

INNOVATION SQUARE AT NORTHERN AVENUE



EXECUTIVE SUMMARY AND URBAN DESIGN DOCUMENTATION

Submitted to: Boston Civic Design Commission

Submitted by: Kavanagh Advisory Group LLC
100 Conifer Hill Drive
Suite 412
Danvers, MA 01923

Submitted on: October 9, 2013

Executive Summary

Project Description

Kavanagh Advisory Group LLC (“Kavanagh”) proposes to construct “Innovation Square at Northern Avenue” on a leased parcel of land located at 316-318 Northern Avenue (Parcel R) in the Boston Marine Industrial Park (“BMIP”). Parcel R is owned by the Economic Development and Industrial Corporation (“EDIC”) and will be redeveloped by Kavanagh under a long-term lease. Innovation Square will consist of a four (4) floor, three hundred and fifty five thousand (355,000) square foot, multi-tenanted research and development/manufacturing facility. EDIC has assigned 60 vehicular parking spaces for passenger vehicles on the site with the remainder of the passenger vehicles accommodated in the EDIC parking garage located on Northern Avenue, diagonally across the street from Parcel R. The building has been designed to fully conform to the City of Boston Zoning Code (the “Zoning Code”) and no zoning variances are anticipated to accommodate full build-out.

Project Site and Surroundings

Parcel R is a vacant parcel of land approximately 179,810 square feet in size owned by EDIC and located within the BMIP. The BMIP is also located within the South Boston Designated Port Area (DPA). The redevelopment of Parcel R is guided by the BMIP Master Plan (EOEA #8161 & #11816) and Chapter 91 Waterways License (#10233).

Under the BMIP Master Plan, Parcel R is situated in the Waterfront Manufacturing District, a non-water dependent use zone. The Zoning Code identifies the site as being located in an I-2 zone, governed by Volume I (Enabling Act/General Code) and Map # 4 (South Boston District). The proposed uses at Innovation Square include Research & Development (Use Item #48 – Research lab), and General/Light Manufacturing (Use Item #68 – Pharmaceutical Manufacturing), which are allowed as non-water dependent uses under the BMIP Master Plan, Chapter 91, and the Zoning Code.

Presently there are no structures on the site which is presently enclosed with a six (6) foot high chain link fence along its perimeter. A warehouse building previously occupied the site and was in active use by the U.S. Navy and EDIC tenants until recently demolished. Preliminary geotechnical testing indicates foundation remnants remain below the ground surface within the site. Geotechnical information is contained in Section 5.1.8.

Building Program

The full build-out of Innovation Place will accommodate a building program of three hundred fifty nine thousand six hundred and twenty (359,620) square feet which will be accomplished in three phases. On-site parking includes 60 passenger vehicle spaces, as permitted by the EDIC within the BMIP's allotment under the South Boston Parking Freeze. On-site commercial vehicle parking is permitted under the parking freeze.

The full build-out will result in a building footprint of approximately 85,899 square feet, which is well below the maximum building footprint (103,968 square feet), as permitted under the BMIP Master Plan, and Chapter 91 License. In accordance with the Boston Zoning Code and BMIP Master Plan, the buildings will be designed within the maximum allowed height of sixty-five (65) feet. The four story buildings will each have a first floor height of eighteen (18) feet and the three upper floors will each be fifteen (15) feet. These floors are designed to support research & development and general/light manufacturing uses.

Parking

Kavanagh has retained Transportation Engineering, Planning and Policy LLC ("TEPP") to conduct a traffic study for the proposed project to quantify any potential impacts associated with the development of the facility (included as Volume II). Section 7.0 provides traffic and access data and information indicating that "The proposed redevelopment does not show significant vehicle-traffic impacts to study-area

intersections and does not require traffic mitigation in the form of intersection modifications.”

The study also indicates that the parking load for the full build condition is 252 parking spaces. The BMIP is subject to the requirements of the South Boston Parking Freeze. EDIC will permit a maximum of 60 passenger vehicle spaces on-site with the remaining 192 spaces to be accommodated within the BMIP parking garage located diagonally across the street from Innovation Square. The most recent parking garage expansion resulted in 1,765 parking spaces and has the capacity to support the Innovation Square off-site parking demand. Commercial vehicles will be accommodated on-site, as permitted under the parking freeze.

Vehicular and Pedestrian Access

A sixty (60) space parking lot will be constructed in the northwest corner of the site. Vehicular access to the parking lot will occur from the existing right of way located on the westerly edge of the site. The right of way can be accessed from both FID Kennedy Avenue as well as from Northern Avenue. A separate curb cut for truck access will be provided off the right of way to avoid passenger vehicle and truck interaction. In addition, a pedestrian drop off area will be constructed along Northern Avenue adjacent to the new main entrance at Northern Avenue.

The main pedestrian access to the facility will occur at Northern Avenue with a secondary entrance adjacent to the sixty (60) space parking lot. Because the majority of tenant parking (192 spaces) will utilize the existing EDIC parking garage, a cross walk across Northern Avenue is proposed adjacent to the right of way to accommodate pedestrian traffic from the EDIC garage.

Community Benefits and Public Improvements

Kavanagh will invest approximately \$116 million dollars to complete Innovation Square, providing expanded and enhanced facilities within the Boston Marine Industrial Park that complement the growth of research and development and technology

companies in the new Boston Innovation District. This investment, and the creation of 359,620 square feet of new R&D/Manufacturing space, will create over 1,000 new full and part-time jobs and approximately 650 construction jobs, stimulating both the local and state economy.

Due to recent and ongoing capital Improvement projects, the BMIP is uniquely equipped to support the redevelopment of Parcel R and the construction of Innovation Square. As a means of mitigating the potential impacts of redevelopment under the BMIP Master Plan, a proactive approach has been taken by EDIC to carry-out important capital improvement projects, including parking garage expansion(s), roadway and utility improvements along Northern Avenue, Drydock Avenue, Access Roads A & B and FID Kennedy Avenue, as well as water and sewer improvements throughout the BMIP. It is anticipated that because the extensive infrastructure currently in place, the addition of a building of this size will not have a significant impact on roadways, parking, water and sewer or other important infrastructure components, as would a project of this size located in another area of the City.

The Developers also propose to redesign and reconstruct the Silver Line stop currently located on the site and to provide other amenities for the growing number of commuters using the Silver Line as their preferred mode of transportation.

Urban Design

Introduction

The design intent for Innovation Square at Northern Avenue was developed in conformance with the Zoning Code, BMIP Master Plan, and Chapter 91 License. Conformance with these standards is reflected in the building use, footprint size, general massing and exterior building materials all which make the project compatible with the surrounding structures and neighborhood. In addition, the building is seeking LEED certification under (LEED NC). As part of the construction fit-out, tenants will be encouraged to seek LEED certification for Commercial Interiors (LEED CI).

Massing

The overall design intent creates a building massing, diverse in style, scale and proportion, suggesting that it was designed and built over a period of time. In addition, the overall massing respects the traditional maritime typology where a “head-house” expression is connected to an elongated warehouse which is more repetitive in nature. Along Northern Avenue, the footprint of the building has been slightly recessed to accentuate the main building entrance, distinguishing the two flanking building masses. A projecting canopy with integral lighting and signage will further highlight the entrance sequence. The building face at grade has been slightly recessed creating an architectural arcade at the perimeter. This will give better scale/proportions to the overall building elevation and in function, will allow a transition zone for pedestrians and/or potential seating areas for patrons of retail/restaurant tenants. Along Tide Street, a similar massing strategy has been implemented. The façade is slightly recessed to articulate two building masses, further distinguished by head-house/warehouse components. The rooftop mechanical penthouse is visually screened in elevation and shaped to respect the nautical theme of the area. Except for the expressed arcade, the above strategies have been implemented in regards to the North (FID Kennedy Avenue) and West (Access Road A). Finally, the proposed 4-story structure has a uniform height of 63 feet (measured from ground level to top of roof), which is respectful of the maximum allowable height for this site.

Character and Materials

The architectural character and material selection for this building has been done to reinforce a contemporary maritime typology, again, respecting the headhouse/warehouse components. The headhouses are comprised of a glazed aluminum curtain wall with a combination of vision and opaque glazing for shadow box conditions. The arcade has a glazed aluminum curtain wall system resting on a raised stone base. The expressed columns have a brushed stain pattern metal enclosure that reinforces the architectural lines of the building. The warehouse expression is comprised of a raised grid or frame that expresses the structural grid of the building. This grid is

“skinned” in a metal composite panel, giving a clean contemporary look. Each grid has a recessed portion that is a combination of glazing and metal composite panel. Again, the elegance is the repetition from the outside and from the inside, allowing maximum flexibility for interior layout. The rooftop mechanical penthouse is visually screened in elevation and shaped to respect the nautical theme of the area. The metal louvered screen will allow for functional airflow needs while providing visual interest.

Streetscape and Landscape

A building setback along Northern Ave will provide an opportunity for an outdoor green space (urban plaza) which serve as an amenity for the building and local area. It is anticipated that many who arrive to this building will park in the EDIC garage which is located southwest of the site, and as a result, they will transition through this new green space to the front entrance. With a combination of hardscape; stone pavers with a blend of color/texture and softscape; a variety of deciduous trees, low shrubs and accent planting will accentuate the arrival sequence. Exterior lighting, bollards, benches and bicycle racks will further compliment the architecture and the overall journey to the main entrance. In addition, a new bus canopy will be located along Northern Ave which will allow shelter for patrons of the Silver Line bus system.

The hardscape and softscape vernacular will continue along Tide Street with a line of deciduous trees reinforcing the two main masses of the building. Again, the accents of hardscape will not highlight the tree locations but accentuate the rhythm of the building façade. The sidewalk and low plantings along FID Kennedy Ave will allow a transition to the parking area and rear entrance of the facility. Strategically placed deciduous trees and low plantings will serve as a visual screen for the service and parking areas while unifying the entire site.

