

FACT SHEET

DEVELOPMENT PLAN FOR PLANNED DEVELOPMENT AREA NO. ___

MARINE WHARF

660 SUMMER STREET
RAYMOND L. FLYNN MARINE PARK, PARCEL A
SOUTH BOSTON, MASSACHUSETTS

August 9, 2016

- I. **Proponent:** Harbinger Development LLC
- II. **Project Location:** 660 Summer Street in the South Boston neighborhood of Boston, and comprising so-called Parcel A of the Raymond L. Flynn Marine Park (the “Project Site” or “Parcel A”). The Project Site includes approximately 50,993 square feet (“sf”) of lot area (the “Lot Area”). None of the Project Site is Designated Port Area (“DPA”).
- III. **Existing Zoning:** The entire Project Site is located within: (i) the underlying I-2 General Industrial zoning district; (ii) the Restricted Parking Overlay District (“RPOD”); and (iii) the South Boston Parking Freeze Area Piers Zone. An insignificant portion of the site, at its extreme northwesterly corner, is located within the South Boston Interim Planning Overlay District (“South Boston IPOD”); no portion of the new hotel building is proposed within the South Boston IPOD. Except for a portion of the site along Drydock Avenue, the site is designated as Zone AE on Federal Emergency Management Agency (“FEMA”) Flood Insurance Rate Maps (“FIRM”), and therefore within a Flood Hazard Overlay District, regulated under Article 25 of the Code.
- IV. **Project Description:** New hotel building with 411 rooms.
- V. **Project Uses:** Mix of approximately 245 select-service hotel rooms, and 166 extended-stay hotel rooms, as well as approximately 3,500 sf of ground-floor restaurant-retail-services use open to the general public. Parking for approximately 75 vehicles in a second-floor garage, and three loading spaces. The site will include new public access and open space.
- VI. **Project Dimensions:** The total gross floor area (“GFA”) of the Project is a maximum of 320,000 square feet (“sf”). with a maximum floor area ratio (“FAR”) of 6.3. The new building will be 15-stories high, and up to 160 feet.

VII. Public Benefits: The Project will provide, among others, the following public benefits:

Public Access and Open Space

- New street lighting, signage, plantings, and public seating.
- Inclusion of an up to 3,500 sf of ground-level restaurant-retail-services space that will be accessible to the public.
- Publicly accessible corridors through the new hotel building, connecting to a public courtyard on site, and existing parkland beyond owned by EDIC.

Support for Adjacent Uses

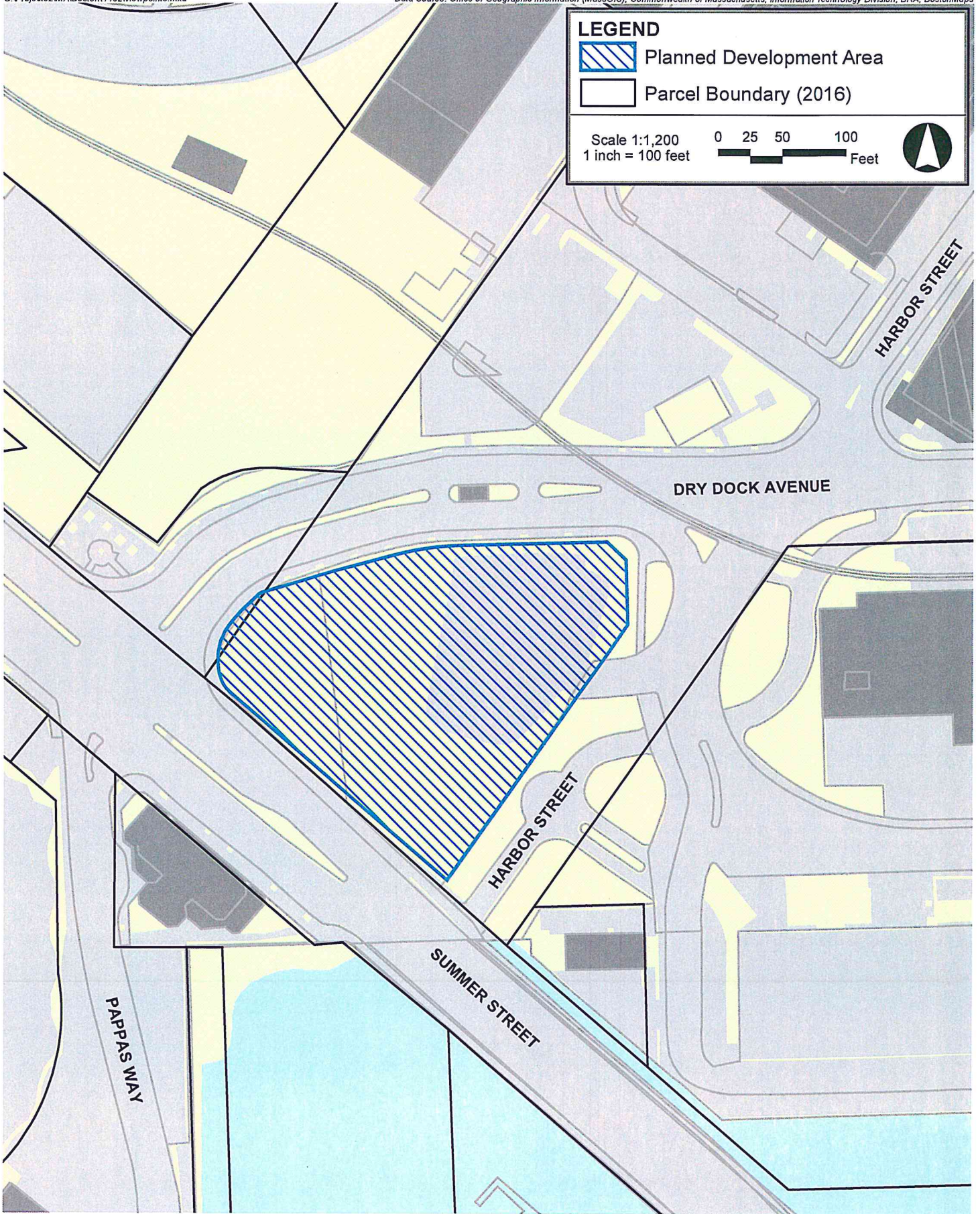
- Development of a vacant parcel at the Summer Street entrance to the Raymond L. Flynn Marine Park.
- Addition of both select-service and extended-stay hotel rooms to support the expansion of the vibrant live, work, and play area that the Seaport District has become.
- Placement of a variety of accommodations within walking distance to the more than 380,000 passengers who use Cruiseport Boston each year.

