

FACT SHEET

Development Plan
and
Development Impact Project Plan
for
Planned Development Area No. 40

World Trade Center Boston

Developer: Commonwealth Flats Development Limited Partnership

Architects,
Consultants: The architects and planners for the
Project are as follows:

Architects: CBT/Childs, Bertman, Tseckares and
Casendino, Inc.
306 Dartmouth Street
Boston, MA

Planning Consultants: Skidmore,
Owings & Merrill
220 East 42nd Street
New York, NY 10017

Project Site: The proposed Project is located on the southerly
side of Northern Avenue in the area known as the
Commonwealth Flats in South Boston between B
Street and D Street (the "Project Site"). Viaduct
Street, which bifurcates the Project Site on the
north-south axis, is elevated approximately thirty
(30) feet above grade. A copy of a Site Plan is
attached hereto.

Development
Proposal:

The Project will encompass the construction on the
Project Site of up to three new buildings ranging
in height from approximately one hundred sixty-two
(162) feet to approximately two hundred and forty-
five (245) feet, as shown on the plans and
drawings submitted with the Development Plan to
the Boston Redevelopment Authority (the
"Development Plan"). In accordance with the
requirements of Article 3, Section 3-1A.a. and
Article 26A of the Boston Zoning Code (the "Zoning
Code"), the Development Plan sets forth
information on the development of the Project,
including the proposed location and appearance of

structures, open spaces and landscaping, the proposed uses, densities and dimensions of structures, traffic circulation, parking and loading facilities and other major elements of the Project. The proposed uses of the Project include, without limitation, office, hotel, exhibition and conference, restaurant and retail space. None of the existing structures on the Project Site will be retained. WTC West, to be located directly southwest of Northern Avenue and Viaduct Street, will be constructed to a height of approximately two hundred forty-five (245) feet including approximately 580,000 s.f. of space primarily consisting of office and retail uses and 500 parking spaces below grade. The proposed three hundred and seventy-five (375) room, approximately one hundred sixty-two (162) foot WTC Hotel will be located immediately adjacent to Viaduct Street. The approximately two hundred thirty (230) foot WTC East, to be located adjacent to the WTC Hotel, will contain approximately 480,000 s.f. of space consisting primarily of office and retail uses. WTC Hotel and WTC East will be separated by Seaport Lane, a pedestrian way and service drive. The Project will contribute to the City's supply of open space through the creation of a landscaped open space area at the intersection of Northern Avenue and D Street and a multi-level open space area known as Viaduct Plaza. (Heights are expressed in terms of Zoning Code provisions).

Estimated

Project Cost: The estimated cost for the Project is three hundred and fifty to four hundred million (\$350-400,000,000) dollars.

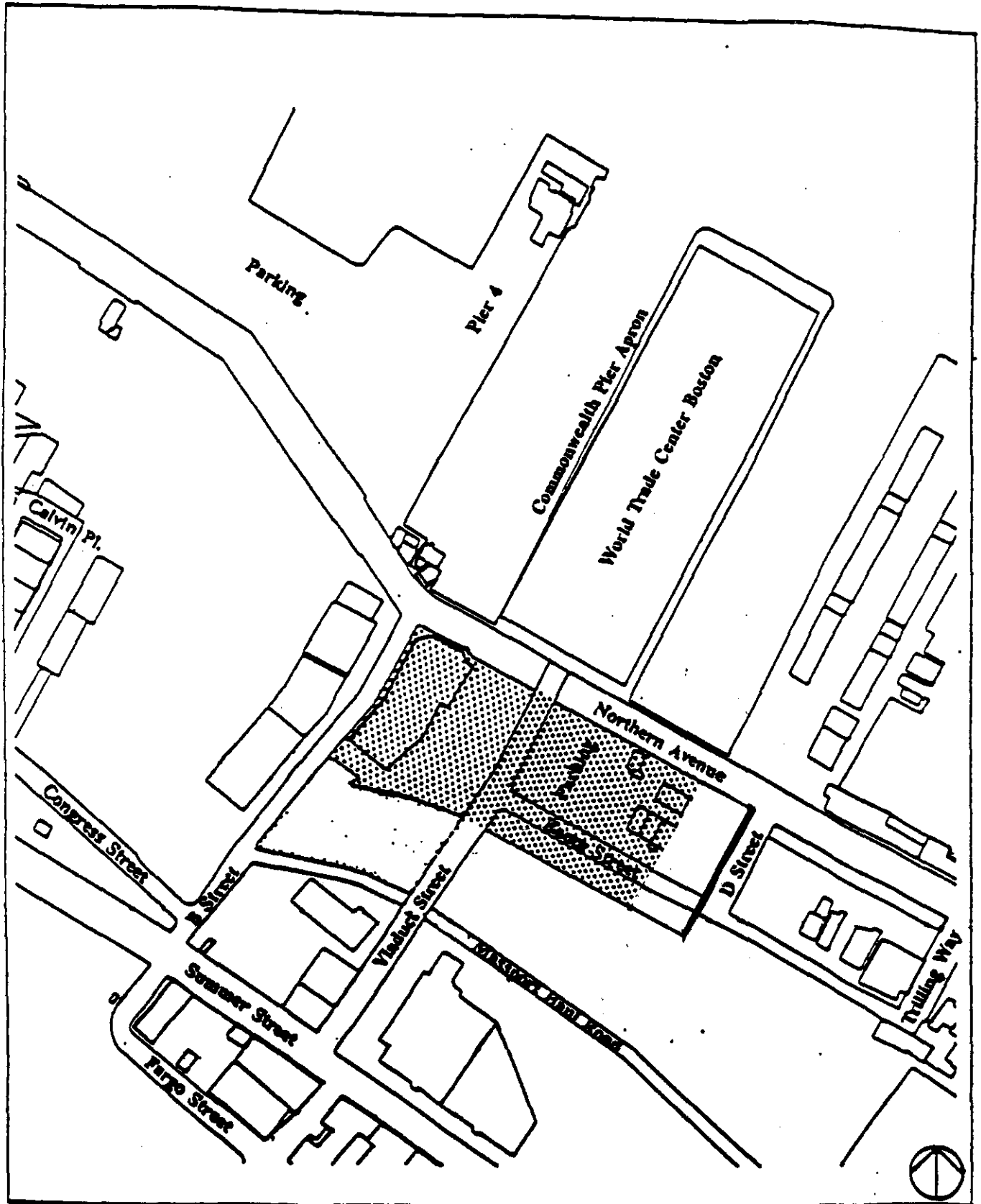
Existing
Zoning:

The proposed Planned Development Area ("PDA") is located in an area designated for the establishment of PDAs under the proposed Fort Point Waterfront Zoning, Article 42E of the Zoning Code.

