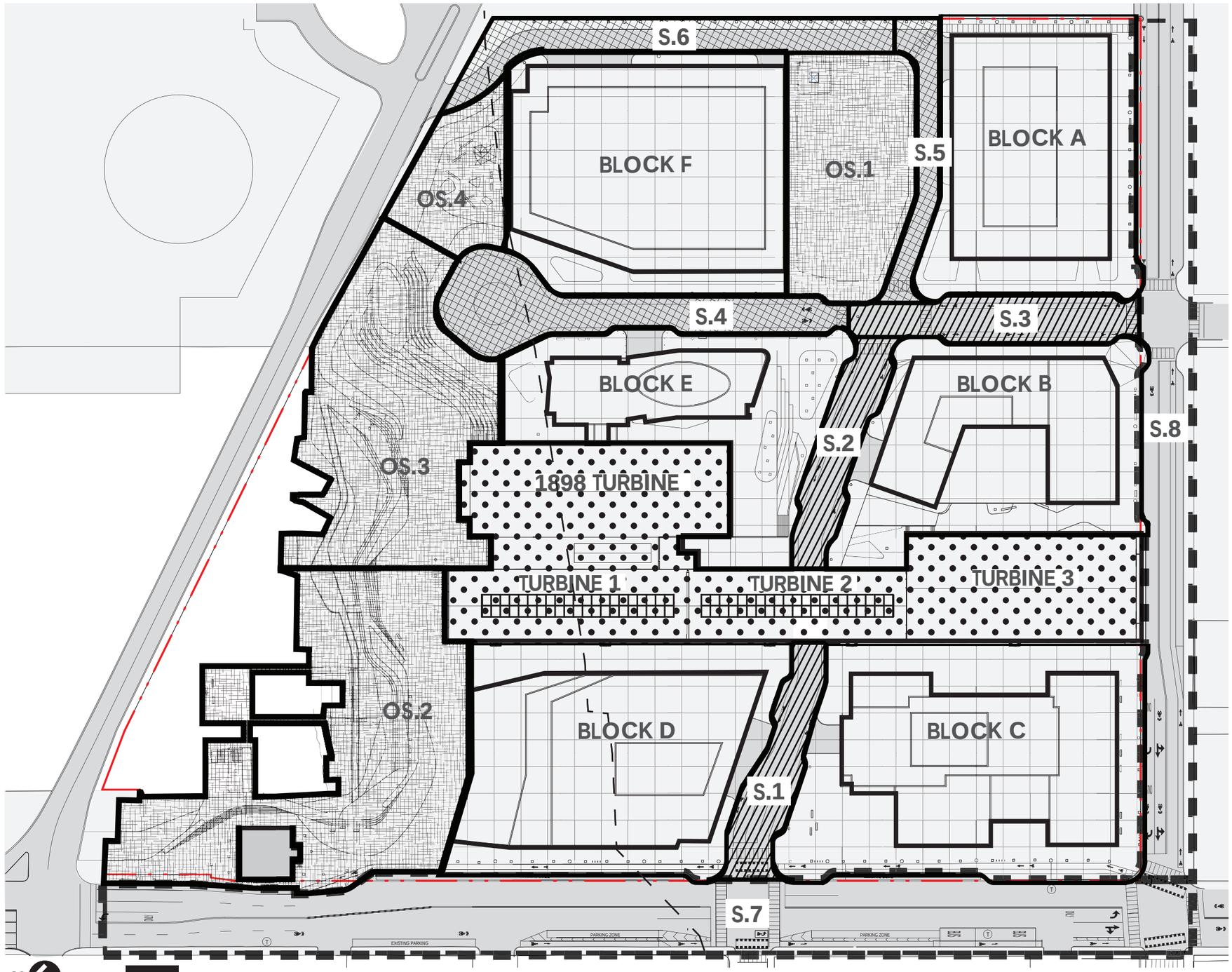
The construction of the internal streets and roadways within the Site and the improvements along Summer Street and East First Street (in all cases, with associated sidewalks) will be constructed as follows (subject to the approval of the BPDA, BTD and PIC):

Street Component	Sequence for Construction
S.1	Upon construction of the **first** of: the building within Block C **or** within Block D
S.2	Upon construction of the **first** of: the building within Block B **or** within Block E
S.3	Upon construction of the **first** of: the building within Block A **or** within Block B
S.4	Upon construction of the **first** of: the building within Block E **or** within Block F
S.5	Upon construction of the **first** of: the building within Block A **or** within Block F
S.6	Upon construction of the **first** of: the building within Block A **or** within Block F
S.7	Upon construction of the **first** of: the building within Block C **or** within Block D
S.8	Upon construction of the **first** of: the building within Block A or Block B or Block C

The boundaries delineating the foregoing street components are shown in their approximate locations, subject to adjustment.

Nothing herein shall preclude any such infrastructure, open space, streets or other public realm improvements from being constructed earlier than is provided above.