Compliance with Article 37

A LEED Checklist has estimated that the proposed project will garner a minimum of 41 points which will allow it to be qualified as a certifiable project as required by Article 37 of the Boston Zoning Code. It is the goal of the proponent to attempt to

exceed this number, with the potential to meet or exceed LEED Silver rating, as they proceed through the design process. Every effort will be expended to attain a higher number of points approaching the Silver rating.

Boston Marine Industrial Park Master Plan

EDIC purchased the Boston Marine Industrial Park in 1977. The BMIP was formerly the South Boston Naval Annex which played a significant role in World War II but was deemed surplus by the Navy in 1977. In 1978, the EDIC filed an Environmental Impact Report (EIR) with the Commonwealth of Massachusetts Department of Environmental Protection (DEP) for the renovation and conversion of the Naval Annex into the Boston Marine Industrial Park (the “Master Plan”). The Secretary of Environmental Affairs certified it as adequate in 1978 (EOEA #2474). Concurrently, the City of Boston approved an Economic Development Plan (EDP) to guide the development of the BMIP into a diversified industrial area.

In 1983, The Department of Environmental Protection (DEP) approved a Final EIR for the renovation and redevelopment of the 1.6 million square foot Building 114, which was formerly a part of the Army Base adjacent to the BMIP (EOEA #4427). The EDIC incorporated this building into the BMIP and the City of Boston amended the Economic Development Plan to accommodate this change.

In 1989, EDIC filed a Notice of Project Change to the original Master Plan that proposed to construct a parking garage on Parcel E. DEP required the EDIC to prepare a new Environmental Notification Form (EOEA #8161) to initiate the process of updating the Master Plan in light of various regulatory changes that had occurred since the filing of the original master plan. EDIC submitted a Draft Master Plan in 1994 and a Master Plan Update in 1998. EDIC received approval of the Final Master Plan in March of 2000 (EOEA #8161). The Final Master Plan is also referred to as the BMIP Master Plan.

Compliance with Master Plan

The EDIC received approval from the Secretary of Environmental Affairs for the Boston Marine Industrial Park Master Plan (EOEA #8161) on March 16, 2000. In the certificate, the DEP stated “The Final Master Plan establishes a framework for future development within BMIP that is consistent with Chapter 91 regulations, Designated Port Area regulations and local zoning”. The building footprints established for Parcel R (6 Tide Street) and delineated on Figure 3-3 of the BMIP Master Plan (Table #7 of the Chapter 91 License) contemplated a building footprint of 103,968 square feet. Innovation Square, as proposed has a building footprint of 85,899 square feet. The Certificate goes on to state “The Final Master Plan establishes that projects proposed outside footprints shown in Figure 3-5 of the Final Master Plan must file a Notice of Project Change under MEPA. As noted by Massport, this procedural requirement would only apply to projects that individually meet one or more MEPA filing thresholds”. After review of the MEPA filing thresholds, we do not believe the project as proposed meets any of those thresholds and therefore this filing does not include a Notice of Project Change.

In addition, the BMIP Final Master Plan established a Waterfront Manufacturing District that would accommodate existing and future non-water dependent industrial uses within the BMIP. Parcel R (Innovation Square) is located within this Waterfront Manufacturing District. The BMIP Master Plan and Chapter 91 establish that research & development uses, general manufacturing uses, and light manufacturing uses are non-water dependent industrial uses. The proposed uses at Innovation Square include Research & Development (Use Item #48 – Research lab), and General/Light Manufacturing (Use Item #68 – Pharmaceutical Manufacturing).

Boston Marine Industrial Park Chapter 91 License

One of the major and central commitments made in the approval of the Final Master Plan was the agreement that the BMIP would be a Marine Industrial Park

pursuant to Chapter 91 regulations. The designation ensured that 67% of the DPA portion of the BMIP would be devoted to water dependent industrial uses and supporting DPA uses. The balance would be devoted to other non-water dependent industrial uses, and a maximum of 5% of the Leasable Areas would be devoted to commercial uses. The EDIC submitted Waterways Application (W99-9663-N) and received a Waterways License (#10233) on Mar 16, 2005.

Compliance with Chapter 91 License

The approval from the Department of Environmental Protection (DEP) for the Chapter 91 License (Waterways License #10233) was subject to nine (9) Special Conditions and eight (8) Standard Conditions. Of those Special Conditions, Special Condition #5 (b) is applicable to the proposed Innovation Square. Special Condition #5 provides that the Licensee may follow a simplified procedure, as set forth in Special Condition #6, to seek authorization for certain Minor Revisions to the BMIP Master Plan, provided such revision is limited to the following proposed activities:

- a) Not Applicable
- b) "Construction of new or expanded structures for general industrial or commercial use that are confined to the locations and footprint sizes stipulated at Figure 7 "Future Buildout" and Table 7 "Future Buildout Land Usage Matrix" respectively, in the License Application and attached hereto in Appendix A, provided the Department has determined that such construction is not eligible for authorization as a Minor Project Modification pursuant to 310 CMR 9.22(3)." *See note below regarding Minor Project Modifications.*

As the proposed Innovation Square is within the maximum allowable building footprint (103,969 S.F.), and as the applicable zoning allows for an industrial building/use and Floor Area Ratio of 2 (FAR-2) or up to 359,620 gross square feet of redevelopment, a Minor Revision is warranted. Accordingly, we intend to seek

authorization for a Minor Revision to the BMIP Master Plan under the simplified procedures set forth in Condition #6 of the Chapter 91 license.

Note: Innovation Square is not eligible for authorization as a Minor Project Modification, which is limited to previously licensed or exempt projects, including structural alterations confined to existing building footprint; changes of use; and replacement of subsurface utilities.

Compliance with Zoning

The Zoning Code identifies the site as being located in an I-2 Zone, governed by Volume I (Enabling Act/General Code) and Map # 4 (South Boston District). The proposed uses at Innovation Square include Research & Development (Use Item #48 – Research lab), and General/Light Manufacturing (Use Item #68 – Pharmaceutical Manufacturing), which are allowed under the Zoning Code. The Zoning Code allows for an industrial building/use and Floor Area Ratio of 2 (FAR-2) or up to 359,620 and a maximum building height of sixty-five (65') feet. Innovation Square complies with these standards and will also comply with all regulations or requirements related to building construction and operation, including set-backs (street wall and parapet), parking and loading facilities, and screening and buffering requirements as may be prescribed by the Zoning Code or required by BTD, EDIC, or DEP under the BMIP Master Plan or Chapter 91 License.

Please see the following table titled 'Zoning Dimensional Regulations'.

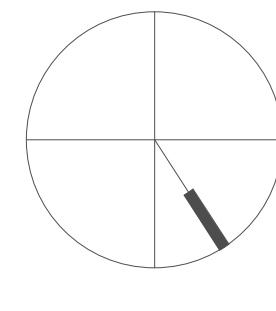
Zoning Dimensional Regulations
Harborpark District, South Boston Marine Park
Project Site: Innovation Square at Northern Avenue

	<u>District</u>	<u>Type of Use</u>	<u>Lot Size</u>	<u>Lot Area</u>	<u>Lot Width</u>	<u>Floor Area Ratio</u>	<u>Usable Open Space</u>	<u>Front Yard</u>	<u>Side Yard</u>	<u>Rear Yard</u>	<u>Setback of Parapet</u>	<u>Building Height</u>
Zoning Regulation	I-2	Any Dwelling Other Use	None	None	None	2	None	None	None	12	(H + L)/6	65' **
Innovation Square	I-2	R & D/ Manufacturing	179,810 SF	179,810 SF	308.5' +/-	2	98,246 SF +/-	34.5' +/-	38.5' +/-	74.8' +/-	24.5'	63'

