

AMENDED AND RESTATED DEVELOPMENT PLAN

FOR

PLANNED DEVELOPMENT AREA NO. 7

AREAS F AND 2A (LONGFELLOW PLACE)

WEST END PROJECT, BOSTON

_____, 2015

I. Amended and Restated Development Plan

In accordance with Sections 3-1A and 80C of the Boston Zoning Code (the "Code"), this plan constitutes the Amended and Restated Development Plan ("Development Plan") for the existing building components and the development of new project components at Longfellow Place, bordered generally by Martha Road, Lomasney Way, Staniford Street, and Thoreau Path in the West End section of Boston, Massachusetts, containing approximately 9.2 acres, described in Exhibit A attached hereto, and as shown on the plan attached hereto as Exhibit B and referred to as the "PDA Site". The new project components will be comprised of a 44-story building with approximately 470 units of housing and a below-grade parking garage with 830 spaces on approximately 3.02 acres within the PDA Site (the "Project Site").

As further described herein and as set forth on the appendices included herewith, the Development Plan includes the existing development on the PDA Site, hereinafter referred to as "Existing Longfellow Place", and the new development on the Project Site, hereinafter referred to as the "Project". This Development Plan sets forth the location and appearance of structures, open spaces and landscaping, proposed uses and appearance of structures, dimensions of structures, density of structures, proposed traffic circulation, parking and loading facilities, access to public transportation as well as the dimensional, use and other zoning applicable to the PDA Site.

Upon approval, this Development Plan will constitute zoning for the PDA Site in accordance with Sections 3-1A and 80C of the Code. Under Section 80C-8 of the Code, no building, use or occupancy permit for the Project or for any part of the Project or any phase thereof will be issued until the Boston Redevelopment Authority ("BRA") has issued a Certification of Consistency under Section 80C-8 of the Code for the Project or phase, including the Existing Longfellow Place Component, as applicable. To the extent that the Director of the BRA certifies consistency with this Development Plan, the Project or phase, including the Existing Longfellow Place, will be deemed to be in compliance with the requirements of the Code, to the extent that such requirements are addressed in this Development Plan, pursuant to Section 80C-9 of the Code.

This Development Plan consists of 8 pages of text and Exhibits A-F. All references to this Development Plan contained herein shall pertain to such pages and exhibits.

II. Background/History

The original development plan for the PDA Site was approved by the BRA on January 6, 1972 and by the Boston Zoning Commission on January 31, 1972, effective on February 16, 1972. The PDA Site is currently developed with two high-rise apartment buildings with underground parking, a medical office building with below-grade parking at 50 Staniford Street, a one-story commercial/retail building on Staniford Street, the approximately 150-unit Amy Lowell apartment building on Martha Road, a five-story, 650-space above-grade parking garage, a one-story wooden structure formerly used as the Boston Children's School Annex, and resident outdoor recreational facilities, including a swimming pool and tennis courts. The PDA Site has been built out in accordance with the original 1972 development plan.

III. PDA Site Description

The PDA Site is an approximately 9.2-acre parcel of land bordered by Martha Road, Lomasney Way, Staniford Street, and Thoreau Path. A legal description of the PDA Site is attached hereto as Exhibit A; PDA Site is depicted on the plan attached hereto as Exhibit B.

IV. Proponent

The Project Proponent is Equity Residential, the entity that controls Charles River Park "D" Company, the legal owner of the Project Site.

V. Underlying Zoning

The PDA Site is located within an H-3 (Residential, Apartments) district and within Subdistrict M of the Downtown Interim Planning Overlay District (IPOD). It is also located within the West End Land Assembly and Renewal Project Area, and is therefore also governed by the 1957 West End Urban Renewal Plan, which establishes the basic guidelines for land use and development in the West End Project Area. The PDA Site is located within an area where PDAs are allowed under the Code.

VI. Proposed Uses

The proposed uses for the PDA Site may include one or more of the uses as set forth on Exhibit E attached hereto, including: multi-family residential; residential management office, common area and amenity space; office; retail; parking garage; swimming pool; tennis courts; ice skating rink; kiosk; private grounds for games and sports accommodating spectators; private club; restaurant; service establishments; and accessory newsstand.