Financial

- Investment of approximately \$156 million in development costs, including approximately \$110 million in construction costs.
- Estimated DIP payments exceeding \$1.5 million.
- Significant increase in state and local sales and hotel occupancy tax revenues through new commercial uses.
- Creation of approximately 250 full-time-equivalent (“FTE”) construction-phase employment opportunities, and approximately 105 new FTE permanent jobs on the Project Site.

Environment

- Design to be LEED-certifiable at a “Gold” level, consistent with Article 37 (Green Buildings) of the Code.
- Stormwater controls to reduce pollution to Boston Harbor, and thereby improve the harbor as a natural habitat.
- Proximity to public transit, including water transportation, to reduce vehicle trips, mileage, and emissions.
- Incorporation of resilient design strategies in order to account for sea-level rise and other aspects of climate change.



Marine Wharf Boston, Massachusetts

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FOR
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RAYMOND L. FLYNN MARINE PARK, PARCEL A
SOUTH BOSTON, MASSACHUSETTS**

August 9, 2016

1. Development Plan: Pursuant to Sections 3-1A and 80C of the Zoning Code (the “Code”) of the City of Boston (the “City”), this development plan constitutes the Development Plan for Planned Development Area (“PDA”) No. ___ (this “Development Plan”), for the redevelopment of the parcel in the South Boston neighborhood of Boston, commonly known as 660 Summer Street, and comprising so-called Parcel A of the Raymond L. Flynn Marine Park (the “Project Site,” or “Parcel A”). Upon approval, this Development Plan shall constitute permanent zoning for the Project Site.

The Economic Development Industrial Corporation (“EDIC”), which merged with the Boston Redevelopment Authority (“BRA”) in 1993, owns the Project Site. The BRA/EDIC has tentatively designated Harbinger Development LLC (the “Proponent”) to enter into a long-term ground lease to redevelop Parcel A. The Project Site is more particularly described in Section 3, below, and in **EXHIBIT A**, attached. A site map and a survey of existing conditions at the Project Site are both attached, as **EXHIBIT B**. The Proponent proposes to develop a dual-branded, 411-room hotel at the Project Site, as further described in Section 4, below (the “Project”).

This Development Plan consists of eight (8) pages of text, plus attachments designated **EXHIBITS A** through **D**. All references to this Development Plan contained herein shall pertain only to such pages and exhibits. Unless otherwise set forth herein, all references to terms defined by the Code shall have the meanings set forth therein as of the date of this Development Plan.

2. Proponent: The Proponent, Harbinger Development LLC, is a Delaware limited liability company, with its business address at P.O. Box 812111, Wellesley, MA 02482. Members of the Project team are identified on **EXHIBIT C**.

3. Project Site: The Project Site is currently undeveloped, and comprises approximately 50,993 square feet (“sf”), or 1.17 acres, commonly known as Parcel A of the Raymond L. Flynn Marine Park (the “Marine Park”).¹ Although Parcel A is located within the Marine Park, it has no immediate access to the adjacent Reserved Channel, and it is not

¹ When the MIP Master Plan (defined below) was adopted in 2000, the Project Site was understood to include two parcels: Parcel A and Parcel A-1. EDIC now refers to both, together, as “Parcel A.”

located within the South Boston Designated Port Area (“South Boston DPA”). Please refer to the legal description and map of the PDA, attached as **EXHIBIT A**, attached, as well as the site map and survey of existing conditions at the Project Site, attached as **EXHIBIT B**.

The Project Site is located within the area of the Boston Marine Industrial Park Master Plan (the “MIP Master Plan”), which the Executive Office of Environmental Affairs (now the Executive Office of Energy and Environmental Affairs) approved on March 16, 2000. The MIP Master Plan is intended to guide future development within the Marine Park “in a manner that ensures a strong manufacturing and water-dependent industrial base in the City of Boston.” Parcel A is one of two sites in the Marine Park where development is not limited to either maritime or industrial projects. The MIP Master Plan provides that the Project Site’s attributes, in particular its exclusion from the South Boston DPA, allow it to serve a unique role within the context of the Marine Park, in that its proposed commercial uses can generate significant economic activity and jobs that will ultimately support the water-dependent and industrial uses of the Marine Park.

Parcel A, though contemplated in the MIP Master Plan, is not subject to the BRA/EDIC-held Chapter 91 Master License (the “MIP Master License”) for the South Boston DPA-portion of the Marine Park. (DEP Waterways Lic. No. 10233, Special Cond’n #1a.) The MIP Master Plan requires that jurisdictional areas of parcels not subject to the MIP Master License obtain approval from the Massachusetts Department of Environmental Protection (“DEP”) in a process separate from the Master Written Determination.

The entire Project Site is located within: (i) the underlying I-2 General Industrial zoning district; (ii) the Restricted Parking Overlay District (the “RPOD”); and (iii) the South Boston Parking Freeze Area Piers Zone. An insignificant portion of the site, at its extreme northwesterly corner, is located within the South Boston Interim Planning Overlay District (the “South Boston IPOD”); no portion of the new hotel building is proposed within the South Boston IPOD.

Federal Emergency Management Agency (“FEMA”) Flood Insurance Rate Maps (“FIRM”) indicate that portions of the Parcel A lie within the 100-year flood zone, and within an area of moderate wave action (Community Panels Numbered 25025C 0081 J and 25025C 0083)). Along Drydock Avenue, a portion of the site is outside the special flood hazard area, with the remainder of the site designated as Zone AE, and therefore within a Flood Hazard Overlay District, regulated under Article 25 of the Code.

4. Project: As summarized in Section 1, above, the Project entails construction at the Project Site of a new hotel building with 411 rooms, managed by two individually branded operators. The hotel will include a mix of approximately 245 select-service hotel rooms, and 166 extended-stay hotel rooms, as well up to 3,500 sf of ground-floor restaurant-retail-services use. Parking for approximately 75 vehicles will be located in a second-floor garage, accessed from the hotel courtyard, off Terminal Street. There are three loading bays.