** Waterfront
Manufacturing

INNOVATION SQUARE AT NORTHERN AVENUE

DESIGN CONCEPT - LEVEL 1



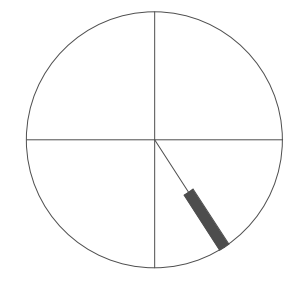
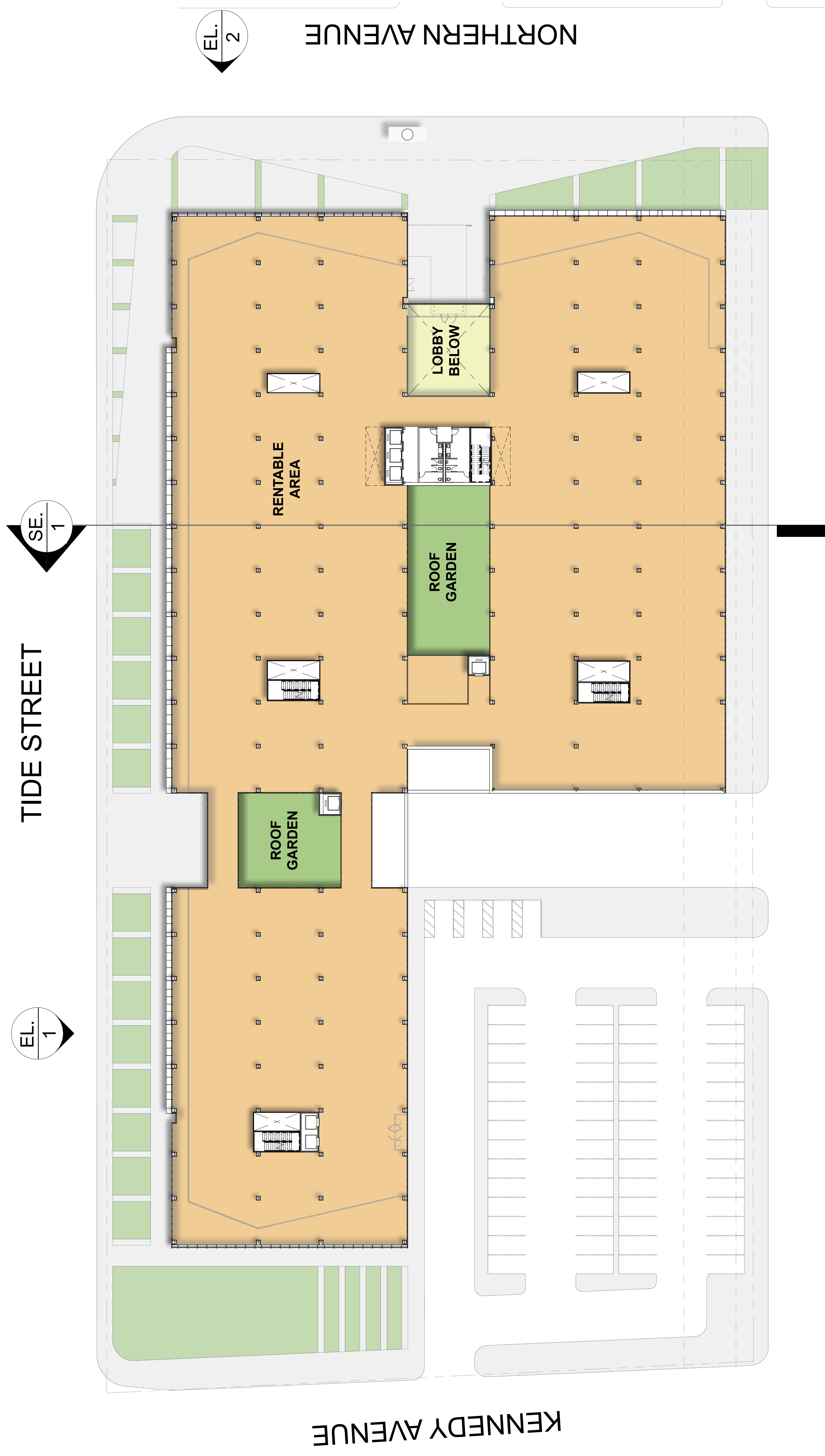
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11 SEPTEMBER 2013



INNOVATION SQUARE AT NORTHERN AVENUE

DESIGN CONCEPT - TYPICAL PLAN



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INNOVATION SQUARE AT NORTHERN AVENUE

DESIGN CONCEPT - TIDE ST ELEVATION



① TIDE STREET ELEVATION

INNOVATION SQUARE AT NORTHERN AVENUE

DESIGN CONCEPT - ELEVATIONS



① TIDE STREET ELEVATION

0' 5' 10' 20'



① A PARTIAL ELEVATION



② NORTHERN AVE ELEVATION

0' 5' 10' 20'



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INNOVATION SQUARE AT NORTHERN AVENUE