Zoning
Exceptions:

Zoning exceptions will not be required for the Project as described in the Development Plan under the proposed Article 42E.

WTCB Site and Surrounding Area



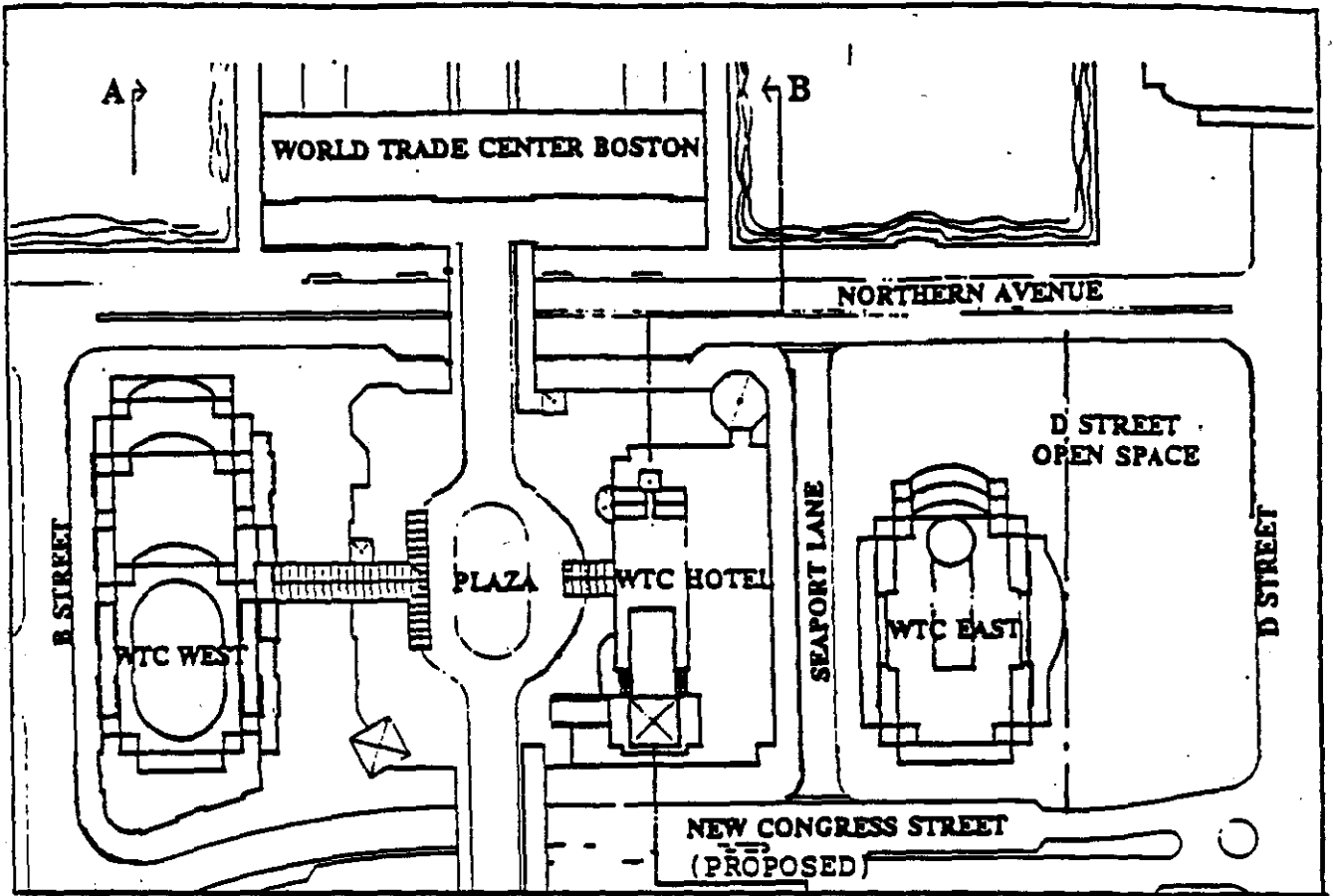


EXHIBIT A

DEVELOPMENT TEAM

The John Drew Company:

Bayside Exposition Center and Apparel Mart

Constitution Plaza

Horticultural Hall

Fidelity Properties, Inc.:

7 Water Street

27 State Street

82 Devonshire Street

40 Water Street

55 Congress Street

177 State Street

15 State Street

45 Milk Street

315 Congress Street

100 Franklin Street

The names and addresses of the financially involved participants that form part of the development team are as follows:

Commonwealth Flats Development Limited

Partnership, a Massachusetts Limited Partnership

c/o The John Drew Company, Inc.

World Trade Center Boston

Boston, Massachusetts 02210

EXHIBIT B

LEGAL DESCRIPTION

A portion of lands now or formerly of the Massachusetts Port Authority, lying southerly of Northern Avenue, westerly of "D" Street Extension, northerly of Summer Street, and easterly of "B" Street Extension, in the City of Boston, Suffolk County, Massachusetts, more particularly described as follows:

Beginning at a point lying N61° 19' 13" W, one hundred fifty and 01/100 (150.01) feet of the point of intersection of the southern sideline of Northern Avenue and the westerly sideline of "D" Street Extension, an 80.00 foot wide public easement as described in Plan Book 10437, Page 32, Land Records of the Suffolk Registry, Suffolk County, Massachusetts; thence

S28°40'47"W across lands now or formerly of the
Massachusetts Port Authority three hundred
eighty-nine and 00/100 (389.00) feet; thence

N61°19'13"W across said lands five hundred and nineteen
10/100 (519.10) feet to the point of tangency
of a circular curve concave southerly; thence

Southwesterly across said lands and along the arc of said
curve, having a radius of five hundred
ninety-five and 58/100 (595.58) feet, a

distance of two hundred sixty-eight and 89/100 (268.89) feet to the easterly line of lands described in Deed Book 9422, Page 295, Land Records of the Suffolk Registry, Suffolk County, Massachusetts; thence

N54°25'33"E

along said described lands sixty-one and 08/100 (61.08) feet; thence

N49°17'19"W

along said described lands one hundred twenty-two and 03/100 (122.03) feet to the easterly sideline of "B" Street Extension (a 25.00 foot wide private street); thence along said "B" Street Extension the following two (2) courses:

N40°42'41"E

one hundred forty-seven and 97/100 (147.97) feet; thence

N29°45'12"E

two hundred twenty-three and 54/100 (223.54) feet to the southerly sideline of Northern Avenue (a 100.00 foot wide public street); thence

S61°19'13"E along said southerly sideline eight hundred thirty-six and 73/100 (836.73) feet to the point of beginning.

Containing 332,766± square feet, or 7.639 acres, more or less.