The total gross floor area (“GFA”) of the Project is a maximum of 320,000 square feet (“sf”), with a maximum floor area ratio (“FAR”) of 6.3. The new building will have 15-stories, and have a building height of up to 160 feet. A proposed landscape plan, a proposed

circulation plan, four proposed elevations, and a series of rendered views for the Project (the “Project Drawings”) are attached as **EXHIBIT D**.

The Project is designed to comply with all applicable regulations imposed under Article 25 of the Code for development in a special flood zone. The hotel building will be built with a base elevation above the 100-year flood elevation. The base grade of any adjacent open space will not be significantly elevated, but will be graded and landscaped so as to limit wave run-up. There are no below-grade structures or occupied spaces.

5. **Large Project Review:** The Project will undergo Large Project Review pursuant to Section 80B of the Code. On January 18, 2016, the Proponent filed a Letter of Intent to the BRA in accordance with Mayor’s Executive Order of October 10, 2000, as amended, governing mitigation for development projects. On August 9, 2016, an Expanded Project Notification Form (“EPNF”) was filed for the Project, along with this Development Plan, a Fact Sheet, and a map of the PDA. Large Project Review will include meetings with nearby property and business owners, as well as other members of the public.

Under Section 80B-7 of the Code, a Development Impact Project (“DIP”) is required to make mitigation payments, or provide equivalent in-kind contributions, to create affordable housing and job-training programs. The Project constitutes a DIP for purposes of Section 80B-7, and will comply by paying a housing exaction of \$8.47 and a jobs-creation exaction of \$1.67, for each gross square foot of hotel or restaurant-retail-services floor area in excess of 100,000 square feet, minus the Project’s accessory parking garage space.

6. **Proposed Location, Dimensions, and Appearance of Structures:** Parcel A is one of two “gateways” to the Marine Park (the other is at Seaport Boulevard/Northern Boulevard), and so the building and landscape program is intended to redefine the Marine Park’s Summer Street entrance. The Project will help to create the Marine Park’s “sense of place” in relation to the nearby South Boston Seaport developments and the Boston Convention and Exposition Center (“BCEC”), by creating a bookend to the Summer Street corridor, and by improving the Marine Park’s connectivity to the adjacent neighborhood. The proposed location, dimensions, and appearance of the structures at the Project Site after completion of the Project are shown in the Project Drawings, attached as **EXHIBIT D**. The final location, dimensions, and appearance of the structures may change during BRA staff review of the Project, or as a result of review by other agencies, and as agreed upon by the BRA.

7. **Proposed Uses:** As noted in Section 4, above, after completion of the Project, the Project Site will include a maximum of 320,000 sf of gross floor area, including up to 411 hotel rooms, and up to 3,500 sf of restaurant retail-services space on the ground level that is accessible to the public. Expected hotel amenities include meeting spaces, restaurants, fitness center, indoor pool, and an exterior terrace on the third floor. For a list of the uses permitted by right at the Project Site, please see **TABLE 1**, below.

Table 1: Uses Permitted by Right

Location	Uses Permitted by Right
Interior	Hotel uses; Retail uses; Service uses; Restaurant uses; Entertainment and Recreational Uses; Cultural uses; Community uses; Bank and Postal uses; Accessory services for Hotel, Retail, Service, Restaurant, Entertainment and Recreational, Cultural, Community, and Bank and Postal Uses; Accessory uses; and Accessory parking
Exterior	Vehicular, bicycle, and pedestrian circulation; Open space; and Accessory uses

8. **Densities:** There is no maximum floor area ratio (“FAR”) for PDA development plans approved within the I-2 General Industrial district. As noted in Section 4, above, the total GFA of the Project is a maximum of 320,000 sf. Given the Lot Area of approximately 50,993 sf, this generates a total FAR of approximately 6.3.

9. **Building Heights:** There is no building height for PDA development plans approved within the I-2 General Industrial district, just as there is none for by-right projects within that district. As noted in Section 4, above, the new building will have a building height of up to 15 stories, and up to 160 feet, as defined under Article 2A of the Code.

10. **Public Access and Open Space:** The new building has been designed to enhance the pedestrian experience around the Project Site. Along Summer Street will be a newly tree-lined sidewalk and a generous building setback, to create an expanded pedestrian plaza between the ground-floor uses and Summer Street. The expanded building setback along Summer Street will also allow seasonal expansion outdoors by ground floor commercial tenants. The Project will improve pedestrian access to Marine Industrial Park Entrance Plaza from the Marine Park’s Summer Street entrance considerably, by replacing the existing barriers with high-quality hardscaping, lighting, and other public amenities. A planted, pedestrian streetscape is proposed on the Drydock Avenue edge of the site. Finally, the hotel’s proposed courtyard entrance on Terminal Street will facilitate easy drop-off and pick-up, away from the high traffic volumes at the intersection of Summer Street and Drydock Avenue, to the benefit of vehicles, pedestrians, and bicycles, alike. Please refer to the landscape and circulation plans included in **EXHIBIT D**, attached.

11. **Proposed Traffic Circulation:** Vehicles will access Parcel A using Terminal Street, and proceed either to the circular drop-off driveway, or to the parking garage ramp located beyond the circular driveway, at the southwesterly edge of the site. The circular driveway will have capacity for approximately nine (9) vehicles, and will be used primarily by taxicabs and other ride-sharing services that are picking-up or dropping-off passengers, and by hotel guests in private automobiles who are arriving on-site for the first time and checking-in. Subsequent automobile trips by hotel guests will proceed directly to the on-site parking garage via the circular driveway. Please refer to the circulation plan included in **EXHIBIT D**, attached.

12. Parking and Loading Facilities: For the Project, off-street parking is determined during Large Project Review under Section 80B of the Code. As noted in Section 4, above, there will be approximately 75 parking spaces on the Project Site, all located within the building's second level. Three (3) loading bays will be provided at grade.

13. Access to Public Transportation: The Project Site is located close to several MBTA bus routes, most notably the MBTA Silver Line, which runs to Washington Street. MBTA bus routes 4 and 7 make stops at the Summer Street/Drydock Avenue intersection and the SL2 stops along Drydock Avenue at the Boston Design Center. The Proponent intends to implement Transportation Demand Management ("TDM") measures to reduce dependence on autos under a Transportation Access Plan Agreement ("TAPA") with the Boston Transportation Department ("BTD").