VII. Access to Public Transportation

The PDA Site is located within convenient walking distance to a wide variety of public transportation alternatives. MBTA Green and Orange Line rapid transit services are located within one-quarter mile of the PDA Site, with both Orange and Green Line service at North Station and Green Line service at Science Park. Within approximately a half mile from the PDA

Site are the Charles/MGH Station on the MBTA Red Line, Bowdoin Station on the Blue Line, and Haymarket Station, which provides connection to MBTA Green and Orange Lines and local/regional bus services.

North Station provides commuter rail service to the north on the Fitchburg, Lowell, Haverhill, and Newburyport/Rockport Commuter Lines. In addition, the EZRide Shuttle bus provides commuters with connections between North Station and destinations in Cambridge, including Cambridgeport, the Massachusetts Institute of Technology (MIT) northwest campus, Kendall Square, and Lechmere. The EZRide Shuttle bus runs approximately every 20 to 30 minutes between 6:20 am and 10:46 pm, Monday through Friday. Local MBTA bus route #4 is located within one-quarter mile of the PDA Site, providing connections between North Station, South Station, and the South Boston Waterfront.

VIII. Existing Longfellow Place

A. Dimensions of Existing Longfellow Place

The dimensions of the existing Longfellow Place are as follows:

Structure	Gross Floor Area	Lot Coverage Area	Maximum Height¹
Office Building	214,251 square feet	27,084 square feet	148 feet
Towers 1 & 2	855,776 square feet	23,888 square feet	Tower 1 – 340 feet Tower 2 – 342 feet
Garage Structure	264,936 square feet	49,933 square feet	70 feet
Retail Stores	11,241 square feet	11,241 square feet	N/A
Elderly Building	101,515 square feet	9,313 square feet	115 feet
Kiosk	1,000 square feet	1,000 square feet	N/A

B. Location and Appearance of Structures – Existing Longfellow Place

The location and appearance of the structures for the Existing Longfellow Place are shown on the plans listed in Exhibit F.

¹ Measured from the mean elevation of abutting sidewalks.

Outside of the Project, no changes are being made to the location or appearances of structures at the PDA Site.

C. Open Spaces and Landscaping – Existing Longfellow Place

The open spaces and landscaping of the Existing Longfellow Place are as shown on a plan entitled “Site Plan”, dated November 15, 1971 and submitted to the BRA in connection with the original PDA Plan.

D. Parking, Access and Loading Facilities – Existing Longfellow Place

Traffic circulation for the Existing Longfellow Place is provided by the public streets contiguous with the PDA Site, with access to the office building (50 Staniford Street) from Staniford Street, access to and egress from tower buildings (the Longfellow Towers) on Staniford Street, and access to and egress from housing for the elderly (Amy Lowell Apartments) on Martha Road.

The PDA Site has parking garage space for 1,200 cars. Loading is shown on the plan entitled “Site Plan”, dated November 15, 1971 and submitted to the BRA in connection with the original PDA Plan.

IX. Project

A. Project Overview

The PDA Site is currently developed with two high-rise apartment buildings with underground parking, a non-institutional medical office building with below-grade parking at 50 Staniford Street, a one-story commercial/retail building on Staniford Street, the approximately 150-unit Amy Lowell apartment building on Martha Road, a five-story, 650-space above-grade parking garage, a one-story wooden structure formerly used as the Boston Children’s School Annex, and resident outdoor recreational facilities, including a swimming pool and tennis courts. The Proponent proposes to demolish the existing above-grade garage and vacant one-story wooden structure and construct in their place a 44-story building with approximately 470 units of housing with a below-grade parking garage with approximately 830 spaces (650 of which are replacement spaces).

B. Proposed Project Dimensions

The dimensions of the PDA Site and the Project are set forth below.