[See attached plan – one sheet]



SCALE1"=100'

Development Blocks

Existing Buildings to Remain

Open Space

EXTERIOR
Street Improvements

INTERIOR
Street Improvements

INTERIOR
Drive Improvements

Exhibit F-3:

Infrastructure, Open Space and Public Realm Phasing

L Street Station Redevelopment
Boston, Massachusetts

STOSS

Stantec

Exhibit G

Allowed Uses

The use categories set forth below shall have the meaning set forth in Section 2A (Definitions Applicable in Neighborhood Districts) of the Zoning Code.

Primary Uses:

Certain uses shall be allowed as primary uses on each Block within the Proposed Project, as more particularly set forth below.

Block A:

- Office Uses
- Research and Development Uses

Block B:

- Residential Uses

Block C:

- Residential Uses
- Office Uses (but only in the Block C Podium (as defined below))

Block D:

- Office Uses
- Research and Development Uses
- Hotel and Conference Center Uses

Block E:

- Hotel and Conference Center Uses
- Residential Uses
- Office Uses

Block F:

- Office Uses
- Research and Development Uses

1898 Turbine Hall:

- Hotel and Conference Center Uses
- Office Uses

- Banking Uses, Community Uses, Cultural Uses, Entertainment and Recreational Uses, Health Care Uses, Restaurant Uses, Retail Uses and Service Uses

Turbine Hall 1:

- Banking Uses, Community Uses, Cultural Uses, Entertainment and Recreational Uses, Health Care Uses, Restaurant Uses, Retail Uses and Service Uses.

Turbine Hall 2:

- Banking Uses, Community Uses, Cultural Uses, Entertainment and Recreational Uses, Health Care Uses, Restaurant Uses, Retail Uses and Service Uses.

Turbine Hall 3:

- Office Uses
- Research and Development Uses

Admin Building:

- Banking Uses, Community Uses, Cultural Uses, Entertainment and Recreational Uses, Health Care Uses, Restaurant Uses, Retail Uses and Service Uses.

Secondary Use for Neighborhood Activation:

The following uses shall be allowed on each Block within the Proposed Project as secondary uses, meaning that such uses in the aggregate shall not exceed 25% of the Gross Floor Area of any Block (except to the extent any such uses are otherwise allowed as primary uses on such Block): Banking Uses, Community Uses, Cultural Uses, Entertainment and Recreational Uses, Health Care Uses, Restaurant Uses, Retail Uses and Service Uses. Such secondary uses in the aggregate shall not exceed 120,000 square feet of Gross Floor Area in the Proposed Project.

Additional Use Provisions:

The Proponent shall not make any application for uses other than Residential Uses on any Block for which Residential Use is permitted above without first making good faith efforts, over a twelve month period of time commencing upon the approval of this PDA Master Plan by the Boston Zoning Commission, to negotiate a commercially reasonable agreement with the Massachusetts Port Authority to remove or modify the existing non-residential deed restriction on the applicable Blocks. If thereafter the Proponent makes such an application on any such Blocks without including Residential Use, then such application shall be subject to review and approval by the BPDA pursuant to the PDA Development Plan process, and in connection therewith the BPDA may reevaluate the appropriate dimensional regulations applicable to such Blocks in the context of the proposed uses thereof.

The "Block C Podium" shall mean that portion of any building on Block C that is located not higher than 84 feet above the ground level.

Open Space Uses shall be allowed within the Proposed Project.

Parking garage and parking lot uses shall be allowed within the Proposed Project, up to a maximum of approximately 1,214 parking spaces. Certain parking spaces within the Proposed Project may be subject to the South Boston Parking Freeze and the Proponent shall comply with applicable permitting requirements of the Air Pollution Control Commission.