14. Green Building and Resiliency Measures: The Project will comply with the requirements of Article 37 (Green Buildings) of the Code. The design team will use the appropriate U.S. Green Building Council's ("USGBC") Leadership in Energy and Environmental Design ("LEED") green building rating system to evaluate sustainable design. Currently, the Proponent has targeted "Gold" certification for the Project under the LEED v3 NC system. Compliance with Article 37 will be confirmed by issuance of one or more Certifications of Compliance under Section 80B-6 of the Code.

Climate change adaptation is increasingly important as Boston prepares for rising sea levels, and storms with greater frequency and intensity. The Project does not include any subsurface parking levels, all garage entrances will remain at over 11.5 feet (NAVD88), and flood-proofing measures will conform to applicable provisions of the State Building Code, which is currently the 8th edition.

15. Public Benefits: The underlying I-2 General Industrial district does not establish planning and development criteria, including public benefits, for Planned Development Areas. (See Code § 80C-4.) However, the Project will provide the following substantial direct benefits:

Public Access and Open Space

- New street lighting, signage, plantings, and public seating.
- Inclusion of an up to 3,500 sf of ground-level restaurant-retail-services space that will be accessible to the public.
- Publicly accessible corridors through the new hotel building, connecting to a public courtyard on site, and existing parkland beyond owned by BRA/EDIC.

Support for Adjacent Uses

- Development of a long vacant parcel at the Summer Street entrance to the Raymond L. Flynn Marine Park.

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Environment

- Design to be LEED-certifiable at a “Gold” level, consistent with Article 37 (Green Buildings) of the Code.
- Stormwater controls to reduce pollution to Boston Harbor, and thereby improve the harbor as a natural habitat.
- Proximity to public transit, including water transportation, to reduce vehicle trips, mileage, and emissions.
- Incorporation of resilient design strategies in order to account for sea-level rise and other aspects of climate change.

16. Other Necessary Government Approvals: The Project will require other government approvals in addition to this Development Plan. As noted in Section 5, above, the Project is undergoing Large Project Review pursuant to Article 80 of the Code. The Proponent filed the EPNF for the Project on August 9, 2016.

Under Article 28 of the Zoning Code, the Boston Civic Design Commission (“BCDC”) must review any new construction of over 100,000 sf, and, to the extent that a PDA development plan is established, BCDC may provide review based upon applicable design guidelines.

As noted above, the use of Parcel A has been the subject of several planning efforts, including review under the Massachusetts Environmental Policy Act, MGL c. 30 secs. 61 *et seq.* (“MEPA”) as a component of the MIP Master Plan update for the Marine Park (EEA #8161). The Secretary of Energy and Environmental Affairs (“EEA”) issued a MEPA Certificate for the MIP Master Plan on March 16, 2000. The Project is subject to MEPA jurisdiction because the lease of the property by the EDIC to the Proponent constitutes a “Land Transfer” as defined in the MEPA regulations. The Project exceeds MEPA review

thresholds requiring the filing of an Environmental Notification Form (“ENF”). The Proponent will file an ENF with the MEPA Office to initiate MEPA review.

The Project Site is located within the former Boston Army Supply Base (MHC # BOS.RT), which is included in the Inventory of Historic and Archaeological Assets of the Commonwealth, and which is determined eligible for listing in the National Register of Historic Places. The Project will potentially be subject to State Register Review (950 CMR 71.00 *et seq.*) by the Massachusetts Historical Commission (“MHC”), as a result of the need for one or more state permits, or other state actions. The Proponent will initiate State Registry Review by providing MHC a copy of the ENF filed with the MEPA Office.

Portions of the Project are subject to review and licensing under the Massachusetts Public Waterfront Act, M.G.L. c. 91, and the Waterways Regulations at 310 CMR 9.00 *et seq.* (together, “Chapter 91”). As noted in Section 2, above, the Project Site is not subject to the MIP Master License for the DPA-portion of the Marine Park. Accordingly, the Proponent will submit an application for a Waterways License with DEP.

The Project Site is located adjacent to existing parkland owned by BRA/EDIC. Accordingly, pursuant to Section 7-4.10 of the Boston Municipal Code, the Boston Parks and Recreation Commission may be required to grant authorization regarding the Project.

17. Development Schedule: The Proponent currently estimates that construction of the Project will take approximately 24 months, with initial work expected to begin in the middle of 2017, and concluding during the middle of 2019.

18. Applicability of this Development Plan: Consistency of the Project with this Development Plan constitutes compliance with the dimensional, use, and other requirements of the Code, in accordance with Section 80C-9 of the Code, to the extent that such requirements are addressed in this Development Plan. Moreover, this Development Plan constitutes approval for any zoning nonconformity created or increased by the future separation of ownership of individual Project Components, provided that: (A) the use limitations and dimensional requirements of this Development Plan, other than FAR, with respect to each Project Component (defined in Section 22, below) are met; and (B) the FAR for the Project in the aggregate does not exceed the limit established under this Development Plan.

19. No Duty to Develop the Project: Notwithstanding anything set forth in this Development Plan to the contrary, under no circumstances shall the Proponent be obligated to proceed with the Project or any Project Component.

20. Minor Modifications to Plans: This Development Plan constitutes the zoning for the Project Site and the Project. Final plans and specifications for the Project or Project Components (defined in Section 22, below) will be submitted to the BRA pursuant to Section 3-1A and 80C of the Code for final design review approval and certification as to consistency with this Development Plan, and to other governmental agencies and authorities for final approval. Accordingly, subject to consistency with the use and dimensional

regulations of this Development Plan, minor changes may occur to the Project's design described in this Development Plan.

21. Certifications of Consistency: Under Section 80C-8 of the Code, no building, use, or occupancy permit for the Project or for any Project Component (defined in Section 22 below) will be issued until the BRA has issued a corresponding Certification of Consistency under Section 80C-8. To the extent that the BRA Director certifies consistency with this Development Plan, the Project or a Project Component, as the case may be, will be deemed to be in compliance with the requirements of the Code, under Code Section 80C-9.

22. Project Components: The Project Site may be reconfigured into multiple parcels, which may be under common or separate ownership, and may include subdivision or condominium ownership, developed sequentially or simultaneously, and separately developed and/or financed. Each such parcel is referred to as a "Project Component." One or more of the Project Components may be further subdivided into one or more separate parcels which may be under separate ownership, or one or more of the Project Components may be combined to create one single parcel, or a condominium ownership structure may be created for all or part of the Project. In the event that current parcels within the Project Site are divided into Project Components, a Certification of Consistency may be issued for any such Project Component.