Dimensions	Existing Longfellow Place PDA ²	Proposed Project	Combined
PDA Site	399,828 ³ square feet	131,551 square feet (within PDA Site)	399,828 square feet
Maximum Gross Floor Area, ⁴ excluding accessory parking	1,448,719 square feet	528,329 square feet	1,712,112 square feet
Maximum FAR	3.65	4.02 (of Project Site) 1.33 (of PDA Site)	4.31
Maximum Height	35 stories (340 feet)	44 Stories (447 feet ⁵)	N/A
Lot Coverage	30.50% (122,459 square feet)	11.5% of Project Site/ 3.8% of PDA Site (15,075 square feet)	21.9% (87,601 square feet)
Open Space	355,475 square feet	109,606 square feet	386,700 square feet
Parking	1,200 spaces	830 spaces (650 replacement/180 new)	1,380 spaces

C. Location and Appearance of Structures – Project

The Project will be located on approximately three acres of land within the PDA Site, bordered by Martha Road, Lomasney Way, and the MBTA Green Line portal to the north, the O’Neill Federal Building and 150 Staniford Street to the east, Longfellow Place to the south, Hawthorne Place to the southwest, Thoreau Path to the west, and 55 and 65 Martha Road to the northwest, all as more specifically depicted on the Project Site Plan attached hereto as Exhibit C.

² It is not entirely clear how the dimensions in the original PDA plan were calculated, as the Code has been updated significantly the adoption of the original PDA plan in 1971. This Amended and Restated Plan carries the dimensions as set forth in the original PDA plan without adjustment or modification.

³ When first approved, the PDA Site was comprised of 401,448 square feet. In 1996, 1,620 square feet of the PDA Site was taken by the Commonwealth of Massachusetts in connection with the widening of Martha Road. With respect to the Existing Longfellow Place, this Amended and Restated PDA Plan carries the dimensions set forth in the original PDA Plan, which were generated based on the square footage of the PDA Site at the time the original PDA Plan was adopted.

⁴ Calculated in accordance with Article 2A of the Code.

⁵ Exclusive of mechanical penthouse and associated enclosures.

The Project is a 44-story building, up to 447 feet in height (excluding mechanical penthouse). It will provide up to 543,000 square feet of development above grade, which will include approximately 520,000 square feet of residential space and approximately 470 residential units. The Project will also include approximately 20,000 square feet of common area and approximately 2,300 square feet of retail space. There will be approximately 367,000 square feet of below-grade parking to accommodate approximately 842 parking spaces.

Plans showing the location and appearance of the Project are attached hereto as Exhibit D.

D. Open Spaces and Landscaping – Project

The Project will create approximately an acre of new open space for a total of 2.52 acres of open space on the Project Site. This open space will include planting areas, pedestrian walkways, sidewalks, and recreation areas. The Project Site will be landscaped to improve and enhance the pedestrian circulation between the heart of the West End, North Station, TD Garden, and the surrounding neighborhood.

E. Parking, Access, and Loading Facilities – Project

The Project will replace the existing 650-space above-grade garage with a new approximately 830-space underground parking garage for residential, employee and public use. The below grade parking garage will be approximately 367,000 square feet. The Project garage will be accessed via four entrance and exit lanes, including two on Lomasney Way and two on Martha Road. The Project will maintain the existing vehicular connection between the new parking garage and the existing Longfellow Place garage. The Project will incorporate a short-term pickup/drop-off area adjacent to the Project Site along Lomasney Way to accommodate up to two vehicles, such as taxis.

All trash, loading, and move-in/move-out activities will occur onsite within an enclosed loading area adjacent to the existing Longfellow Place service area, which is located beneath the courtyard of the adjacent West End Place development. Access to the service area will be provided on Lomasney Way via an existing driveway between the Project Site and West End Place.

F. Green Building – Project

The Project will comply with Article 37, Green Buildings, of the Code. The Proponent has incorporated the LEED Building Rating System criteria in the design of Project. As a result, the Project has been designed to meet LEED standards, and incorporates the following Green Building Attributes:

- Sustainable Sites Credit with respect to site location, development density and community connectivity, public transportation access, Brownfield Redevelopment, bicycle storage and changing rooms, low emitting and fuel efficient vehicles, open space maximization, parking capacity, storm water design, reducing heat island effect;

- Water Efficiency Credit with respect to efficient landscaping and water use reduction;
- Energy Atmospheric Credit with respect to optimizing energy performance, enhanced commissioning, and measurement and verification;
- Materials and Resources Credit with respect to construction waste management and reuse of materials, use of recycled content and regional materials;
- Indoor Environmental Quality Credit with respect to air delivery monitoring system, construction IAQ Management Plan, use of low emitting materials, controllability of lighting and thermal systems, and daylight and views.