DESIGN CONCEPT - TIDE ST PARTIAL ELEVATION



① TIDE ST PARTIAL ELEVATION

INNOVATION SQUARE AT NORTHERN AVENUE

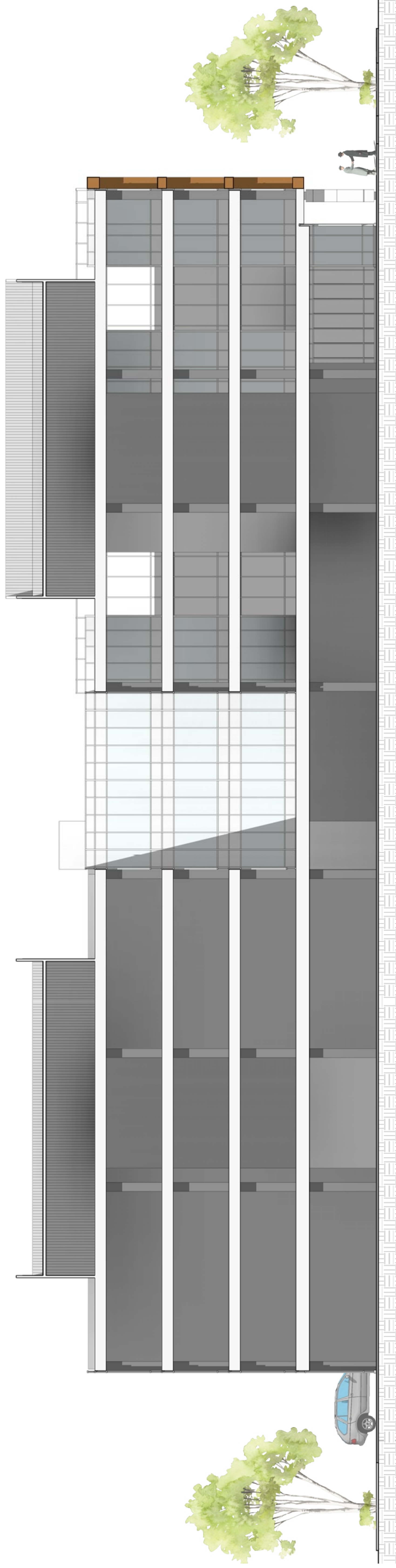
DESIGN CONCEPT - NORTHERN AVE ELEVATION



② NORTHERN AVE ELEVATION

INNOVATION SQUARE AT NORTHERN AVENUE

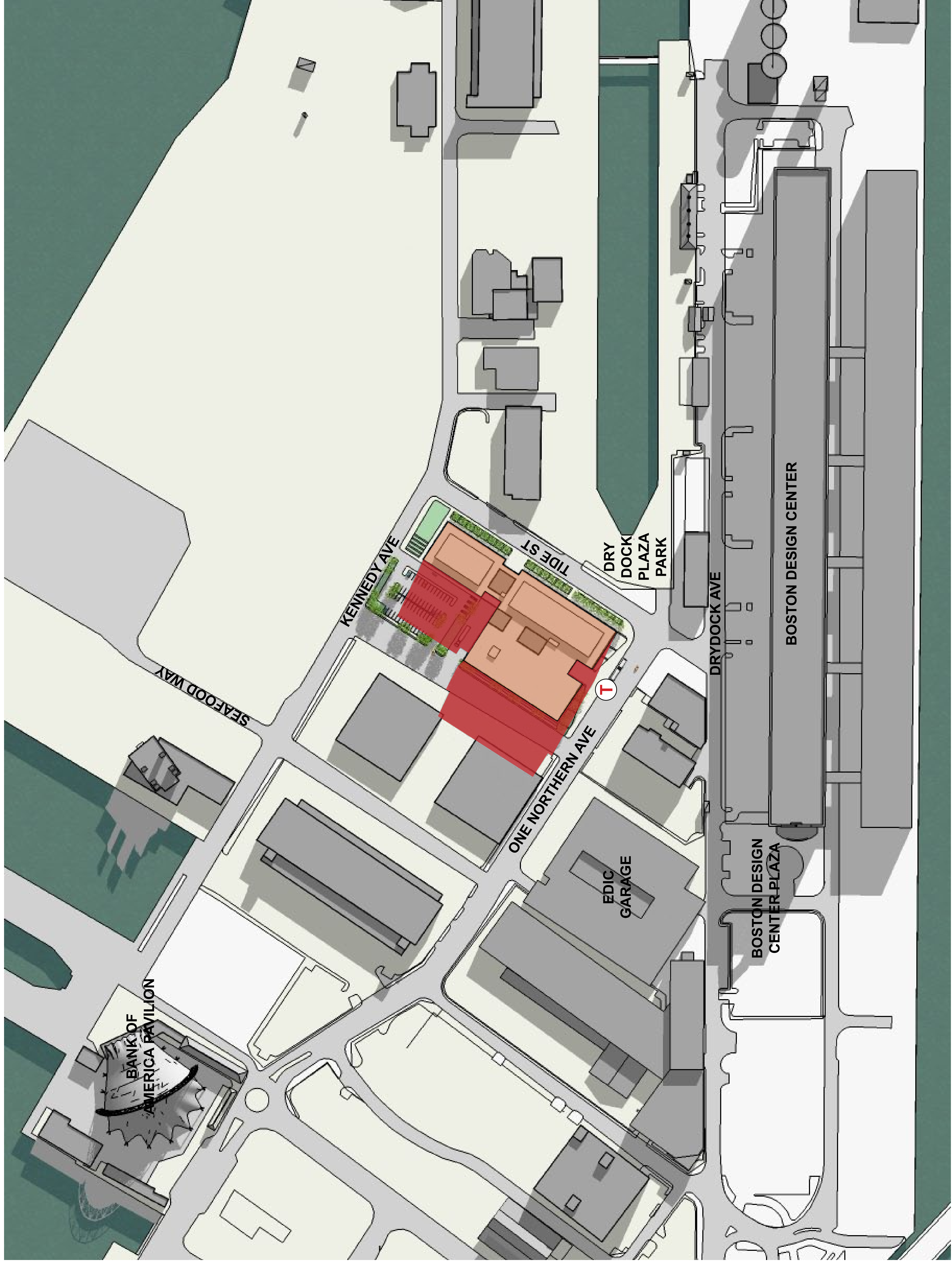
DESIGN CONCEPT - BUILDING SECTION



① BUILDING SECTION

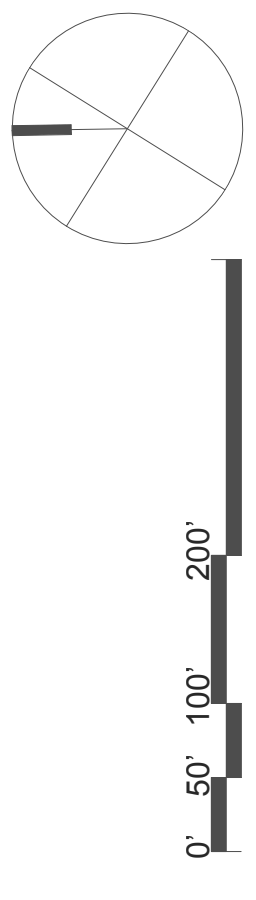
INNOVATION SQUARE AT NORTHERN AVENUE

SHADOW STUDY:
MARCH 21, 9:00 AM



LEGEND

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- NEW SHADOW
- WATER

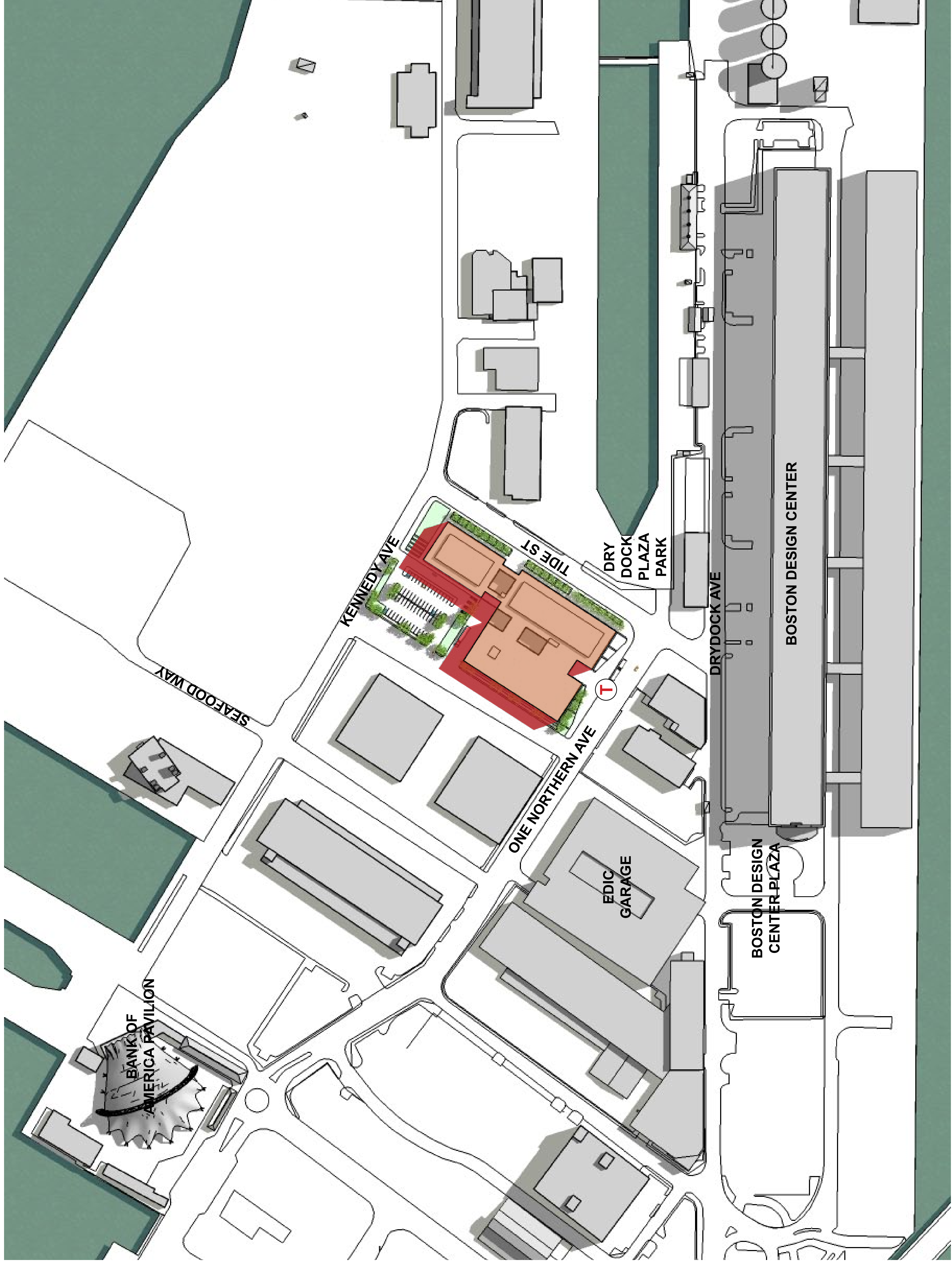


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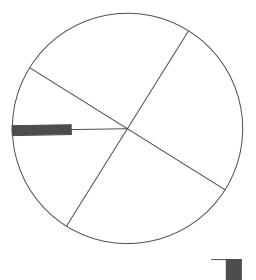
INNOVATION SQUARE AT NORTHERN AVENUE

SHADOW STUDY:
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- NEW SHADOW
- WATER

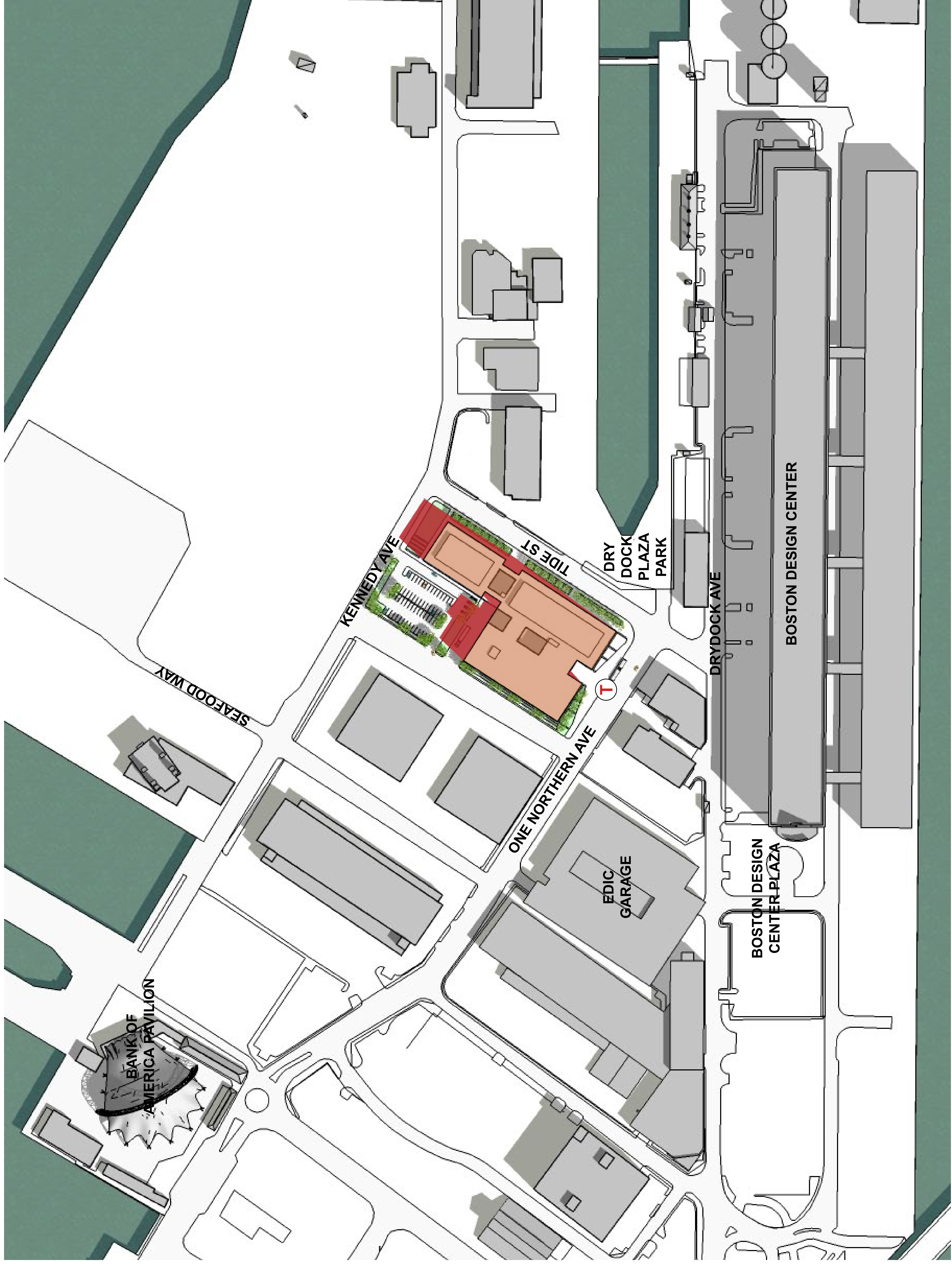


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11 SEPTEMBER 2013

INNOVATION SQUARE AT NORTHERN AVENUE

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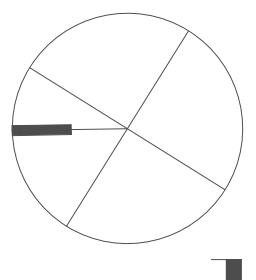