23. Amendment of this Development Plan: The owner of an individual Project Component may seek amendment of this Development Plan in accordance with the procedures prescribed by the Code, without the consent of the owner(s) of any other Project Component. In the event that any amendment affects the overall compliance of the Project with this Development Plan, this Development Plan will be deemed amended with respect to the Project as a whole, to the extent necessary for the overall Project to comply with this Development Plan, without requiring any modification of the requirements of this Development Plan as to any other Project Components.

LIST OF EXHIBITS

<u>EXHIBIT A</u>	LEGAL DESCRIPTION OF THE PROJECT SITE
<u>EXHIBIT B</u>	SITE MAP AND SURVEY OF EXISTING CONDITIONS
<u>EXHIBIT C</u>	PROJECT TEAM
<u>EXHIBIT D</u>	PROJECT DRAWINGS
	- LANDSCAPE PLAN
	- CIRCULATION PLAN
	- SOUTH/NORTH PROPOSED ELEVATIONS
	- EAST/WEST PROPOSED ELEVATIONS
	- RENDERED VIEWS

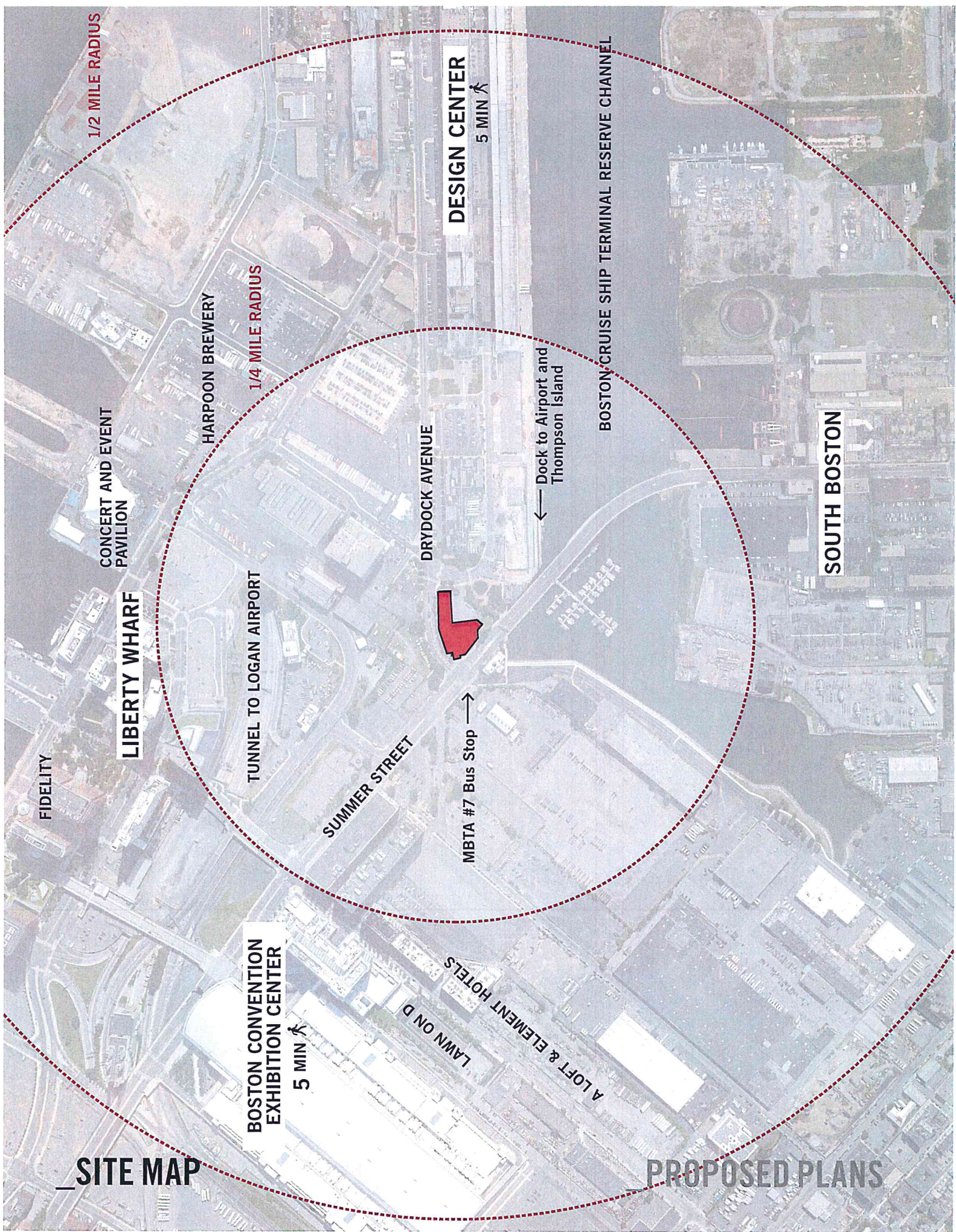
EXHIBIT A

LEGAL DESCRIPTION OF THE PROJECT SITE

EXHIBIT B

SITE MAP AND SURVEY OF EXISTING CONDITIONS

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1/2 MILE RADIUS

1/4 MILE RADIUS

DESIGN CENTER
5 MIN

BOSTON CONVENTION
EXHIBITION CENTER
5 MIN

CONCERT AND EVENT
PAVILION

HARPOON BREWERY

DRYDOCK AVENUE

← Dock to Airport and
Thompson Island

BOSTON CRUISE SHIP TERMINAL RESERVE CHANNEL

SOUTH BOSTON

LIBERTY WHARF

TUNNEL TO LOGAN AIRPORT

SUMMER STREET

→ MBTA #7 Bus Stop

FIDELITY

LAWN ON D

A LOFT & ELEMENT HOTELS

SITE MAP

PROPOSED PLANS

EXHIBIT C

PROJECT TEAM

Proponent: Harbinger Development LLC
P.O. Box 812111
Wellesley, MA 02482
(781) 992-5999
Eamon C. O'Marah
John M. Matteson

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Dennis Davis, Deputy Director for
Industrial Development &
Commercial Leasing

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Robert Brown
Sandra Smith
Morel Orta

Landscape Architects: Lemon Brooke
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Christian Lemon
Jennifer Brooke

Legal Counsel:

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(617) 936-7777
Jared Eigerman, Esq.