G. Affordable Housing

The Project will provide affordable housing consistent with the Inclusionary Development Policy dated 2007.

H. No Duty to Develop Project

Nothing in this Development Plan shall be construed as an undertaking by the Proponent to construct or complete the Project. If and to the extent that the Project is undertaken by the Proponent, the sole obligation of the Proponent is to adhere to the provisions of the Development Plan and the Article 80B documents applicable to such project, to the extent provided herein.

X. Subdivision of PDA Site:

This PDA Plan constitutes approval for any subdivision, re-subdivision, or condominium creation, provided that the Proponent (or its successors in interest) shall give written notification to the BRA's Director of any such subdivisions, re-subdivisions, or condominium creation, and assignments of responsibilities.

XI. Development Review Procedures:

All design plans for the Project are subject to ongoing development review and approval of the BRA. Such review is to be conducted in accordance with Article 80 of the Code and the BRA Development Review Guidelines, dated 2006.

EXHIBITS

Exhibit A – Legal Description of PDA Site

Exhibit B – PDA Site Plan

Exhibit C – Project Site Plan

Exhibit D – Project Plans

Exhibit E – Allowed Uses

Exhibit F – List of Existing Longfellow Place Plans

Exhibit A – PDA Site Description

BEGINNING AT A STONE BOUND WITH PIN IN LEAD FOUND AT THE SOUTHWEST END OF A CURVE FORMING THE INTERSECTION OF STANIFORD STREET AND WILLIAM CARDINAL O'CONNELL WAY, SAID POINT BEING THE POINT OF BEGINNING;

THENCE BY SAID WILLIAM CARDINAL O'CONNELL WAY THE FOLLOWING COURSES:

N76°00'31"W A DISTANCE OF 251.40 FEET A POINT;

ALONG A CURVE HAVING A RADIUS OF 20.00 FEET, A DISTANCE OF 27.65 FEET TO A POINT;

N03°11'54"E A DISTANCE OF 234.64 FEET TO A POINT;

ALONG A CURVE HAVING A RADIUS OF 60.00 FEET, A DISTANCE OF 80.16 FEET TO A POINT;

N73°21'08"W A DISTANCE OF 75.03 FEET TO A POINT;

THENCE BY LAND NOW OR FORMERLY OF HAWTHORNE PLACE CONDOMINIUM THE FOLLOWING COURSES:

N15°04'19"E A DISTANCE OF 78.85 FEET TO A POINT;

N06°43'06"W A DISTANCE OF 108.63 FEET TO A POINT;

N06°22'59"W A DISTANCE OF 37.51 FEET TO A POINT;

N15°04'19"E A DISTANCE OF 231.50 FEET TO A POINT;

N74°55'41"W A DISTANCE OF 80.00 FEET TO A POINT;

N15°04'19"E A DISTANCE OF 123.53 FEET TO A POINT;

N74°55'41"W A DISTANCE OF 230.51 FEET TO A POINT;

THENCE N15°04'19"E BY LAND NOW OR FORMERLY OF THE BOSTON SYNAGOGUE, A DISTANCE OF 130.00 FEET TO A POINT;

THENCE N36°16'06"W BY SAID LAND NOW OR FORMERLY OF THE BOSTON SYNAGOGUE, A DISTANCE OF 24.01 FEET TO A POINT;

THENCE BY AMY COURT THE FOLLOWING COURSES:

ALONG A CURVE HAVING A RADIUS OF 40.00 FEET, A DISTANCE OF 76.23 FEET TO A POINT;

ALONG A CURVE HAVING A RADIUS OF 20.00 FEET, A DISTANCE OF 24.62 FEET TO A POINT;

N15°04'19"E A DISTANCE OF 35.57 FEET TO A POINT;

THENCE ALONG A CURVE FORMING THE INTERSECTION OF AMY COURT AND MARTHA ROAD, HAVING A RADIUS OF 20.00 FEET, A DISTANCE OF 31.52 FEET TO A POINT;

THENCE BY MARTHA ROAD THE FOLLOWING COURSES:

S74°37'20"E A DISTANCE OF 38.41 FEET TO A POINT;