Said lands contain portions of Rāmp Street, a 50.00 foot wide private easement as described at Deed Book 10437, Page 24, and of Viaduct Street, a 60.00 foot wide private easement, as shown at Plan Book 10437, Page 32, of the Land Records of the Suffolk Registry, Suffolk County, Massachusetts.

EXHIBIT C

LIST OF DRAWINGS

Drawings from 1990 Development Plan

NO.

S-1. Existing Conditions property Map (dated December 12, 1990)*

[1 and 2 intentionally omitted]

3. WTC East Ground Level Plan

4. WTC East 30 Feet Above Ground Level and Low Rise Level Plan

5. WTC East High Rise and Roof Level Plan

6. WTC East Elevations

7. WTC East Elevations

8. WTC East Section

[9 through 21 intentionally omitted]

22. WTC West 10 Feet Below Ground Level Plan

23. WTC West Ground Level and 17 Feet Above Ground Level Plan

24. WTC West 30 Feet Above Ground Level and Low Rise Plan

25. WTC West High Rise and Roof Plan

26. WTC West Sections

27. WTC West Elevations

28. WTC West Elevations

*All other drawings dated November 29, 1990

Stubbins Associates Drawings for WTC Hotel dated October 31, 1994

NO.

1. Context Plan

2. Parking Level P-3
3. Parking Level P-2
4. Parking Level P-1
5. Lobby Floor Plan
6. Mezzanine Plan
7. Plaza Floor Plan
8. Fifth Floor Plan
9. Hotel Floor Plans
- [10 intentionally omitted]
11. Elevations: Hotel
12. Elevations: Hotel
13. Building Sections

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EXHIBIT D

PERMITTED USES

1. Open Space/Recreational Uses

Open space for active or passive recreational use or dedicated to the conservation of natural resources, including but not limited to the waterways areas, beaches, reservations, parks, public gardens, and playgrounds; nonprofit sailing center or other public recreational facility operated by a nonprofit organization; publicly accessible garden conservatory or botanical garden.

2. Community Uses and Cultural Facilities

Library, museum, gallery, concert hall, legitimate theater, auditorium, performance space, aquarium, or historical exhibit open to public generally; Community center or community service facility; Day care center, family care center or nursery school.

3. Hotel Uses

Hotel, conference and meeting facilities, restaurant, lounge, bar, store primarily serving the retail needs of hotel, conference, and meeting guests, health club, swimming pool, parking garage, storage and office use accessory to hotel use. Motor vehicle rental agency accessory to a hotel.

4. Office Uses

Office of professional persons, not accessory to a main use;
Clinics, medical or dental offices, health maintenance organizations;
Real estate, insurance, financial service institution, or other agency or government office;
Office or display or sales space of a wholesale, jobbing, or distributing house, provided that the office or display or sales space of the wholesale, jobbing, or distributing house is associated with a Water-Dependent Use;
Office building, post office, bank (other than drive-in bank), or similar establishments.

5. Research Center Uses

Laboratories and facilities for teaching and for theoretical, basic, and applied research, product development and testing, prototype fabrication, or production of experimental products; the keeping of marine life or laboratory animals incidental to a research or development use; storage and office use accessory to a research or development use. Design, development, manufacture, compounding, packaging, processing, fabrication, altering, assembly, repair, servicing, renting, testing, handling, or transfer of products as would be included in research and development uses, consistent with the provisions of Subsection 36-4.1.

6. Local Retail/Service Uses

Store primarily serving the local retail business or service needs of the neighborhood and harbor/waterfront users, including but not limited to chandlery, barber shop, beauty shop, shoe repair shop, self-service laundry, pick-up and delivery station of laundry or dry cleaner, tailor shop; hand laundry; Video or film production studio, framer's studio, caterer's establishment, photographer's studio, key and lock shop, express mail operation and drop box, ticket outlet; Store retailing one or more of the following but not limited to:
food, baked goods, groceries, drugs, tobacco products, clothing, dry goods, books, film, video, art, flowers, paint, hardware, and small household appliances.

7. General Retail Uses

Department store, furniture store, general merchandise mart, or other store serving the general retail business needs of a major part of the city, including accessory storage.

8. Restaurant Uses

Lunchroom, restaurant, cafeteria, or other place for the service or sale of food or drink for on-premises consumption, including outdoor cafes;

Place for sale and consumption of food and beverages (other than drive-in restaurants) providing dancing or entertainment or both;

Pushcart food vendors.

9. Educational Uses

Marine research and/or training institute for educational institution provided that water access is required for the facility or its operation.

10. Public Service Uses (subject to St. 1956, Chapter 665, Section 2)

Public service pumping station, public service substation, automatic telephone exchange, fire station, police station;

Flood, water level, or tidal control facility;

Cable conduit, pipeline crossing, storm-water outlet, or other similar utility structure.

11. Transportation Uses

Public transportation facility, bus station, trolley station.

12. Place of Worship

Place of worship; monastery; convent; parish house.

13. Exhibition and Conference Center Space

Exhibition hall, conference center, meeting facilities, auditorium.

14. Art Uses/Artists' Mixed Use

15. Accessory and Ancillary Uses

Any of the following uses accessory or ancillary to an allowed use, subject to the limitations and restrictions of Article 10:

- (i) any use accessory or ancillary to, and ordinarily incident to, a lawful main use; provided that such use is not specifically

forbidden in the district; and provided further that any such use shall be subject to the same restrictions, conditions, limitations, provisos and safeguards as the use to which it is accessory.

- (ii) an office, within a main building, of an accountant, architect, attorney, dentist, physician, or other professional person who resides in such building.
- (iii) an occupation for profit customarily carried on in a dwelling unit by a person residing therein provided that such occupation is carried on in a main building and requires only equipment ordinarily incident to a dwelling unit and that no nonresident help is employed and that there is no trading in merchandise.
- (iv) the keeping of marine life or laboratory animals incidental to a lawful educational, research center, aquarium, or institutional use.
- (v) as accessory uses to hotel uses, restaurants, conference facilities, retail and service establishments serving guests and visitors and other uses incidental to the operation of a hotel;
- (vi) as accessory uses to research center uses, restaurant, office, and other uses incidental to the operation of such research center uses;
- (vii) the storage of flammable liquids and gases incidental to a lawful use.
- (viii) permanent dwellings for personnel required to be resident on a Lot for the safe and proper operation of a lawful main use.
- (ix) day care center.
- (x) health club facility, tennis court, swimming pool.

16. Open space/Recreational Uses

Recreational building (other than a nonprofit sailing center, other public recreational facility operated by a nonprofit organization, or

publicly-accessible garden conservatory or botanical garden) or an Open Space area that is necessary and/or appropriate to the enhanced enjoyment of the particular Open Space area and is open to the public

17. Take-Out Restaurant Uses.

In a structure, sale over the counter, not wholly incidental to a local retail business or restaurant use, of food or drink prepared on-premises for off-premises consumption or for on-premises consumption if, as so sold, such food or drink is ready for take-out, provided that a use under this Paragraph 17 shall be conditional if any portion of such use, including signage, faces directly onto Northern Avenue.