Permitting Consultant:

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(978) 897-7100
David Hewett
Andy Magee
Erik Rexford

Transportation and
Engineering:

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11 Beacon Street, Suite 1010
Boston, MA 02108
(617) 482-7080
Elizabeth Peart

MEP Engineer:

WSP Parsons Brinkerhoff.
88 Black Falcon Avenue, Suite 210
Boston, MA 02210
(617) 210-1600
Jeremy Pinkham

Surveyor:

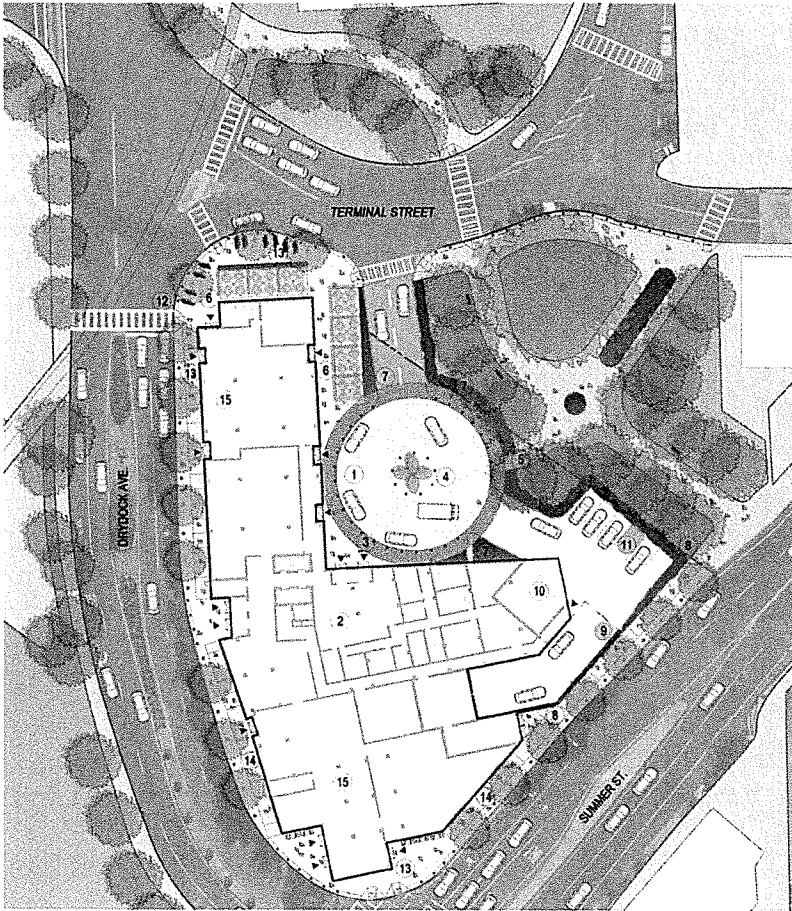
Feldman Land Surveyors
112 Shawmut Avenue
Boston, MA 02118
(617) 357-9740
Karl A. McCarthy
Sean McDonagh

EXHIBIT D

PROJECT DRAWINGS

- LANDSCAPE PLAN
- CIRCULATION PLAN
- SOUTH/NORTH PROPOSED ELEVATIONS
- EAST/WEST PROPOSED ELEVATIONS
- RENDERED VIEWS

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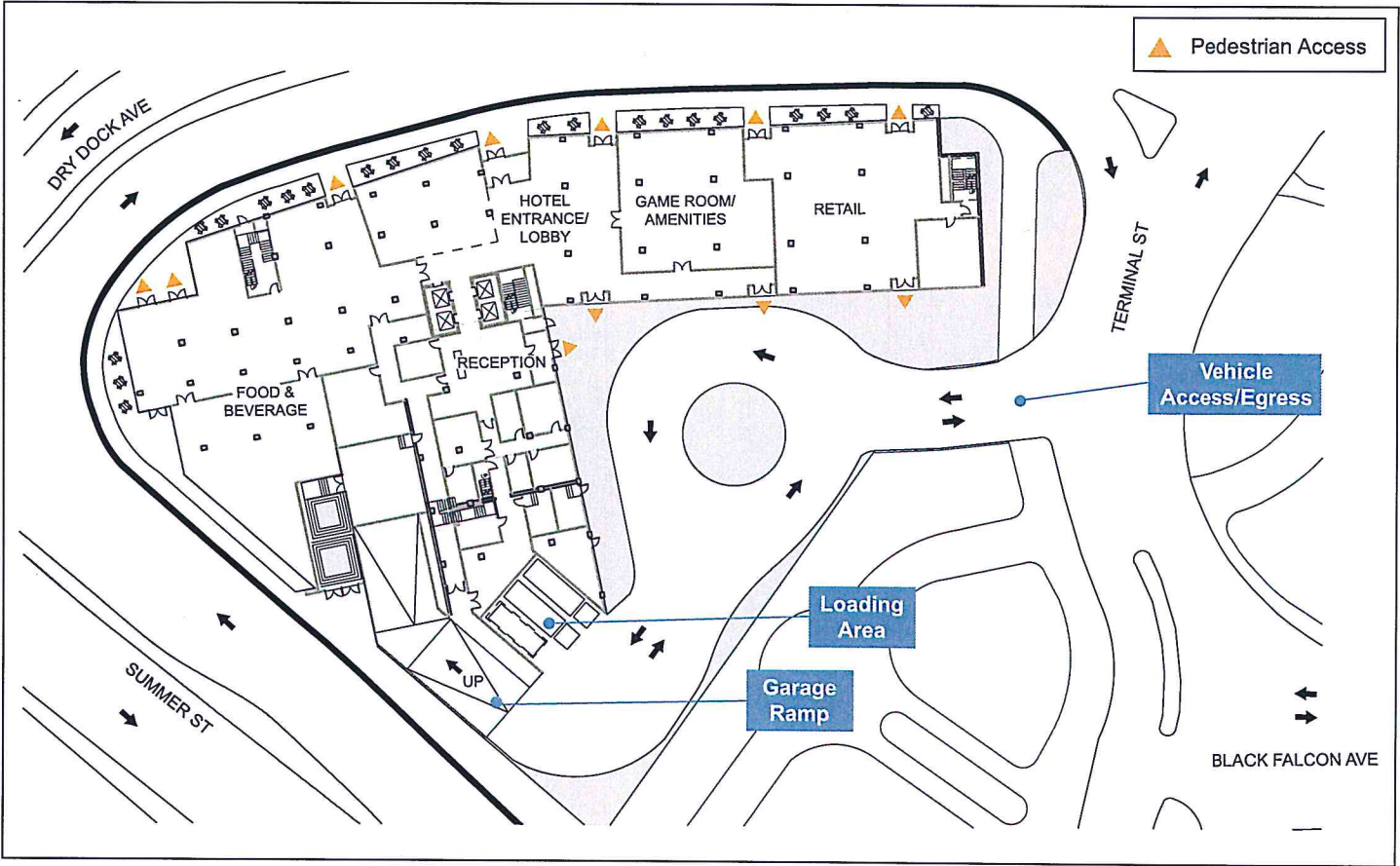