LEGEND

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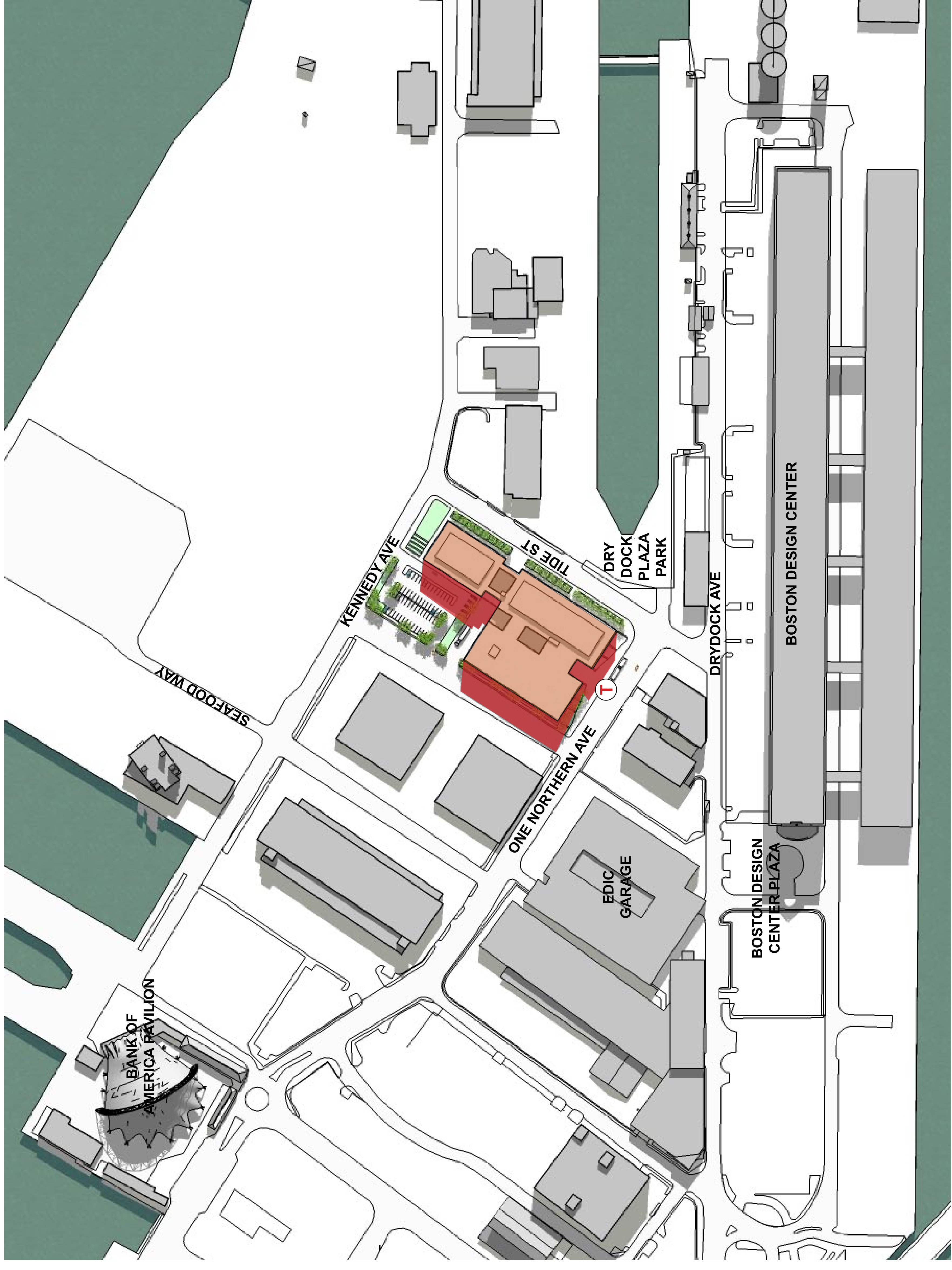
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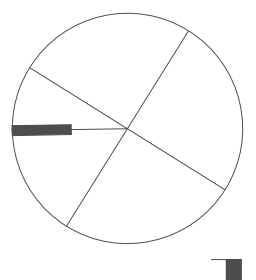
11 SEPTEMBER 2013

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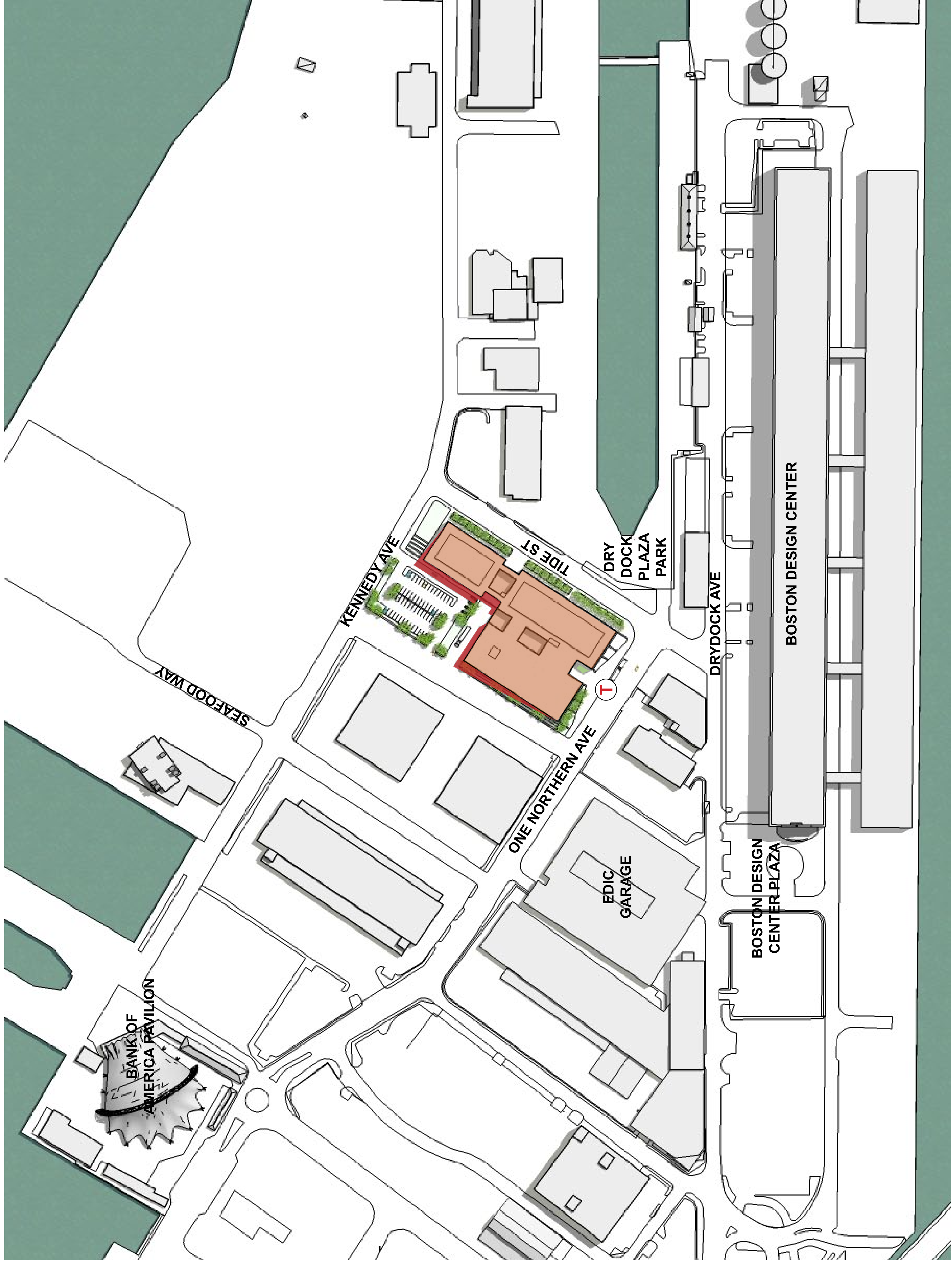
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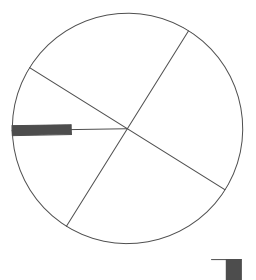
11 SEPTEMBER 2013