ALONG A CURVE HAVING A RADIUS OF 976.00 FEET, A DISTANCE OF 74.45 FEET TO A POINT;

S70°15'07"E A DISTANCE OF 31.78 FEET TO A POINT;

S64°31'00"E A DISTANCE OF 179.91 FEET TO A PIN LEAD;

S55°12'25"E A DISTANCE OF 46.02 FEET TO A PIN IN LEAD;

THENCE BY LOMASNEY WAY THE FOLLOWING COURSES:

S36°04'41"E A DISTANCE OF 135.48 FEET TO A POINT;

S35°00'08"E A DISTANCE OF 29.69 FEET TO A POINT;

S36°02'51"E A DISTANCE OF 73.73 FEET TO A POINT;

THENCE BY LAND NOW OR FORMERLY OF THE TRUSTEES OF WEST END PLACE CONDOMINIUMS THE FOLLOWING COURSES:

S15°04'19"W A DISTANCE OF 154.39 FEET TO A POINT;

N74°55'41"W A DISTANCE OF 56.00 FEET TO A POINT;

S15°04'19"W A DISTANCE OF 183.00 FEET TO A POINT;

S74°55'41"E A DISTANCE OF 329.61 FEET TO A POINT;

THENCE S19°47'42"W BY SAID STANIFORD STREET, A DISTANCE OF 121.87 FEET TO A POINT;

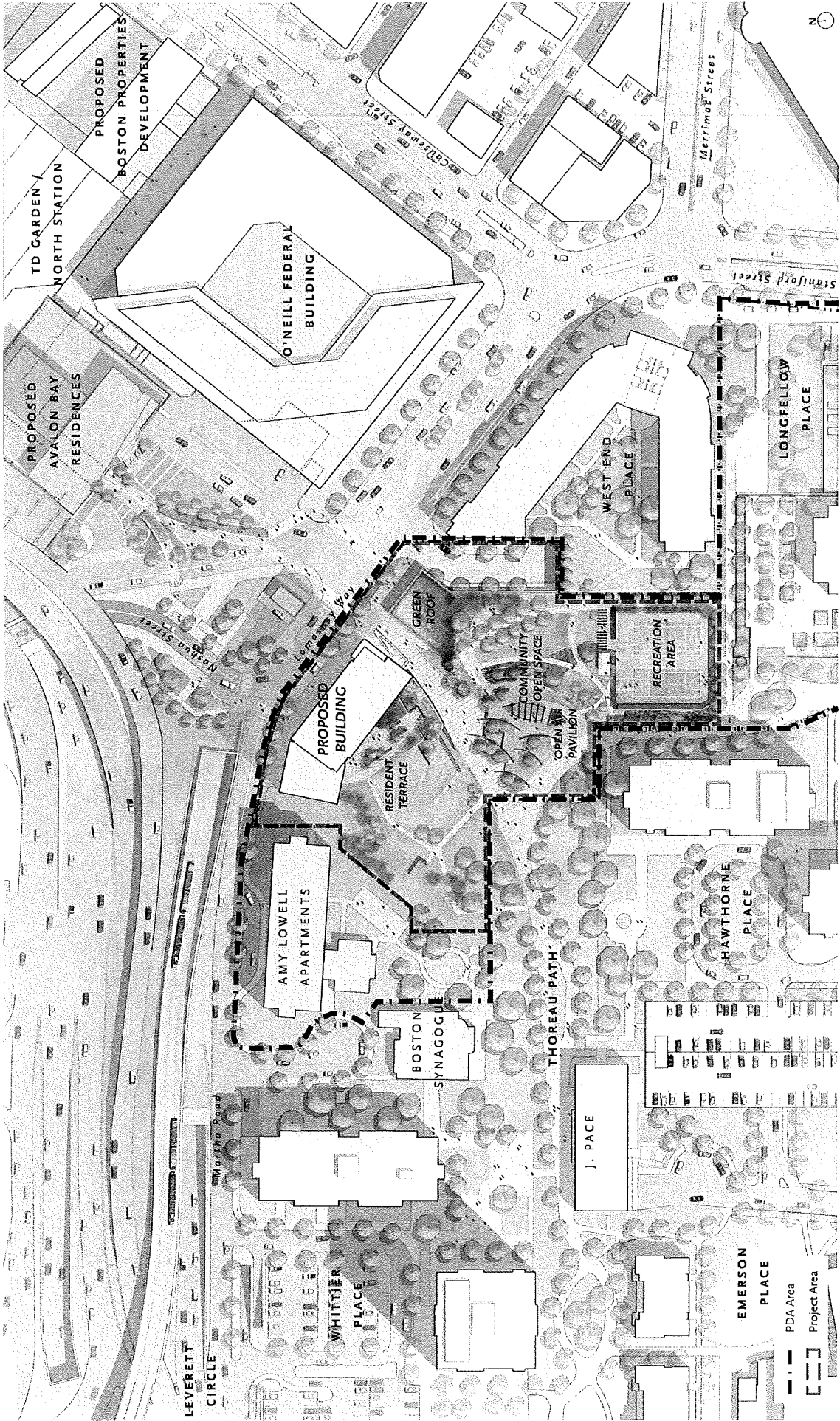
THENCE BY SAID STANIFORD STREET, ALONG A CURVE HAVING A RADIUS OF 1223.00 FEET, A DISTANCE OF 461.56 FEET TO A POINT;