- ① HOTEL DROP OFF
- ② HOTEL LOBBY
- ③ WHARF WALK
- ④ MARITIME SCULPTURE
- ⑤ NEW PARK CONNECTION
- ⑥ OUTDOOR DINING UNDER OPERABLE UMBRELLAS WITH LIGHT AND HEAT
- ⑦ NATIVE PLANTING
- ⑧ TALL HEDGE / GREEN WALL
- ⑨ PARKING GARAGE ENTRY
- ⑩ SERVICE
- ⑪ SERVICE PARKING
- ⑫ REALIGNED CROSSWALK
- ⑬ RETAIL PLAZA
- ⑭ RETAIL STREETSCAPE
- ⑮ RETAIL

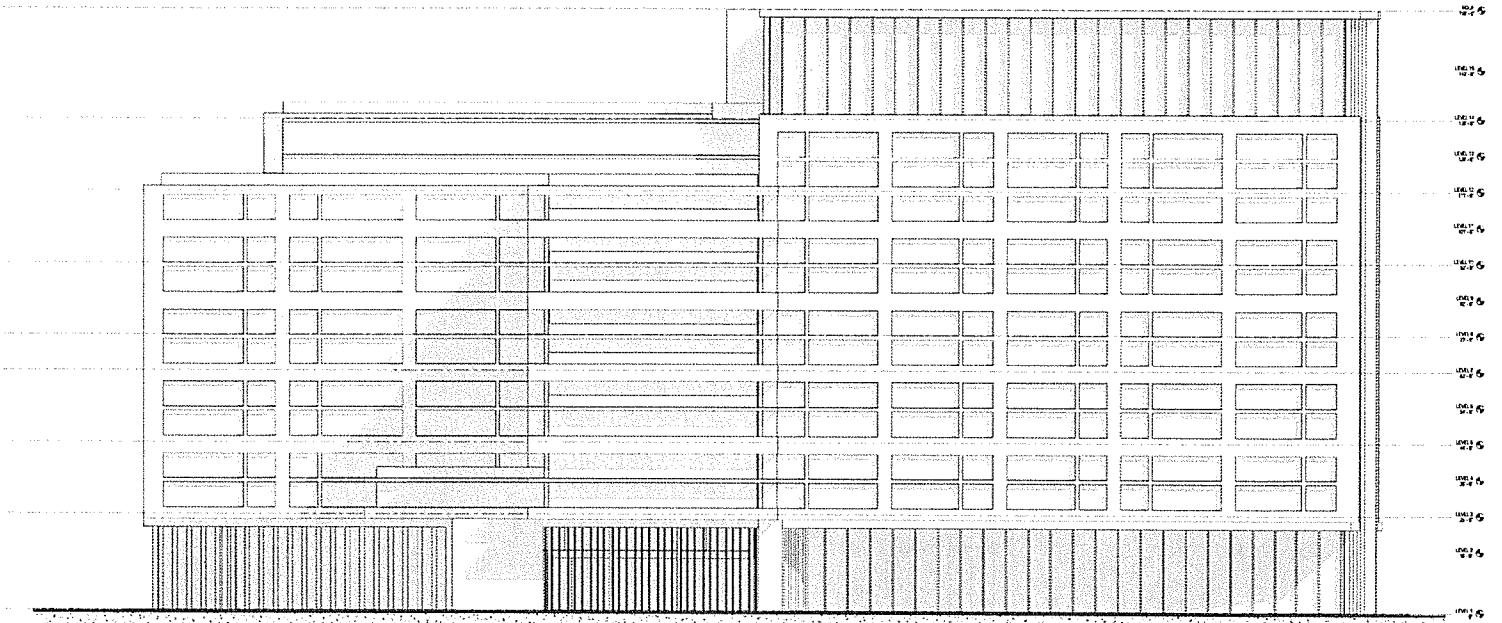
PARCEL A
LEMON | BROOKE

PARCEL A LANDSCAPE PLAN
JULY 29, 2016