18. Parking Uses

Parking garage and uses accessory thereto including car wash, valet service and automobile repair provided that such accessory uses are located entirely within such parking garage.

EXHIBIT E
CALCULATION OF LINKAGE CONTRIBUTIONS

Housing Contribution Grant:

Total gross square footage of uses enumerated in Table D of Article 26A of the Code	1,305,000 gsf
Less exemption	100,000 gsf
Net gross square footage for purposes of payment	1,205,000 gsf
	<u> x \$5.00</u>
Total Housing Contribution Grant	\$6,025,000.00

Jobs Contribution Grant:

Total gross square footage of uses included in Table E of Article 26B of the Code	1,305,000.00 gsf
Less exemption	100,000 gsf
Net gross square footage for purposes of payment	1,205,000 gsf
	<u> x \$1.00</u>
Total Jobs Contribution Grant:	\$1,205,000.00

EXHIBIT F

Schedule of Public Benefits

The World Trade Center Boston project as planned contributes to the revitalization of the Fort Point Waterfront Area through the following benefits:

Job Benefits:

- o The project will create 5,500 permanent jobs, in addition to the 2,200 jobs at existing WTC. The project will contribute nearly \$200 million in annual salaries to the area's economy.
- o The project will create a total of approximately 1,300 construction jobs.
- o The project will create \$1.2 million in job linkage funds, under the current formula. The WTCB will recommend to the City of Boston Jobs Trust that 50 percent of these funds be used to support job training programs at EDIC and the Boston Technical Center, and the remaining 50 percent be used to provide programs for the placement of Boston residents in permanent jobs at the WTCB complex and other businesses in the Fort Point area. Options to be pursued include the creation of a referral system for Boston residents through the new Seaport Association, and development of a South Boston vendor listing to encourage businesses in the area to purchase materials and services from South Boston firms.

Housing Benefits:

- o The project will generate \$6.0 million in housing linkage payments for the City of Boston, under the current formula. WTCB will propose that at least 50 percent of these funds be reserved for a program to provide low-interest home improvement loans to South Boston residents. The balance of the funds would be available to the Neighborhood Housing Trust for creating affordable housing throughout the City.

Tax Revenue Benefits:

The WTCB project will generate new direct annual tax revenues of approximately \$4.3 million for the City of Boston. In addition, sales and hotel occupancy taxes will be generated for the Commonwealth. The annual tax revenues are itemized as follows:

o	City of Boston Real Estate Taxes:	
	WTC East/Hotel/West	\$3,800,000
o	City Hotel Occupancy Taxes	\$ 500,000
o	State Hotel Occupancy Taxes	\$ 750,000
o	State Sales Taxes	\$1,000,000

Public Amenities and Maritime Related Benefits:

- o The WTCB project, with Massport, will provide for the design and construction of a public landscaped open space along the Northern Avenue waterfront at the corner of D Street. This 1.3 acre public square will provide an excellent location for accommodating seaport-related activities such as a proposed open air seafood market, as well as providing an area for viewing the Boston Fish Pier, the public WTCB docking area at the Commonwealth Pier, and various harbor activities and events. The obligation of WTCB under its agreement with Massport is to maintain the park once it is completed.
- o The WTCB project will provide a minimum of 4,000 square feet of day care facilities as part of the development. The proponent will make a contribution of \$120,000 to support neighborhood day care centers prior to the completion of the WTCB facilities.
- o WTCB will provide a 10 percent reduction in conference and meeting room fees to South Boston-based non-profit organizations and to maritime-related associations for events held at the World Trade Center.
- o WTCB will initiate creation of the Seaport Association, a non-profit organization that will promote the public and business activities in the Fort Point/Northern Avenue "Seaport District", enhance the maritime character of the area, and improve communication channels regarding the many public transportation and infrastructure projects scheduled to occur in the area. Initial discussions have begun with area property owners, businesses, and non-profit entities to establish the Seaport Association.
- o Exhibits will be developed and displayed in the lobbies and public areas of the WTCB facilities explaining the status and details of the major public projects underway or scheduled for the area. Examples of potential exhibits include an exhibit focusing on the Third Harbor Tunnel/Seaport Access Road; explaining design and construction schedules, project descriptions, construction techniques, etc.; and other

exhibits covering the Boston Piers Transitway, and the Boston Harbor water shuttle network.

- WTCB will work with the Fort Point Arts Community, Inc. to arrange for exhibits of its members' work to be displayed prominently in the WTCB hotel and office public lobbies and in the exhibition and conference center public areas.
- The WTCB project will generate revenues for Massport through the provision of lease payments. These revenues will provide Massport with monies to fund its maritime and port activities.
- The proponent will undertake several new activities to further enhance the maritime character of the area surrounding the project. These may include:
 - Funding and creation of a new "Boston Harbor Guide to Ferries and Excursions" in conjunction with The Boston Harbor Association.
 - Development of public viewing areas on the viaduct plaza.
 - Establishment of a reduced docking charge for pleasure craft landing at the WTCB public dock if they are patronizing area restaurants, shops and other public attractions.
 - Creation and erection of an exhibit within the project, that will showcase maritime-related products manufactured by Massachusetts firms.
 - Creation of an annual Seaport Festival for the area, which will feature tours and exhibits highlighting the maritime character of the area, and will include food booths offering the products of area seafood restaurants and retailers.
 - WTCB will initiate and explore with the new Seaport Association the potential for the creation of a weekly open-air seafood market, similar to the Haymarket produce market in Boston's North End. If such an open air market is established, the WTCB proponent will provide funding for the purchase of pushcarts for local fish vendors.
 - The leasing program for the WTCB office buildings will include special efforts to market space to maritime-related firms and associations.

Transportation and Transit Improvements:

- Shuttle Bus System - The WTCB will continue to provide one of Boston's most extensive private shuttle bus systems.
- WTCB Marine Terminal/North Station Water Shuttle - The proponent will take financial responsibility for the design and construction of the WTCB Marine Terminal, in order to encourage the establishment of a WTCB/North Station Water Shuttle route. This facility will operate in conjunction with a North Station Terminal, to be constructed by others. WTCB will construct its terminal upon completion of WTC East and WTC West, construction of the North Station Terminal, and concurrent with the establishment of the shuttle service.
- Water Taxi - Through the new Seaport Association, WTCB will take the lead in the creation of a committee to investigate the financial and operational requirements of an on-demand water taxi service.
- MBTA Transitway Envelope - In cooperation with Massport, the WTCB will provide to the MBTA a construction envelope for the Transitway through the lower levels of the future WTC South, when the building is constructed.