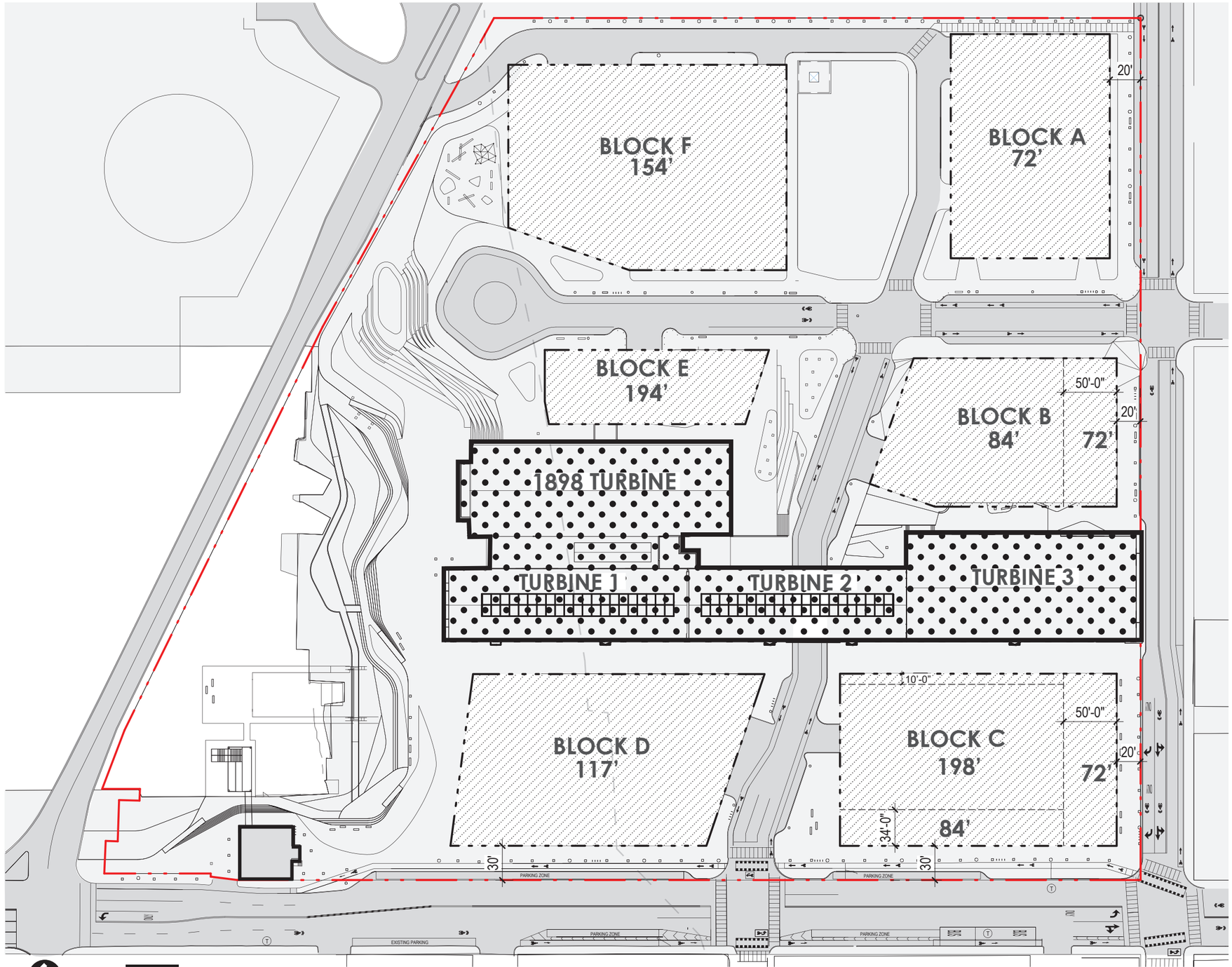
Notwithstanding the foregoing allowed uses set forth in this **Exhibit G**, the following uses shall be forbidden within the Proposed Project: adult bookstore, adult entertainment, cannabis establishment and stadium use.

For purposes of this PDA Master Plan, the term Research and Development Uses shall also include Scientific Laboratory, as such term is defined in Section 2A of the Zoning Code.

Exhibit H

Building Height and Setback Plan

[See attached plan – one sheet]



SCALE1"=100'

Existing Buildings to Remain

Blocks

Exhibit H:

Building Height and Setback Plan

L Street Station Redevelopment
Boston, Massachusetts

STOSS

Stantec

Exhibit I

Urban Design Guidelines

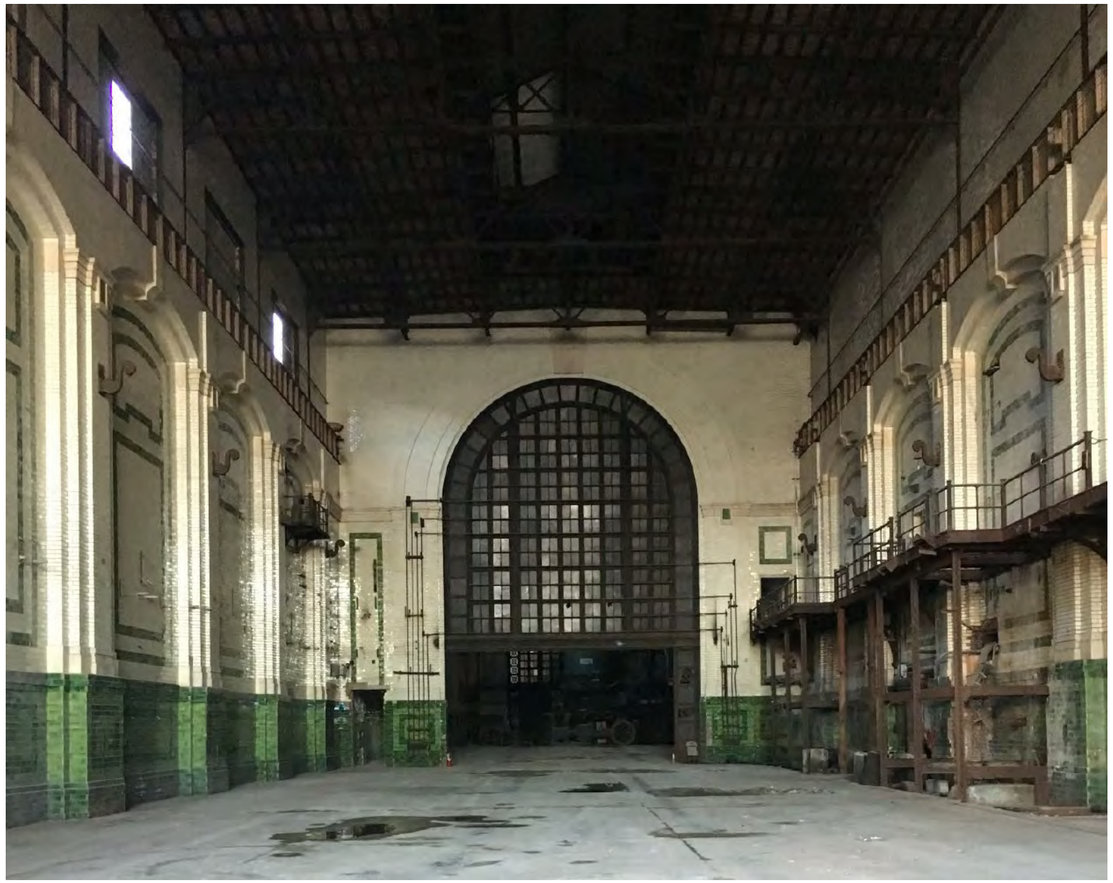
[See attached guidelines – 15 pages]