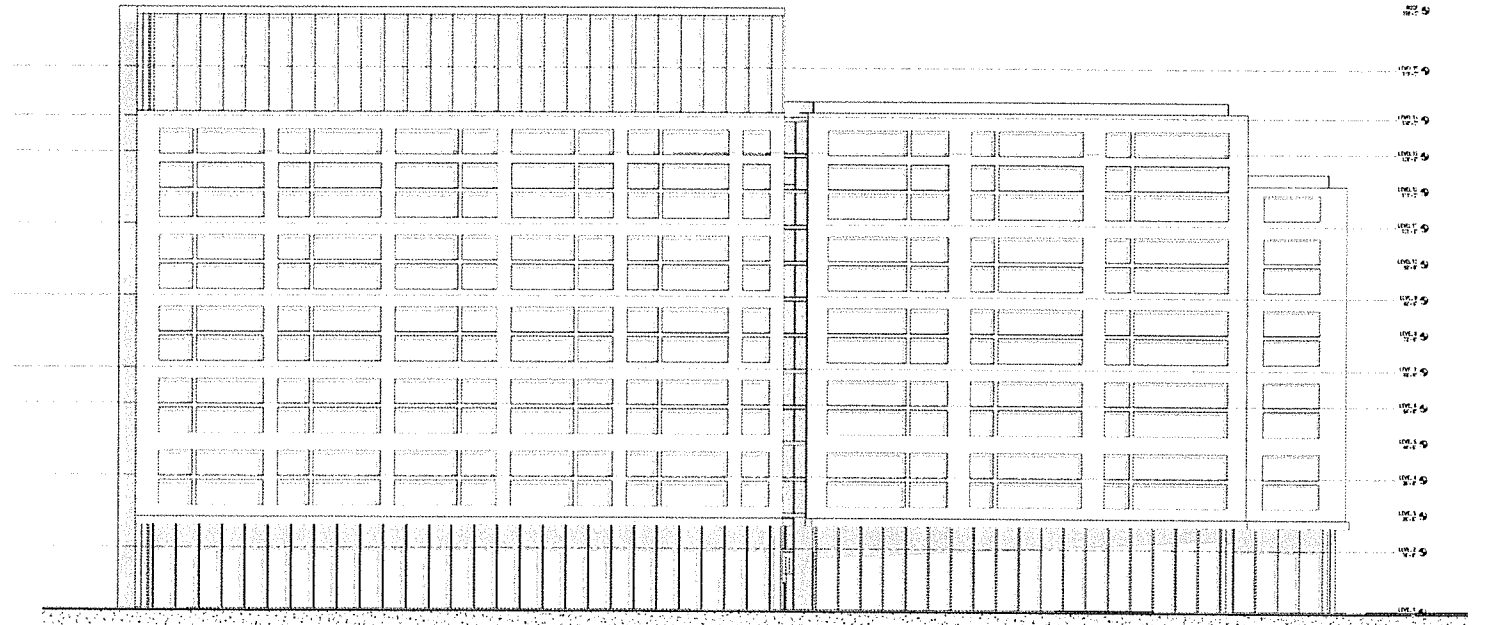
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Marine Wharf Boston, Massachusetts

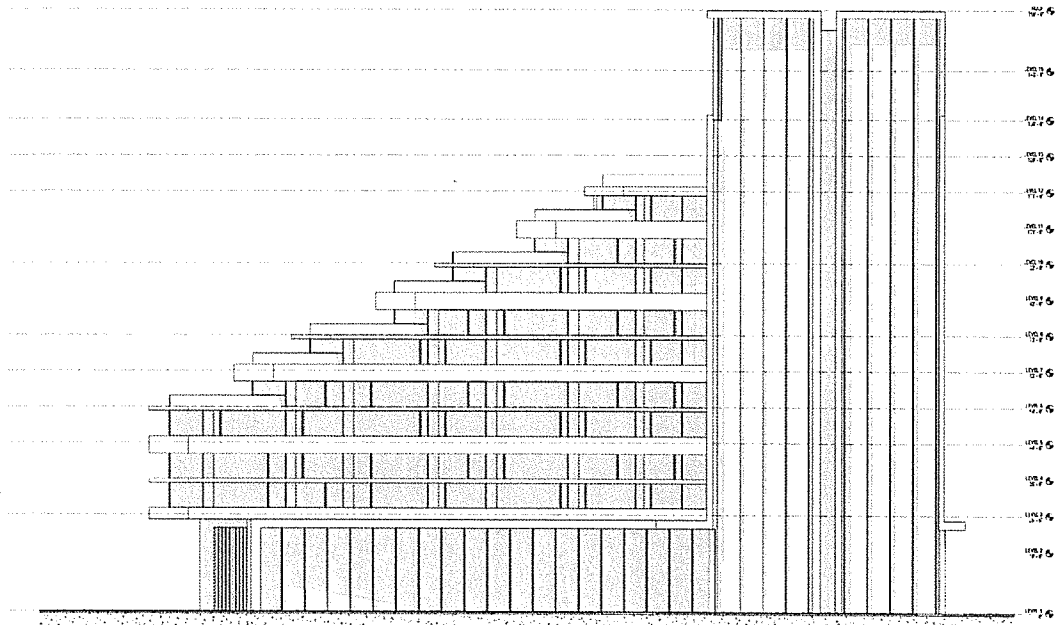


_SOUTH ELEVATION

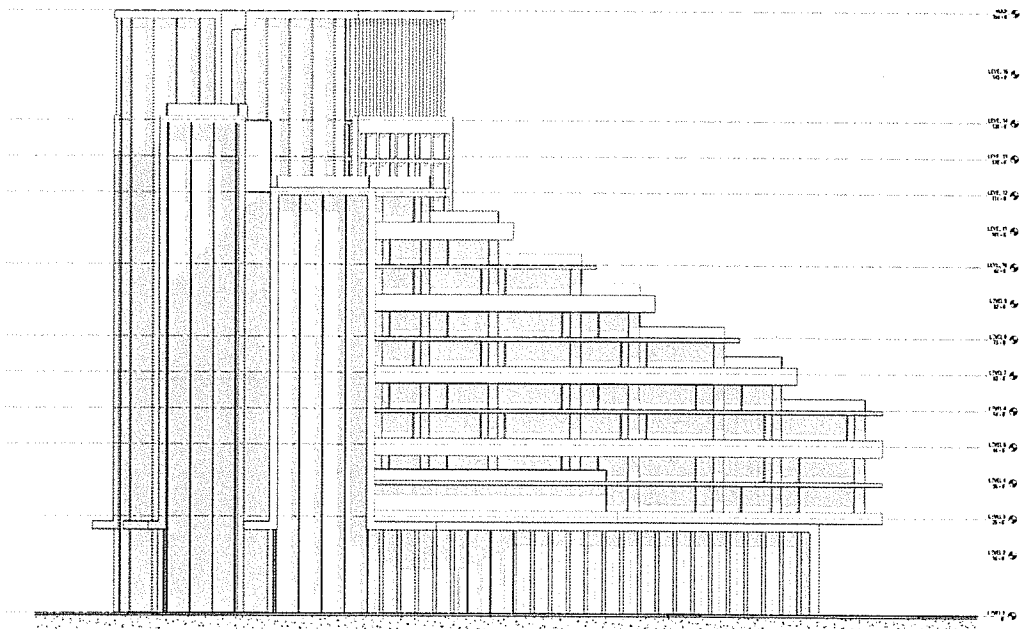


_NORTH ELEVATION

_PROPOSED ELEVATIONS



EAST ELEVATION



WEST ELEVATION

PROPOSED ELEVATIONS



_AERIAL SOUTHEAST VIEW



_VIEW FROM CONVENTION CENTER



_AERIAL NORTHWEST VIEW



_ENLARGED AERIAL NORTHWEST VIEW