EXHIBIT G - PHASING PLAN

BUILDING PHASE	PUBLIC BENEFITS PROVISION (Pursuant to Exhibit F)	FACILITIES OF PUBLIC ACCOMMODATION PROVISION
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- | | | |
|---|---|--|
| <ul style="list-style-type: none"> • Project Commencement (start construction) | <ul style="list-style-type: none"> • Seaport Association • Exhibits on area public projects • Annual Seaport Festival • Meeting room fee discount for South Boston and maritime associations | |
| <ul style="list-style-type: none"> • WTC Hotel Open | <ul style="list-style-type: none"> • Establish water taxi committee • Public viewing area and displays • Reduced docking fees for pleasurecraft using area businesses | <ul style="list-style-type: none"> • 13,000 SF retail • 33,000 SF hotel public areas |
| <ul style="list-style-type: none"> • WTC East Open | <ul style="list-style-type: none"> • Clearing of D Street open space (assuming Massport tenants have vacated) • Open-air seafood market • Boston Harbor Ferry Guide funding • Maritime products showcase • Leasing program - maritime companies • Contribution to neighborhood daycare fund | <ul style="list-style-type: none"> • 7,000 SF retail (WTC East) |

BUILDING PHASE	PUBLIC BENEFITS PROVISION (Pursuant to Exhibit F)	FACILITIES OF PUBLIC ACCOMMODATION PROVISION
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- | | | |
|---|--|--|
| <ul style="list-style-type: none"> • WTC West Open | <ul style="list-style-type: none"> • Construction of WTCB marine/water shuttle terminal • Daycare space construction • Construction of ground level pedestrian corridor from Northern Avenue to New Congress Street | <ul style="list-style-type: none"> • 5,000 SF retail (WTC West) • 4,000 SF day care (WTC East) • 5,000 SF retail (WTC East) |
|---|--|--|

FAMDBBOPAR21\EXHIBITG.C:01/06/95

Voted

Copy w/ Resolutions

MEMORANDUM

DECEMBER 13, 1990

TO: BOSTON REDEVELOPMENT AUTHORITY AND
STEPHEN COYLE, DIRECTOR

FROM: PAUL BARRETT, ASSISTANT DIRECTOR FOR
HARBOR PLANNING AND DEVELOPMENT
THOM ENNEN, PROJECT DIRECTOR FOR
FORT POINT DISTRICT
DON KLABIN, SENIOR PROJECT MANAGER

SUBJECT: THE EXPANSION OF THE WORLD TRADE CENTER BOSTON
PROJECT: DEVELOPMENT PLAN APPROVAL AND RELATED
MATTERS

EXECUTIVE
SUMMARY:

This memorandum requests that, in the matter of the application by The John Drew Company, acting for Commonwealth Flats Development Limited Partnership, the successor to BOSCOM Partners and Fidelity Properties, Inc., for Planned Development Area approval in connection with the proposed phased expansion of the World Trade Center Boston project, located on Commonwealth Pier, onto the adjacent area known as Commonwealth Flats, a 1.29 million square foot mixed-use project, the Boston Redevelopment Authority (1) adopt the attached findings and resolutions approving the Development Plan, (2) authorize the Director to petition the Zoning Commission for the designation of a Planned Development Area for the project site, and (3) authorize the Director to execute an Adequacy Determination for the Final Project Impact Report upon the Director's determination that the FPIR fully satisfies the requirements of Article 31.

The John Drew Company, acting for Commonwealth Flats Development Limited Partnership, the successor to BOSCOM Partners and Fidelity Properties, Inc. (the "Applicant"), filed an application on May 15, 1990 seeking approval of a Development Impact Project Plan and Planned Development Area ("PDA") Development Plan for the expansion of the World Trade Center Boston ("WTCB"), a proposed phased, mixed-use development to be located on property commonly referred to as the Commonwealth Flats portion of South Boston, which is within the Fort Point District (the "Project"). This memorandum requests that the Boston Redevelopment Authority:

- (1) Adopt the attached findings and resolutions approving the Development Plan;

December 13, 1990
Memorandum to BRA Board
World Trade Center Boston

- (2) Authorize the Director to petition the Zoning Commission for the designation of a Planned Development Area (PDA No. 40) for the Project site; and
- (3) Authorize the Director to execute an Adequacy Determination for the Final Project Impact Report ("FPIR") upon the Director's determination that the FPIR fully satisfies the requirements of Article 31 of the Boston Zoning Code (the "Code").

DEVELOPMENT PLAN APPROVAL AND RECOMMENDATION TO ZONING COMMISSION

Planned Development Area/Development Impact Project Requirements

The Applicant has requested several actions from the BRA Board necessary for the project to proceed. Because the Applicant is seeking a PDA zoning designation for the site, a Development Plan is required to be submitted to and approved by the BRA Board, and the BRA must make a recommendation to the Zoning Commission regarding the PDA designation. In addition, Articles 26, 26A and 26B of the Code require that the BRA approve a Development Impact Project Plan providing essentially the same information as the Development Plan. These two documents, the Development Plan and the Development Impact Project Plan, are combined into a single document and are attached.

The Planned Development Area Proposal

The proposed PDA is located in an area designated for the establishment of PDAs under the proposed Fort Point Waterfront zoning, Article 42E of the Code. As described in the Development Plan, no zoning exceptions will be required for the Project.

The proposed redevelopment project involves the construction of a total of 1.29 million square feet in the following new buildings:

o **WTC Hotel**

220,000 sq. ft. of hotel rooms
15,000 sq. ft. of retail
1,100 parking spaces

o **WTC East**

460,000 sq. ft. of offices
15,000 sq. ft. of retail

December 13, 1990
Memorandum to BRA Board
World Trade Center Boston

o WTC West

560,000 sq. ft. of offices
20,000 sq. ft. of retail
500 parking spaces

Actual uses of the proposed buildings may include restaurant, exhibition and conference, and other permitted uses. A child day care center (4,000 sq. ft.) will also be constructed on-site.

The maximum allowable Building Heights, as defined by the Code, are one hundred sixty-two (162) feet for WTC Hotel, two hundred thirty (230) feet for WTC East, and two hundred forty-five (245) feet for WTC West.

In addition, the Project will contribute to the City's supply of public open space through the creation of (a) a landscaped open space area at the intersection of Northern Avenue and D Street, located east of the WTC East building, and (b) a multi-level, open space area adjacent to the new Viaduct Street.

All existing structures on the site will be demolished, and the site will be fully cleared for the proposed new construction. The redevelopment of the site will proceed in at least two (2) phases, proceeding generally from the east side of the site to the west side. Throughout the development of the expansion project, the existing World Trade Center Boston will continue to function, and pedestrian and vehicular access and egress will be maintained. The phasing plan is designed to coordinate with the development of new public roadways and other new public infrastructure affecting the PDA site.