Exhibit I: Urban Design Guidelines

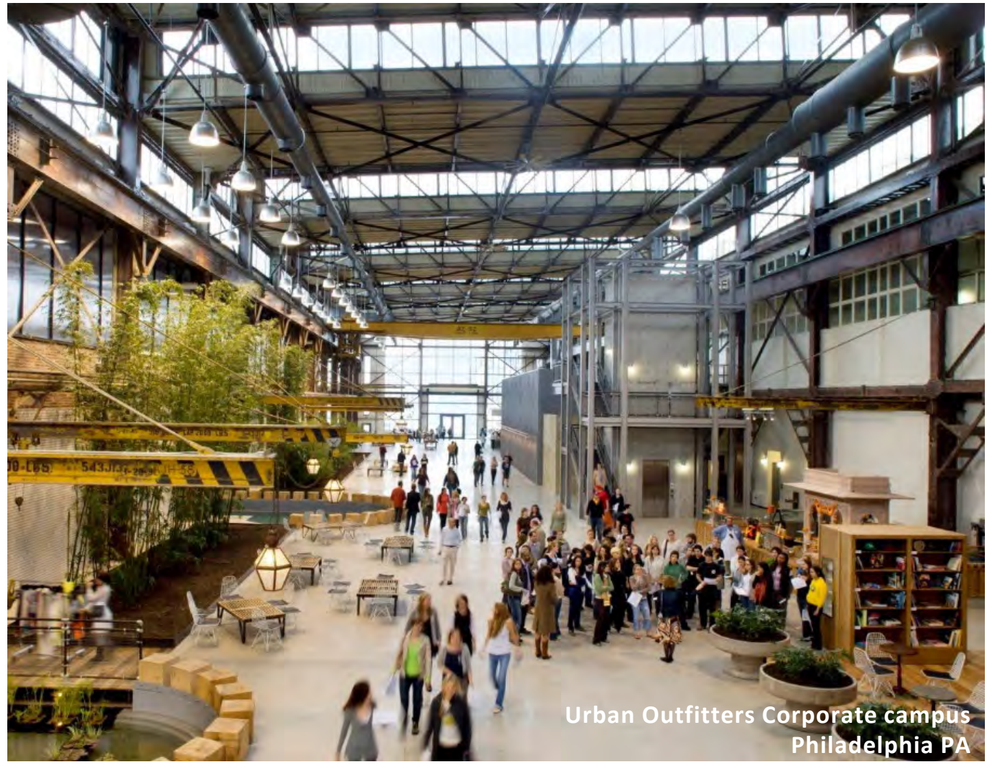
- Adaptive Reuse & Preservation
- Building Character
- Street Character
- Retail Experience
- Lighting & Signage

Adaptive Reuse & Preservation Masterplan

The development strategy is to remove all the extraneous buildings and structures from the site and preserve, protect and reposition the most valuable historic artifacts. The four great turbine halls will the heart of the district, and various site industrial elements will become the character base for new structures and landscape environments.