THENCE ALONG THE CURVE FORMING THE INTERSECTION OF SAID STANIFORD STREET AND SAID WILLIAM CARDINAL O'CONNELL WAY, HAVING A RADIUS OF 17.64 FEET, A DISTANCE OF 32.58 FEET TO THE POINT OF BEGINNING.

CONTAINING 399,440 SQUARE FEET MORE OR LESS.

EXHIBIT B – PDA SITE PLAN

EXHIBIT C – PROJECT SITE PLAN



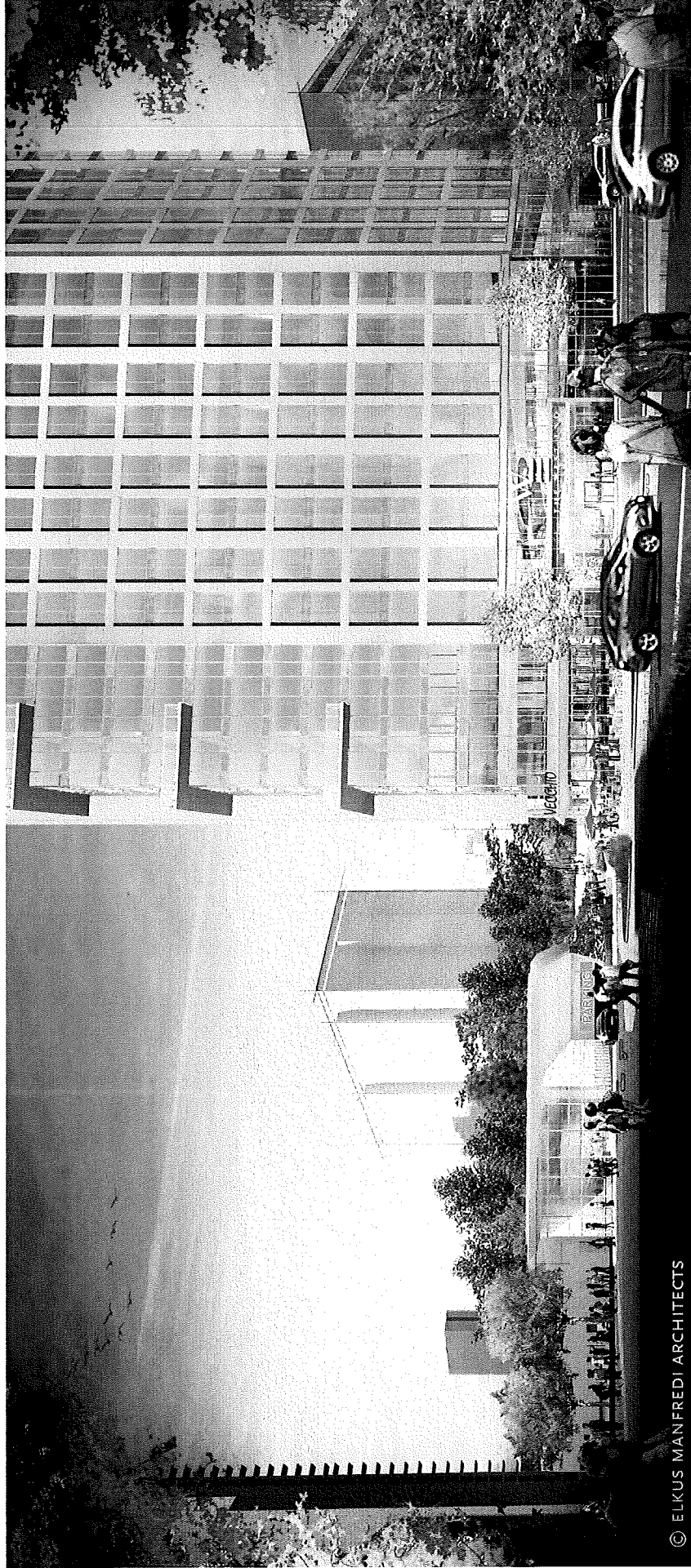
Amended and Restated Development Plan, Planned Development Area No. 7
 Areas F and 2A, West End Project, Boston, Massachusetts October 7, 2015