INNOVATION SQUARE AT NORTHERN AVENUE

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JUNE 21, 12 NOON



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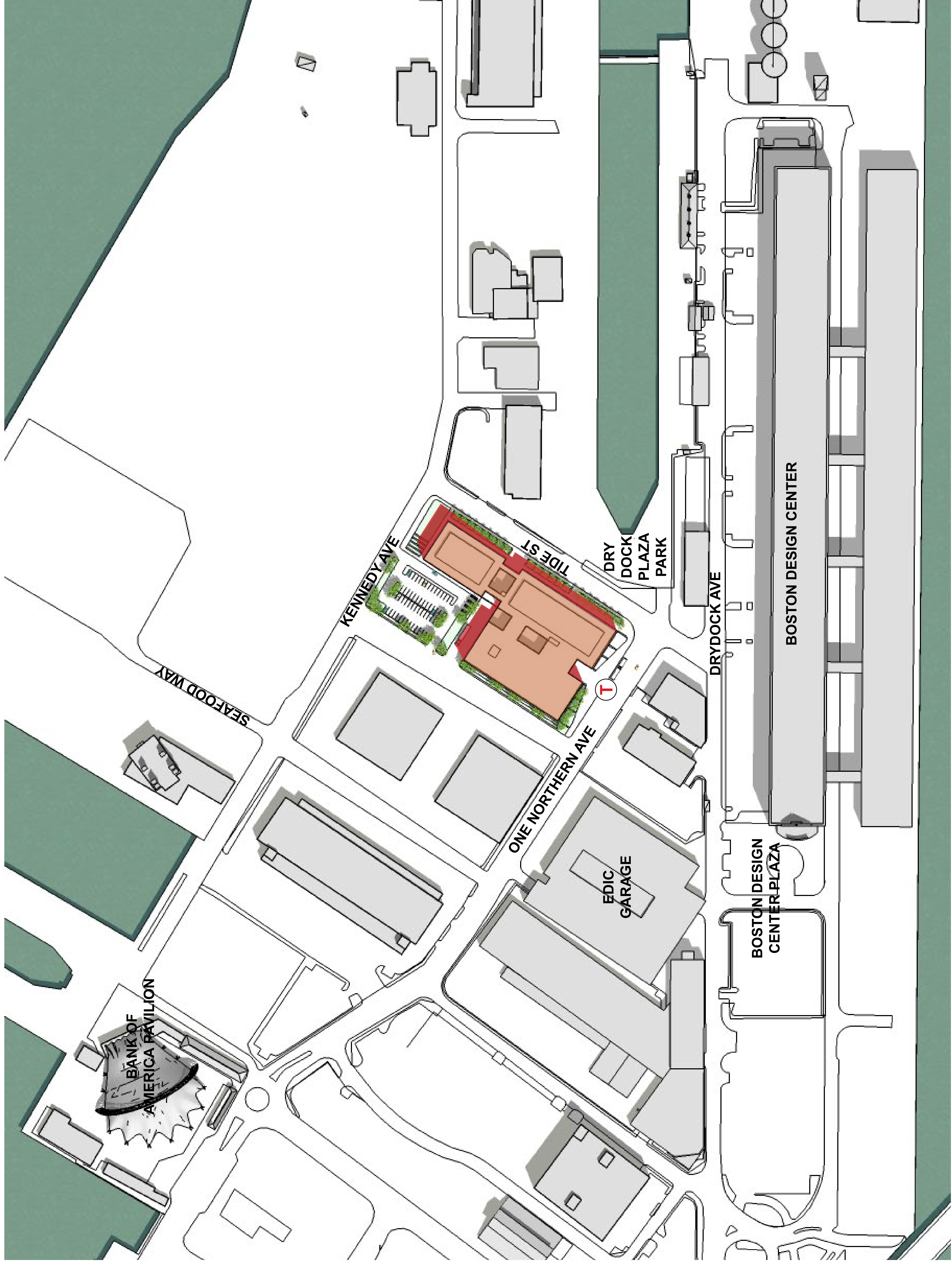
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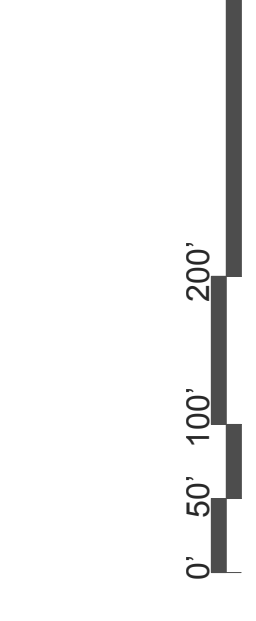
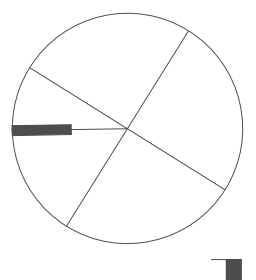
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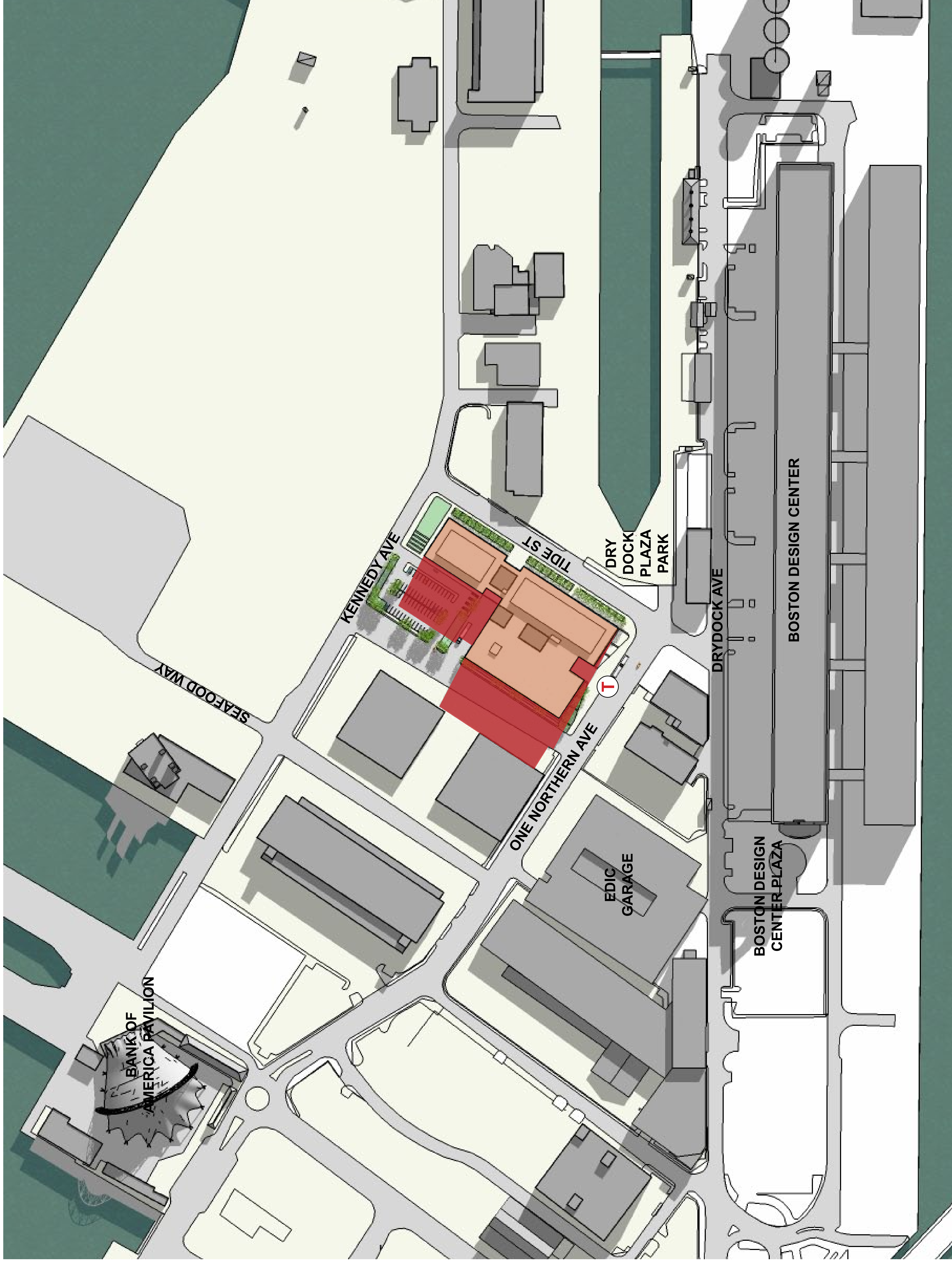
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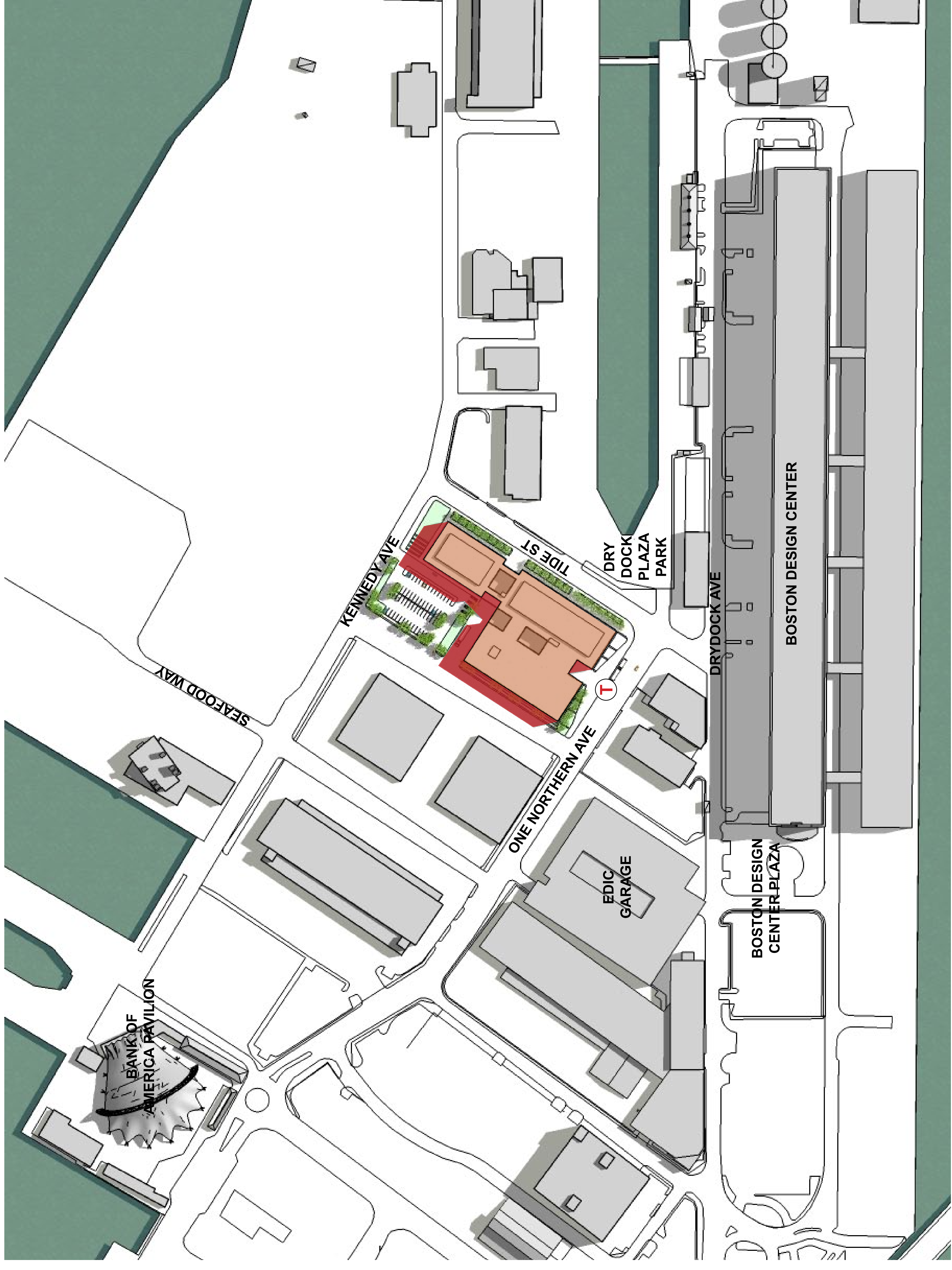