Renovation Precedents



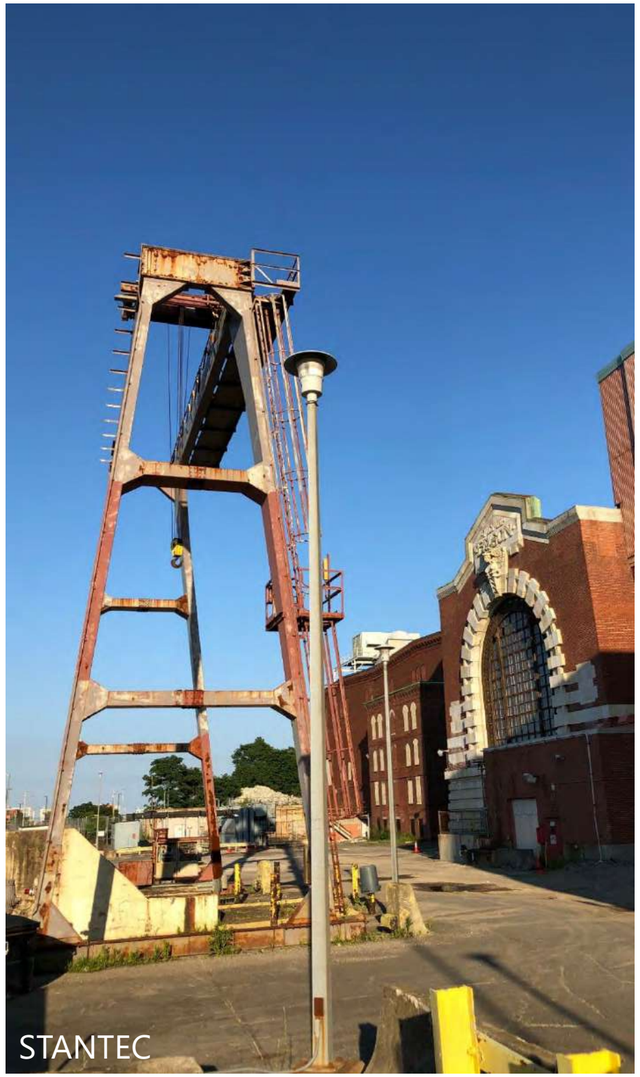
Urban Outfitters Corporate campus
Philadelphia PA