ELKUS | MANFREDI ARCHITECTS



landmarks architect

EXHIBIT D – PROJECT PLANS



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*BUILDING IN NASHUA STREET,
PARK NOT SHOWN FOR CLARITY

Amended and Restated Development Plan, Planned Development Area No. 7
Areas F and 2A, West End Project, Boston, Massachusetts October 7, 2015

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ARCHITECTS

Exhibit D-1
Perspective View from Nashua Street



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Amended and Restated Development Plan, Planned Development Area No. 7
Areas F and 2A, West End Project, Boston, Massachusetts October 7, 2015

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Exhibit D-2
Perspective View from Zakim Bridge

Exhibit E – Allowed Uses

- Multi-family residential
- Residential management office, common area and amenity space
- Elderly housing
- Office
- Medical office (non-institutional)
- Retail
- Parking garage
- Swimming pool
- Tennis courts
- Ice skating rink
- Kiosk
- Private grounds for games and sports accommodating spectators
- Private club
- Restaurant
- Service establishments
- Accessory newsstand
- Public art

Exhibit F – List of Existing Longfellow Place Plans

<u>Drawing No.</u>	<u>Name</u>
2	Site Plan
2A	Site Plan Zoning Analysis
3	Topographical Site Plan
4-AT1	Underground Parking Cellar Level
5-AT2	Underground Parking Main Entry Level
6-AT3	Tower No. 1 Mezzanine Level
7-AT4	Tower No. 2 Mezzanine Level
8-AT5	Tower No. 1 and No. 2 Typical Floor Plan 1 st Floor Thru 29 th
9-AT6	Tower No. 1 and No. 2 Typical Floor Plan 30 th Thru 35 th
10-AT7	Tower No. 1 and No. 2 Stairs and Bulkhead Plans, Sections and Details
11-AT8	Tower No. 1 and No. 2 Section and Elevation
12-AT9	Tower No. 1 and No. 2 Elevations-South, East and West
13-GS1	Garage Structure First Floor Parking Level
14-GS2	Garage Structure Second Floor Parking Level
15-GS3	Garage Structure Third Floor Parking Level
16-GS4	Garage Structure Fourth Floor Parking Level
17-GS5	Garage Structure Fifth Floor Parking Level
18-GS6	Garage Structure Roof Plan and Bulkhead Plan
19-GS7	Garage Structure Elevations and Sections
20-OB1	Office Building First Cellar Plan
21-OB2	Office Building Entrance Level Plan
22-OB3	Office Building Typical Floor Plan 2 nd Thru 10 th Floors

23-OB4	Office Building Elevations
24-OB5	Office Building Cross Section Thru Building
25-BE1	Building for Elderly Perspective
26-BE2	Building for Elderly Basement Floor Plan
27-BE3	Building for Elderly First Floor Plan
28-BE4	Building for Elderly Typical Floor Plan
29-BE5	Building for Elderly 1-Br. Apt. Furniture Layout
30-BE6	Building for Elderly Cross Section

All of the above drawings are revised through November 15, 1971, with the exception of Drawing No. 2A which is revised through November 22, 1971.