LEGEND

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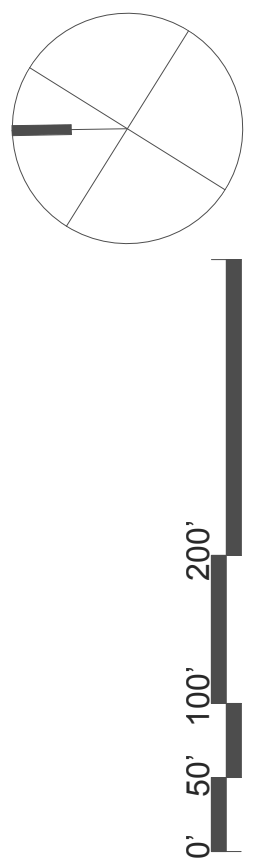
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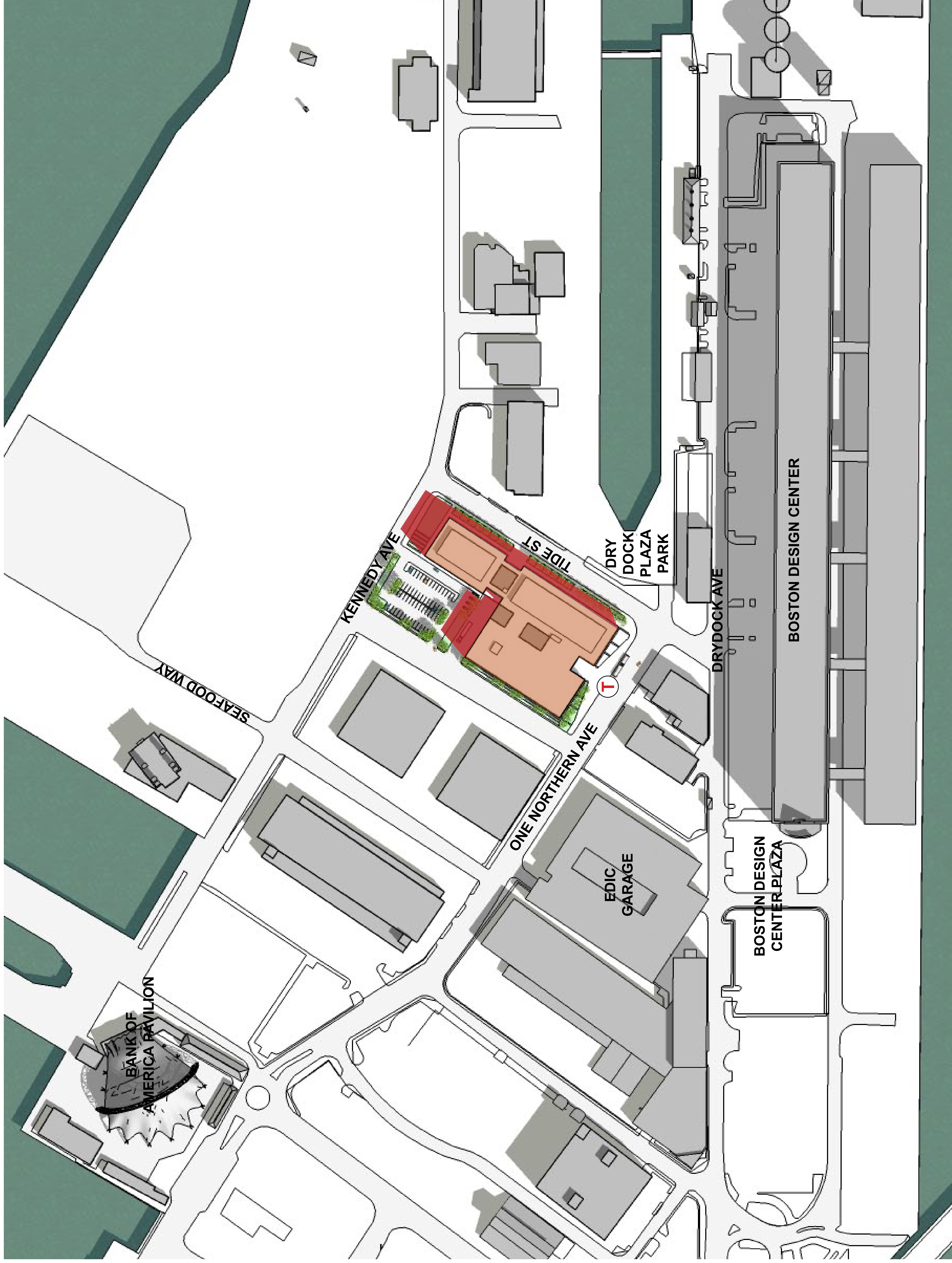


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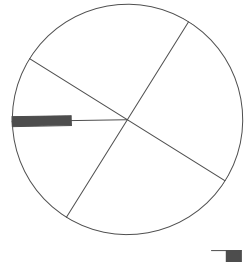