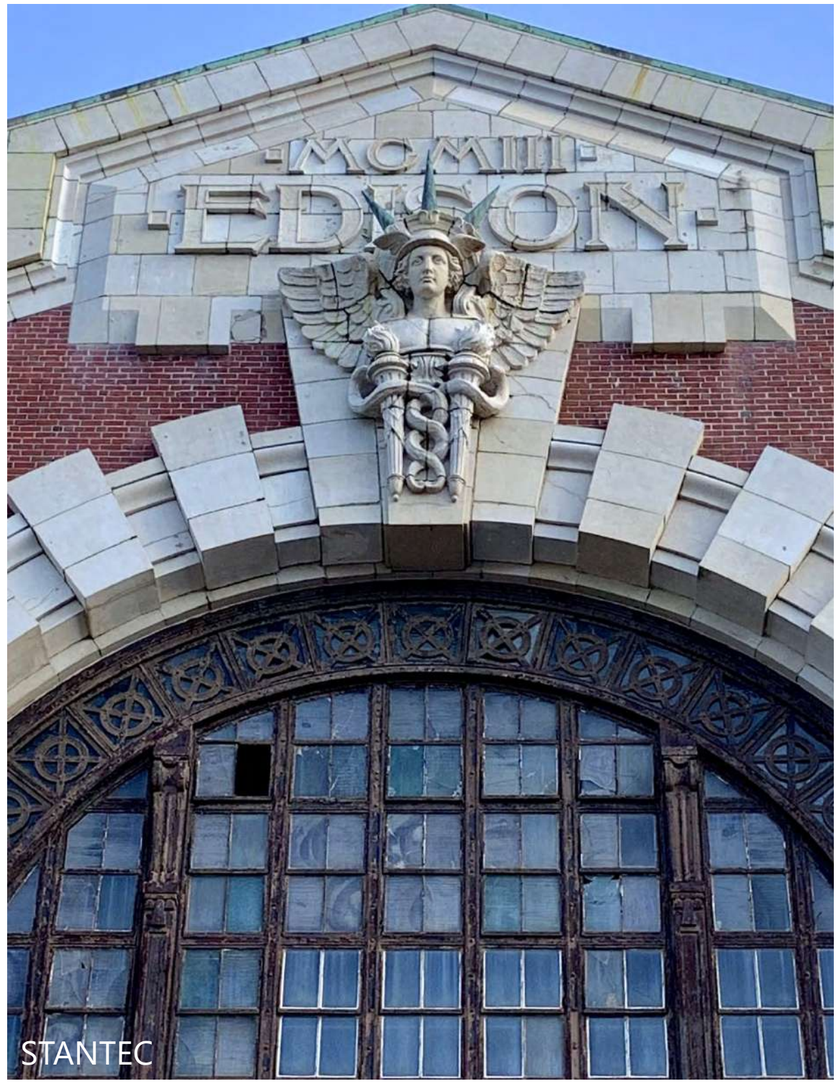
Forks Market
Canada

West Side Market
Cleveland OH

Turbine Hall Adaptive Reuse & Preservation

Power Plant Today





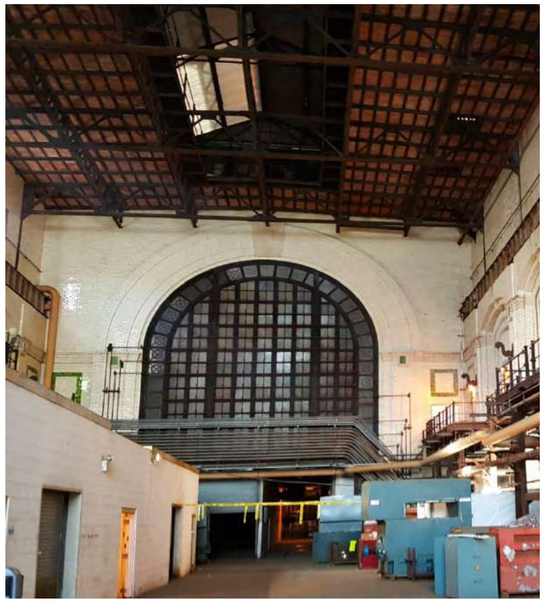
Turbine Hall Adaptive Reuse & Preservation

Edison Turbine Halls

The three Edison Turbine Halls have spacious interiors lit by a rooftop monitor skylight and clad in white and green glazed tile. The interior volume remains open, but all power generation equipment has been removed except for one surviving vertical turbo-generator. The turbine will be on display in an exhibit space in the Turbine Hall to educate the public about the history of the site.

Power Plant Today

TURBINE HALL 2



TURBINE HALL 1

TURBINE HALL 1

1898 TURBINE HALL

The original Power Plant Building was constructed in 1898, prior to the three great halls mentioned above. This building was also a large hall with very high ceilings and included the coal pocket, forge shop, boiler room and engine generator room. These spaces are very industrial in character, constructed of red brick, with few exterior windows.

The interior of the engine room is just as spectacular as the Turbine halls with white glazed brick walls, exposed roof trusses, and an intact gantry crane.

The 1898 building is one of the hidden jewels of the district. It is almost entirely surrounded by other structures, and the face that fronts what will become the new waterfront landscape park, is an almost entirely solid brick facade that house the building's toilet cores. Removing that part of the building and stripping away the other ancillary structures will reveal yet another spectacular space with tall decorative tiled walls with arched clerestory windows and a long span truss ceiling 85' above the floor.

The vision for this building is to create a tall atrium space that looks onto the waterfront park to the north with entrances at both the waterfront and M Street levels. New infill floors for office and event space will overlook the atrium.

Waterfront Building Character

The architecture along the piers can serve as a backdrop for the active waterfront park. The Buildings facades facing the Seaport can work as permeable edges that lead pedestrians into the district through the active commercial interior spaces. Architectural details may plan upon historical industrial features intrinsic to the turbine halls, and the overall characteristics will appear open and welcoming to visitors, and recognizable when viewed from across the Reserve Channel as well as approaching from the north on Summer Street.

District Building Character

The architecture of the district should be transitional from the existing neighborhood buildings along East 1st Street, through the brick neo-classical turbine hall buildings and down to the waterfront.

The buildings fronting East 1st street should be complimentary to the existing neighborhood buildings and turbine hall buildings in terms of color and material detail. The ground floors should be transparent, active and welcoming, wherever possible.

The buildings making the transition between East 1st Street and the waterfront should reflect the scale and excitement of a new active and artful neighborhood that is the home of innovation and experimentation while keeping a human scale and sense of detail.

Building Character by Block

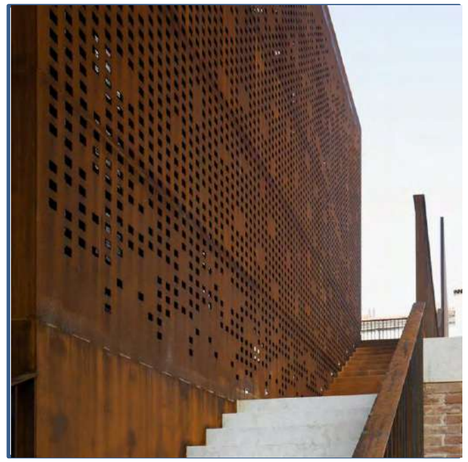
Material Heat Map

(Warmer towards East 1 ST Street)