Since the Project is proposed as a PDA, the Applicant must show, and the BRA must find prior to approval, that nothing in the Development Plan will be injurious to the neighborhood or otherwise detrimental to the public welfare, weighing all the benefits and burdens. A comprehensive schedule of public benefits and mitigation measures is described in the proposed Development Plan (attached) and in the proposed Cooperation Agreement governing the Project (attached).

Site Description

The area proposed to be a PDA is approximately eight (8) acres, and is generally bounded by Northern Avenue on the north and New Congress Street on the south, between B Street on the west and a new section of D Street on the east. Viaduct Street, which is elevated approximately thirty (30) feet above grade, bifurcates

December 13, 1990
Memorandum to BRA Board
World Trade Center Boston

the Project site on the north-south axis and will be rebuilt as part of the Project.

The land is owned in fee by the Massachusetts Port Authority (Massport) and is available to the Applicant for long-term lease as a part of the agreement made in conjunction with the renovation of Commonwealth Pier, the first phase of the WTCB project. The area is described in further detail in the Development Plan.

Open Spaces and Pedestrian Circulation

The Project site will be redeveloped in conformance with the Fort Point Waterfront Plan which has been prepared by the BRA, David Dixon & Associates (BRA's urban design consultant), the Fort Point Citizens Advisory Committee (FPCAC), Massport, and Martin Sokoleff (Massport's urban design consultant), together with input from many residents, local businessmen, state agencies, and other interested parties.

Accessible and active pedestrian routes through the site will be provided by (1) a pedestrian street located between WTC West and the parking/retail building which forms the base of the WTC Hotel, (2) pedestrian sidewalks on both sides of Seaport Lane, a new service drive located between WTC Hotel and WTC East, and (3) pedestrian sidewalks on both sides of the new Viaduct Street. As recommended by the Plan, these pedestrian routes will prevent the Project site from becoming a "superblock."

In addition to these pedestrian corridors, the Project includes new major public open spaces, as described earlier in this memorandum.

Public Benefits

With a total development cost of approximately four hundred million dollars (\$ 400,000,000), the Project represents a significant investment in new office, hotel, exhibition and conference, parking, restaurant, and retail space in Boston. The redevelopment will provide substantial benefits citywide and to adjacent communities.

The proposed redevelopment project is anticipated to generate approximately \$ 4.3 million in annual new City tax revenues, \$ 7.14 million in housing and jobs linkage funds as described in the attached Development Impact Project Agreement ("DIP Agreement"), new child day care space, and other public benefits for neighborhood residents and businesses, as described below:

December 13, 1990
Memorandum to BRA Board
World Trade Center Boston

- o The Applicant, together with Massport, will provide for the design and construction of a public landscaped open space along the Northern Avenue waterfront at the corner of D Street. This 1.3-acre public square will provide an excellent location for accommodating seaport-related activities, such as a proposed open air seafood market, as well as providing an area for viewing the Boston Fish Pier, the public docking area at the Commonwealth Pier, and various harbor activities and events.
- o The Applicant will provide a minimum of four thousand (4,000) square feet of child day care facilities as part of the full development. The Applicant is working with BRA staff and the FPCAC to determine specifics on how the project might support neighborhood day care centers off-site prior to the completion of the proposed WTCB facilities.
- o The Applicant will provide a ten percent (10%) reduction in conference and meeting room fees to South Boston-based, non-profit organizations and to maritime-related associations for events held at the World Trade Center Boston.
- o The Applicant will initiate creation of the Seaport Association, a non-profit organization that will promote the public and business activities in the Fort Point / Northern Avenue "Seaport District," enhance the maritime character of the area, and improve communication channels regarding the many public transportation and infrastructure projects scheduled to occur in the area. Initial discussions have begun with area property owners, business and non-profit entities to establish the Seaport Association.
- o Exhibits will be developed and displayed in the lobbies and public areas of the WTCB facilities explaining the status and details of the major public projects underway or scheduled for the area. Examples include an exhibit focusing on the Third Harbor Tunnel/Seaport Access Road, explaining design and construction schedules project descriptions, construction techniques, etc., and other exhibits covering the Boston Harbor cleanup, MBTA South Boston Piers Transitway, and the Boston Harbor water shuttle network.

December 13, 1990
Memorandum to BRA Board
World Trade Center Boston

- o The Applicant will work with the Fort Point Arts Community, Inc. to arrange for regular exhibits of its members' work to be displayed prominently in the WTCB's hotel and office public lobbies and in the exhibition and conference center public areas.
- o The Project will generate revenues for Massport through the provision of ground lease payments. These revenues will provide Massport with monies to enhance its maritime and port activities, which are of benefit to the entire New England region.
- o The Project will generate new direct annual tax revenues of approximately \$ 4.3 million for the City of Boston. In addition, sales and hotel occupancy taxes of approximately \$2.55 million will be generated for the Commonwealth of Massachusetts.

Affordable Housing Program

Permanent zoning for the Fort Point Waterfront has been prepared for the Board's approval, and the BRA Board held a public hearing on the proposed zoning on October 25, 1990. The proposed zoning addresses the need for affordable housing in addition to other concerns.

The Project will provide approximately \$ 5,950,000 in housing linkage payments. The Applicant intends to propose to the Neighborhood Housing Trust that at least fifty percent (50%) of such funds be reserved for a program to provide low-interest, home improvement loans to South Boston residents.

Employment Benefits

The employment benefits that the Project brings to Boston are extensive. Approximately 1,300 construction jobs will be generated by the Project. The Applicant has agreed to comply with the City's hiring policies, and will codify this through the execution of a Residents Construction Employment Plan Agreement with the Mayor's Office of Jobs and Community Services ("OJCS"), as stated in the Cooperation Agreement.

The Project also brings extensive benefits in the form of permanent jobs. When completed, the project will add space for approximately 5,500 permanent jobs, which supplement the existing 2,200 permanent jobs at WTCB. The Applicant has agreed to comply with the City's hiring policies and will codify this through the execution of a First Source Agreement with OJCS, as stated in the

December 13, 1990
Memorandum to BRA Board
World Trade Center Boston

Cooperation Agreement.

The Applicant will recommend to the City of Boston Jobs Trust that fifty (50) percent of the jobs linkage funds be used to support job training programs at EDIC and the Boston Technical Center, and the remaining fifty (50) percent be used to provide programs for the placement of Boston residents in permanent jobs at the WTCS complex and other businesses in the Fort Point area. Options to be pursued include the creation of a referral system for Boston residents through the new Seaport Association, and development of a South Boston vendor listing to encourage businesses in the area to purchase materials and services from South Boston firms.