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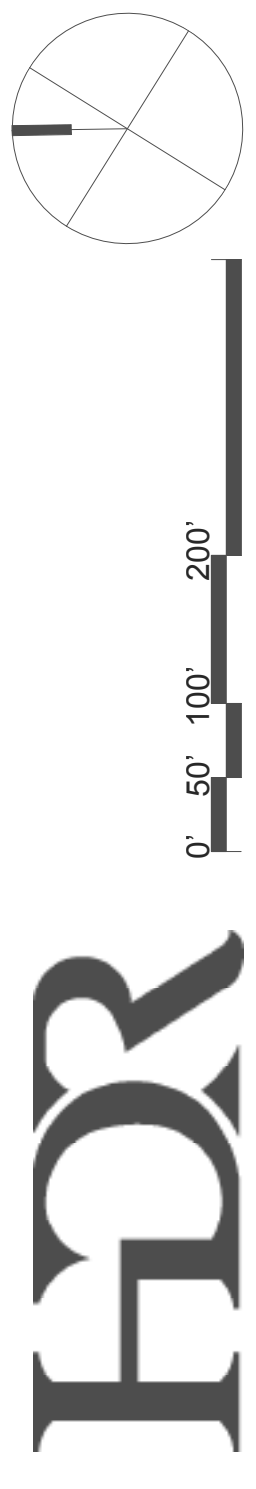
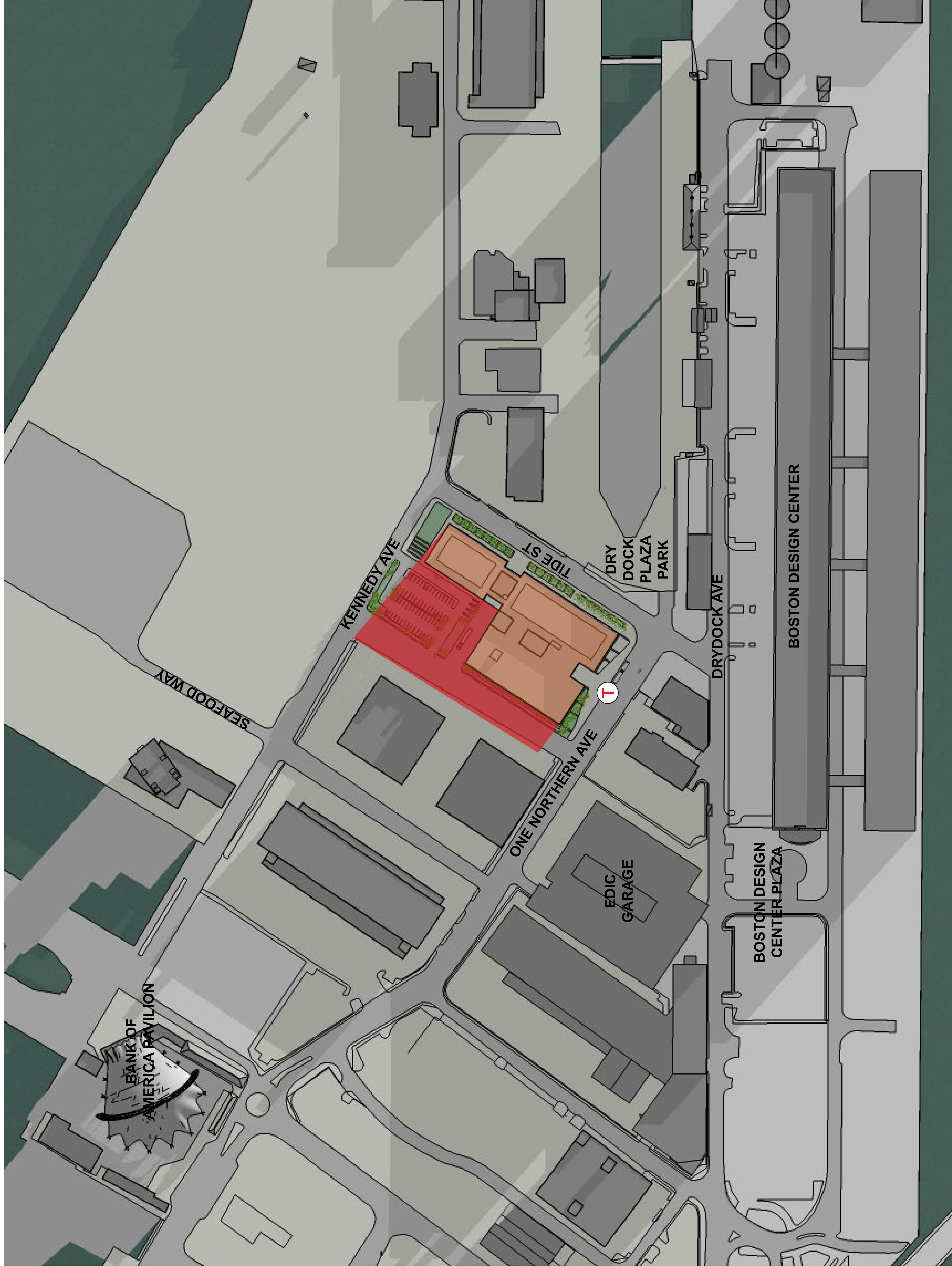
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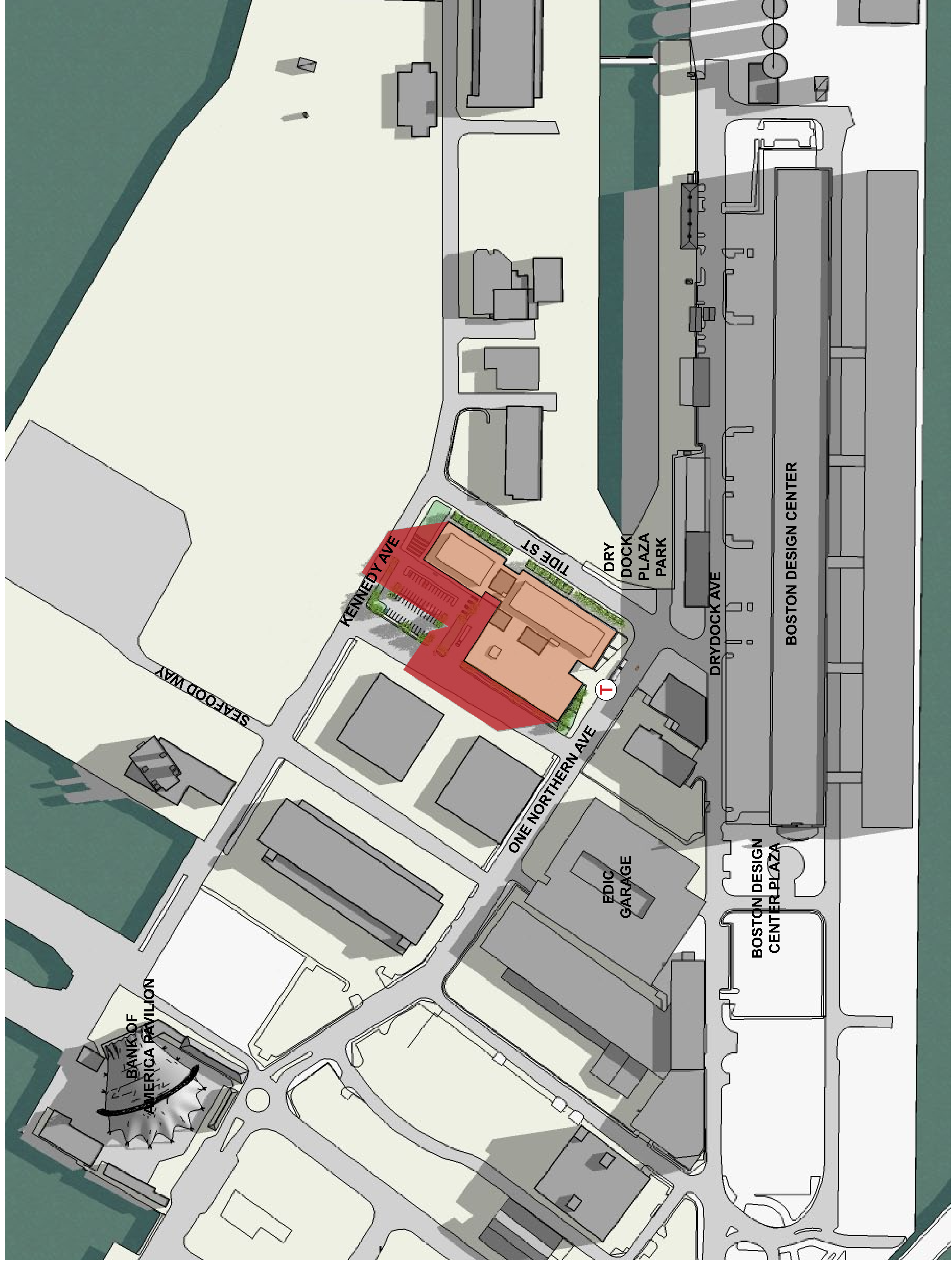


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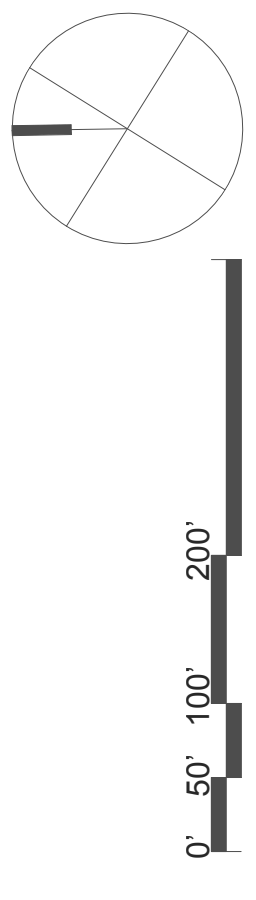
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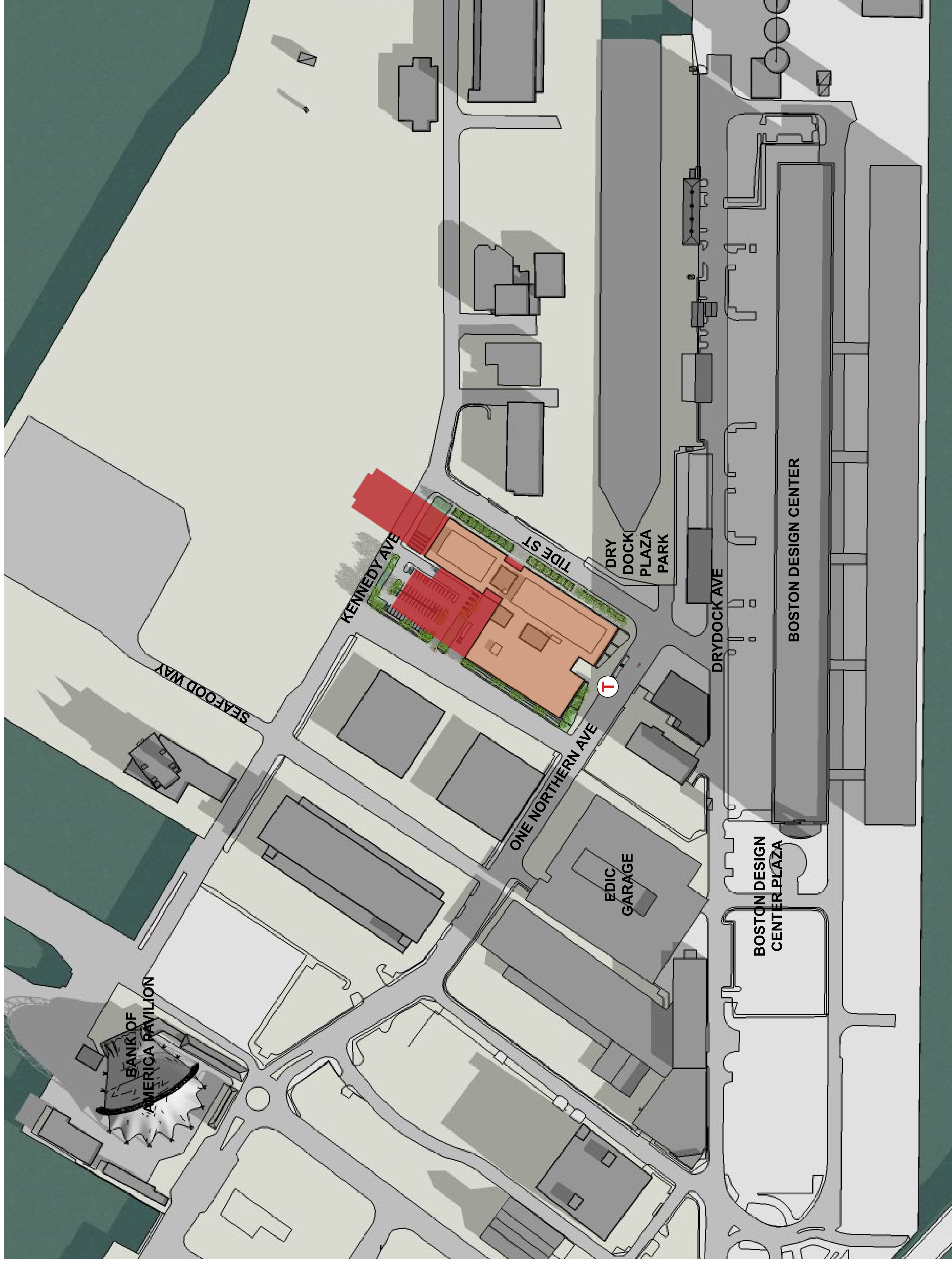


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