Possible Building Elements Palette

Textured Metal or Stone Panels

High-Performance Window Wall System



Perforated Metal

Textured Precast Systems

Ironspot Brick & Metal Panel

Glass Curtainwall Systems

Frit Glass

Metal Panel

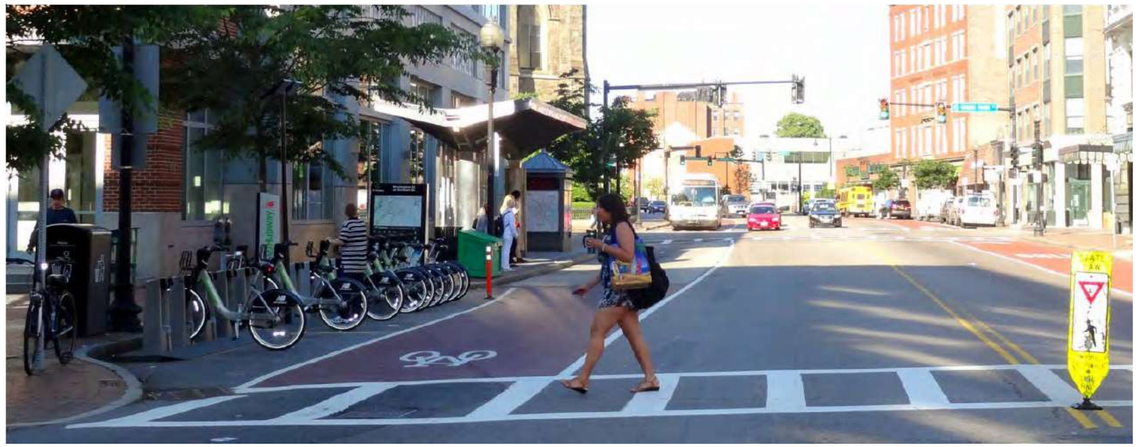
Terra-Cotta Panels

Stone or Masonry Base Materials

WATERFRONT ⟷ EAST 1ST STREET

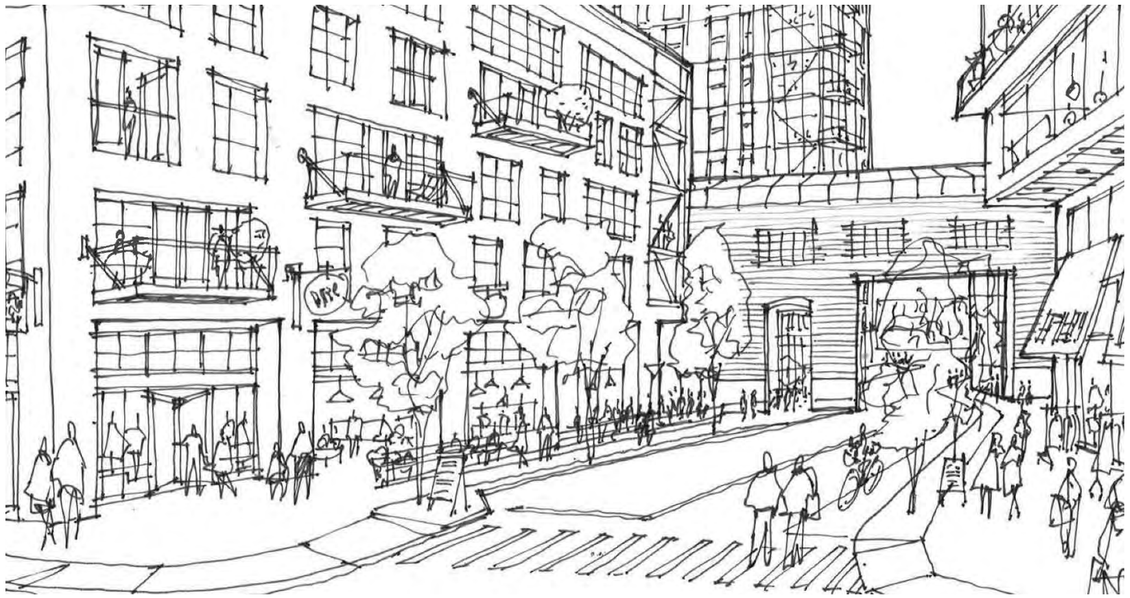
Summer Street Character

- Buildings set back from curb line to create gracious sidewalks
- Urban open space located at intersection with Elkins street marking the entrance into the district.
- Visually and experientially stimulating streetscape with active retail edges, street trees and seating areas.