In addition, the Project will provide a four thousand (4,000) square foot child day care facility on-site to serve employees and local residents. In addition, a monetary contribution will be provided to the South Boston community to promote the development of neighborhood child day care centers off-site.

Transportation Impacts

The transportation and transit improvements provided by the Project are extensive, as described below:

o **Shuttle Bus System**

The Applicant will continue to provide and expand upon what is already one of Boston's most extensive private shuttle bus systems.

o **South Boston Transitway Funding**

The Applicant will participate on a fair share basis in the funding of the MBTA South Boston Piers Transitway through the mechanism determined most appropriate by all parties including, but not limited to, the Applicant, Massport, EOTC, MBTA, BTD, Urban Mass Transit Administration (UMTA), and enacted through a public decision-making process. In addition, the Applicant will take the lead in forming a non-profit entity that will explore and promote public/private funding scenarios for the Transitway project.

o **WTCS Marine Terminal / North Station Water Shuttle**

The Applicant will assume financial responsibility for the design and construction of the WTCS Marine

December 13, 1990
Memorandum to ERA Board
World Trade Center Boston

Terminal, in order to encourage the establishment of a WTCB / North Station Water Shuttle route. This facility will operate in conjunction with a future North Station Terminal, to be constructed by others.

o Water Taxi

Through the new Seaport Association, the Applicant will take the lead in the creation of a committee to investigate the financial and operational requirements of an on-demand water taxi service. The Applicant will also commit to purchasing \$25,000 worth of water taxi service in its first year of operation.

o MBTA Transitway Envelope

In cooperation with Massport, the Applicant will provide to the MBTA a construction envelope for the Transitway through the lower levels of the future WTC South building, when the building is constructed. The future WTC South building is proposed to be constructed on land located on the southerly side of New Congress Street, opposite the southwestern corner of the PDA site.

DEVELOPMENT REVIEW REQUIREMENTS

The proposed project evolved from the WTCB Master Plan project originally described in an Environmental Notification Form (ENF) filed with the MEPA Unit of EOEA in August 1985. In October 1985, MEPA issued a scope of work for the preparation of the DEIR. The 1985 WTCB project included three phases, with the first being the previously approved Commonwealth Pier redevelopment, which was then under construction and was completed in 1986. While the overall purpose of the WTCB project continues to be to promote trade activities and contribute to the area's economic growth, the development plans for the expansion proposal have been reconsidered and redesigned to better respond to goals and objectives that have emerged from public sector planning efforts for the Fort Point Waterfront area during the past five (5) years.

In May 1989, the Applicant filed a Notice of Project Change (NPC) in accordance with the MEPA regulations. The NPC was required because more than three years had elapsed between the filing of the ENF and the FEIR, and because changes had occurred in the Project as well as in areawide plans for roadway systems and other development projects nearby. The scale of the Project as

December 13, 1990
Memorandum to BRA Board
World Trade Center Boston

proposed in the NPC was reduced from the original proposal. On June 22, 1989, the MEPA Unit held a public meeting on the Project as presented in the NPC. On July 26, 1989, a scope was issued in response to the NPC.

On November 22, 1989, the Applicant filed an Article 31 Project Notification Form (PNF) with the BRA. The BRA issued the Scoping Determination on February 14, 1990 in response to the PNF.

On May 15, 1990, a joint Draft Environmental Impact Report / Draft Project Impact Report (DEIR/DPIR) was filed simultaneously with EOEa and the BRA. On July 11, 1990, following the public review period, the Secretary of the EOEa issued the certificate regarding the DEIR, accompanied by twenty (20) letters from reviewers. On October 30, 1990, the BRA issued the Preliminary Adequacy Determination (PAD). Together, these documents provided the scope of work for the joint FEIR/FPIR.

On November 15, 1990, the Applicant submitted the FEIR/FPIR to EOEa, and on November 20, 1990 the Applicant submitted the FEIR/FPIR to the BRA. The BRA staff is currently reviewing the FPIR and is soliciting comments from other city agencies, the FPCAC, abutters, and other interested parties. The BRA staff requests that the BRA Board authorize the Director to issue the Adequacy Determination on his determination that the FPIR fully meets the requirements set forth in Article 31.

On November 29, 1990, the Applicant presented the Project to the BRA Board at a public hearing held in the BRA Board Room. In addition to the Applicant and the Project consultants, the following people spoke in support of the Project:

- o Larry Dwyer, President, FPCAC
- o Ed Burke, Mayor's Office of Neighborhood Services
- o Tom Butler, South Boston Transportation Committee
- o Andy McClurg, Boston Transportation Department (BTD)
- o Bernie O'Donnell, President, South Boston Citizens Association
- o Robert M. Monahan, Greater Boston Chamber of Commerce
- o Astrid Glynn, Esq., for the Boston Shipping Association
- o Daniel B. Curll III, The Boston Harbor Association
- o Martin Walsh, Boston Building Trades
- o Jack Clark, SDIC/Boston

In addition to the Applicant, the following people submitted written comments:

December 13, 1990
Memorandum to BRA Board
World Trade Center Boston

- o John Joseph Moakley, Congressman, U.S. House of Representatives
- o Alden S. Raine, Secretary, Executive Office of Economic Affairs, Comm. of Mass.
- o Richard A. Dimino, BTD
- o Robert M. Monahan, Greater Boston Chamber of Commerce
- o Daniel B. Curll III, The Boston Harbor Association
- o Charles J. Doulos, Jimmy's Harborside Restaurant Inc.
- o David Dixon, David Dixon & Associates

No one spoke in opposition to the Project. As recommended by the staff of the BRA, the Board voted to take the matter under advisement and to allow the submission of written comments, to be incorporated into the public record, until Wednesday, December 5, 1990. No additional written comments were submitted.

FORT POINT CITIZENS ADVISORY COMMITTEE (FPCAC)

Following discussions between the Applicant, the FPCAC, EOE, the BRA, and Massport, it was agreed that the FPCAC, which represents a wide range of public and private sector interests, would serve as the community review committee for the WTCS project. Since the DEIR/DPIR filing, the Applicant has reviewed the environmental findings and project revisions with the FPCAC, Harborpark Advisory Committee, and the South Boston community. The Applicant and its consultant team are scheduling meetings with the FPCAC during the FEIR/FPIR public review period to discuss the findings of the environmental impact assessment. The Applicant also made a presentation of the FEIR/FPIR project status at a South Boston community meeting, sponsored by the FPCAC, on October 29, 1990. On December 4, 1990, the FPCAC voted to approve the Project.