“M” and Elkins Street Character

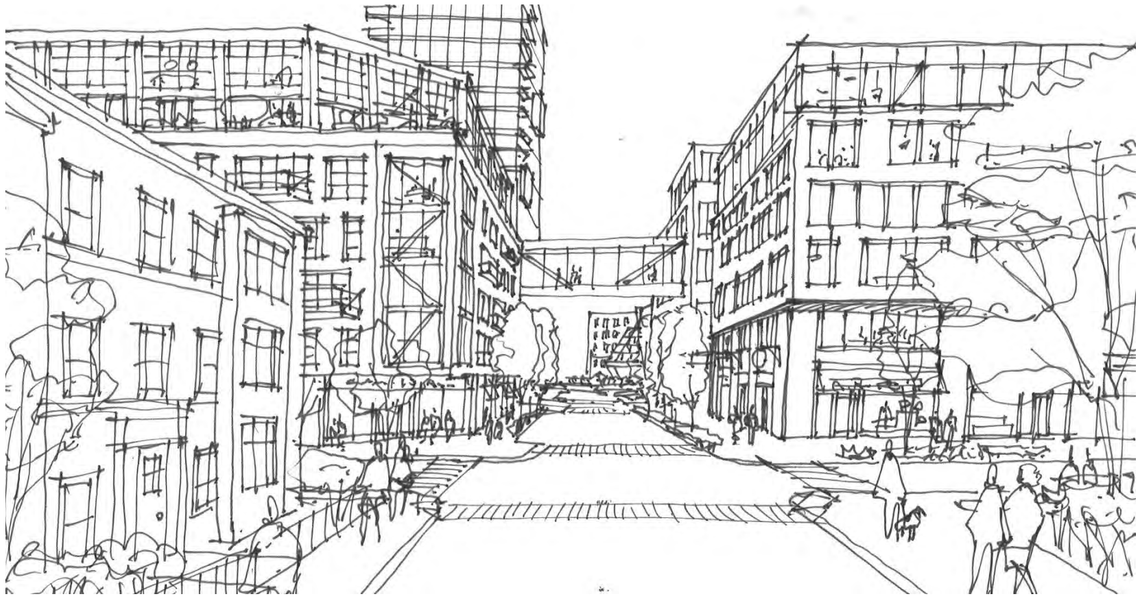
- Warm Toned Buildings with interesting fenestration
- Tree-lined pedestrian street with direct visual and physical connection to the waterfront park.
- Building massing steps up and away from the South Boston neighborhood
- Active retail ground floor activities where possible.



Sketch on M looking down Elkins through Turbine Hall

East 1st Street Character

- Neighborhood scale with set-backs.
- Contextual façade materials.
- Maintaining visual and physical connections to the waterfront.



Sketch on M toward East 1st Corner

Pedestrian Alley Character

Pedestrian Alley runs from its entrance on East 1st Street down to the waterfront. It holds the main access points to the great turbine halls and is lined with retail stores and galleries for much of its length.

- Pedestrian only passageway along the length of the preserved turbine halls
- Active retail supporting indoor/outdoor dining, arts & cultural events, and neighborhood gatherings
- Increase in width as it progress towards waterfront park
- Block C pushed back from 1st street, Inviting the neighborhood into the site through this alley, and revealing the historical turbine hall façade on 1st street

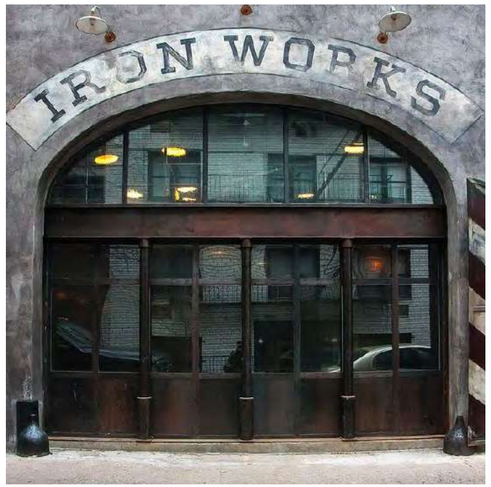
It is characterized by the industrial nature of the machinery visible in the Turbine Halls. and great care should be taken to provide the materials, textures and details reminiscent of, or inspired by a brick and steel industrial aesthetic.

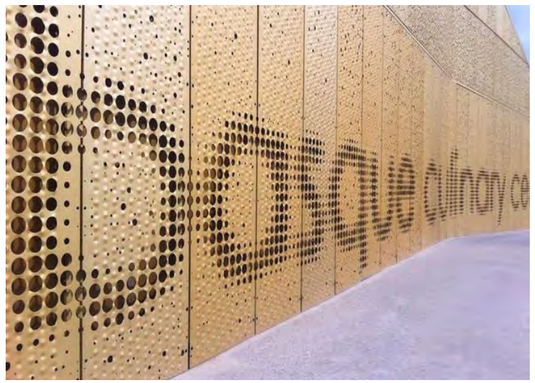
Retail Experience

Opportunities for retail within the district will be focused on enhancing the pedestrian experience across and through the district, while attracting and welcoming in the surrounding neighborhood and complementing the district's character and history.

Some shops will allow residents of the district and the neighborhood to conveniently meet their daily needs within a comfortable walking distance. Others will invite and encourage residents to linger and extend their stay by providing food, drink and other amenities that contribute to their enjoyment of the district's open spaces.

The character of the district as a place to wander and explore will be sustained by a variety of small vendors across the site, both indoors and outdoors, including seasonal and temporary vendors. As the industrial history of the district will visibly remain part of its character, there will be natural opportunities for artisans and craftspersons, to both produce and sell their wares within the district.



Lighting & Signage

Lighting and Signage should reflect the creativity and craft of the district in ways that are thought-provoking and artful. They must be able to draw people in and highlight the wide-ranging scales, textures, and materials of the outdoor and indoor spaces.