CONCLUSION

The five-year review process of meetings among the Applicant, the BRA, the FPCAC, the Boston Transportation Department, the Mayor's Office of Neighborhood Services, and other interested community representatives has resulted in a development proposal which has been guided by and conforms to the proposed Fort Point Waterfront Plan and the proposed permanent zoning, and has undergone revisions in response to the various public comments. The PDA proposal is the result of this review, which was carried out in conjunction with the Article 31 review process. The process has enabled the community to review and advise on the development proposal at length, and the result is a project that is sensitive to the interests of the surrounding neighborhoods.

December 13, 1990
Memorandum to BRA Board
World Trade Center Boston

Accordingly, the BRA staff recommends: that the Boston Redevelopment Authority Board (1) adopt attached findings and resolutions approving the Development Plan, (2) authorize the Director to petition the Zoning Commission for the designation of a Planned Development Area for the project site, and (3) authorize the Director to execute an Adequacy Determination for the Final Project Impact Report upon the Director's determination that the FPIR fully satisfies the requirements of Article 31.

Appropriate votes follow:

VOTED That the Boston Redevelopment Authority hereby adopts the resolutions entitled "Resolutions of the Boston Redevelopment Authority Regarding the Development Plan and Development Impact Project Plan for Planned Development Area No. 40, World Trade Center Boston" dated December 13, 1990, consisting of 17 pages, and the BRA specifically adopts the findings incorporated therein, and specifically adopts the Resolves that are set forth in the last 4 pages of said resolution; and

VOTED That the Director be and hereby is authorized to issue an Adequacy Determination for the Final Project Impact Report ("FPIR") submitted by the Applicant on November 20, 1990 upon final completion of the review of the FPIR and the Director's determination that the FPIR fully satisfies the requirements of Article 31.

ATTACHMENTS

Tab 2 BRA Resolutions
Tab 3 Fact Sheet
Tab 4 Site Plan
Tab 5 Development Plan and Development Impact Project Plan
Tab 6 Cooperation Agreement
Tab 7 Development Impact Project Agreement

121390BM.WTC

The McCourt Company, Inc.

21 Merchants Row
Boston, Massachusetts 02109
(617) 227-5400

December 3, 1990

Mr. Clarence J. Jones
Chairman
Board of Directors
Boston Redevelopment Authority
City Hall
Boston, MA 02201

Dear Mr. Jones:

As the owner of a large development parcel on Northern Avenue, I am writing to you to enthusiastically endorse the World Trade Center Boston expansion project.

As a Northern Avenue neighbor of the proposed World Trade Center expansion project, I have followed the progress of this development for several years. The World Trade Center developers have regularly kept me informed of their intentions and plans so as to avoid any potential future conflicts.

The existing World Trade Center development has transformed this underutilized area of the waterfront into a vibrant, urban center which now stands poised for future growth. The World Trade Center expansion will serve as a further catalyst for responsible and planned development in the Fort Point District.

The economic benefits from this development to Boston, and to South Boston in particular, are substantial. The contribution of this development in the form of taxes and linkage payments create a significant incentive for the approval of this project.

Finally, the World Trade Center developers through their commitments to promoting water-based transportation and maritime services, have evidenced their intention to activate and invigorate the waterfront.

I urge you to approve the application for a Planned Development Area for the World Trade Center expansion.

Sincerely,



Frank McCourt
President

Map Amendment Application No. 316
Planned Development Area No. 40
Boston Redevelopment Authority in
behalf of Commonwealth Flats
Development Limited
Partnership

Harborpark District: Fort Point
Waterfront
Northern Avenue, B and D
Streets

World Trade Center Boston
"D" Designation

MAP AMENDMENT NO. 256

*EFFECTIVE
January 28, 1991

THE COMMONWEALTH OF MASSACHUSETTS

CITY OF BOSTON

IN ZONING COMMISSION

The Zoning Commission of the City of Boston, acting under Chapter 665 of the Acts of 1956 as amended, after due report, notice, and hearing, and after due consideration of the findings of the Boston Redevelopment Authority adopted on December 13, 1990, does hereby approve the Development Plan for Planned Development Area No. 40, and amend "Map 4A Harborpark District: Fort Point Waterfront and Dorchester Bay/Neponset River Waterfront," of the series of maps entitled "Zoning Districts City of Boston," dated August 15, 1962, as follows:

1. By granting the designation "D", indicating a Planned Development Area overlay district, to the parcel of land in South Boston, to be known as "Planned Development Area No. 40", which is located generally to the south of Northern Avenue, to the west of D Street, to the north of Summer Street and to the east of B Street and is more particularly bounded and described in Exhibit A attached.

*Date of public notice: December 28, 1990 (see St. 1956, c. 665, s. 5).

EXHIBIT A

A portion of lands now or formerly of the Massachusetts Port Authority, lying southerly of Northern Avenue, westerly of "D" Street Extension, northerly of Summer Street, and easterly of "B" Street Extension, in the City of Boston, Suffolk County, Massachusetts, more particularly described as follows;

Beginning at a point lying N61° 19' 13" W, one hundred fifty and 01/100 (150.01) feet of the point of intersection of the southern sideline of Northern Avenue and the westerly sideline of "D" Street Extension, an 80.00 foot wide public easement as described in Plan Book 10437, Page 32, Land Records of the Suffolk Registry, Suffolk County, Massachusetts; thence

S28° 40' 47"W across lands now or formerly of the Massachusetts Port Authority three hundred eighty-nine and 00/100 (389.00) feet; thence

N61° 19' 13"W across said lands five hundred and nineteen 10/100 (519.10) feet to the point of tangency of a circular curve concave southerly; thence

Southwesterly across said lands and along the arc of said curve, having a radius of five hundred ninety-five and 58/100 (595.58) feet, a distance of two hundred sixty-eight and 89/100 (268.89) feet to the easterly line of lands described in Deed Book 9422, Page 295, Land Records of the Suffolk Registry, Suffolk County, Massachusetts; thence

N54° 25' 33"E along said described lands sixty-one and 08/100 (61.08) feet; thence

N49° 17' 19"W along said described lands one hundred twenty-two and 03/100 (122.03) feet to the easterly sideline of "B" Street Extension (a 25.00 foot wide private street); thence along said "B" Street Extension the following two (2) courses:

N40° 42' 41"E one hundred forty-seven and 97/100 (147.97) feet; thence

N29° 45' 12"E two hundred twenty-three and 54/100 (223.54) feet to the southerly sideline of Northern Avenue (a 100.00 foot wide public street); thence

S61°19'13"E

along said southerly sideline eight hundred
thirty-six and 73/100 (836.73) feet to the
point of beginning.

Containing 332,766± square feet, or 7.639 acres, more or less.

Richard S. Fowler

Chairman

R. H. Mann

Vice Chairman

Brent E. Shay

Robert F. Jordan

Thomas J. [unclear]

1022 [unclear]

Joseph W. Joyce

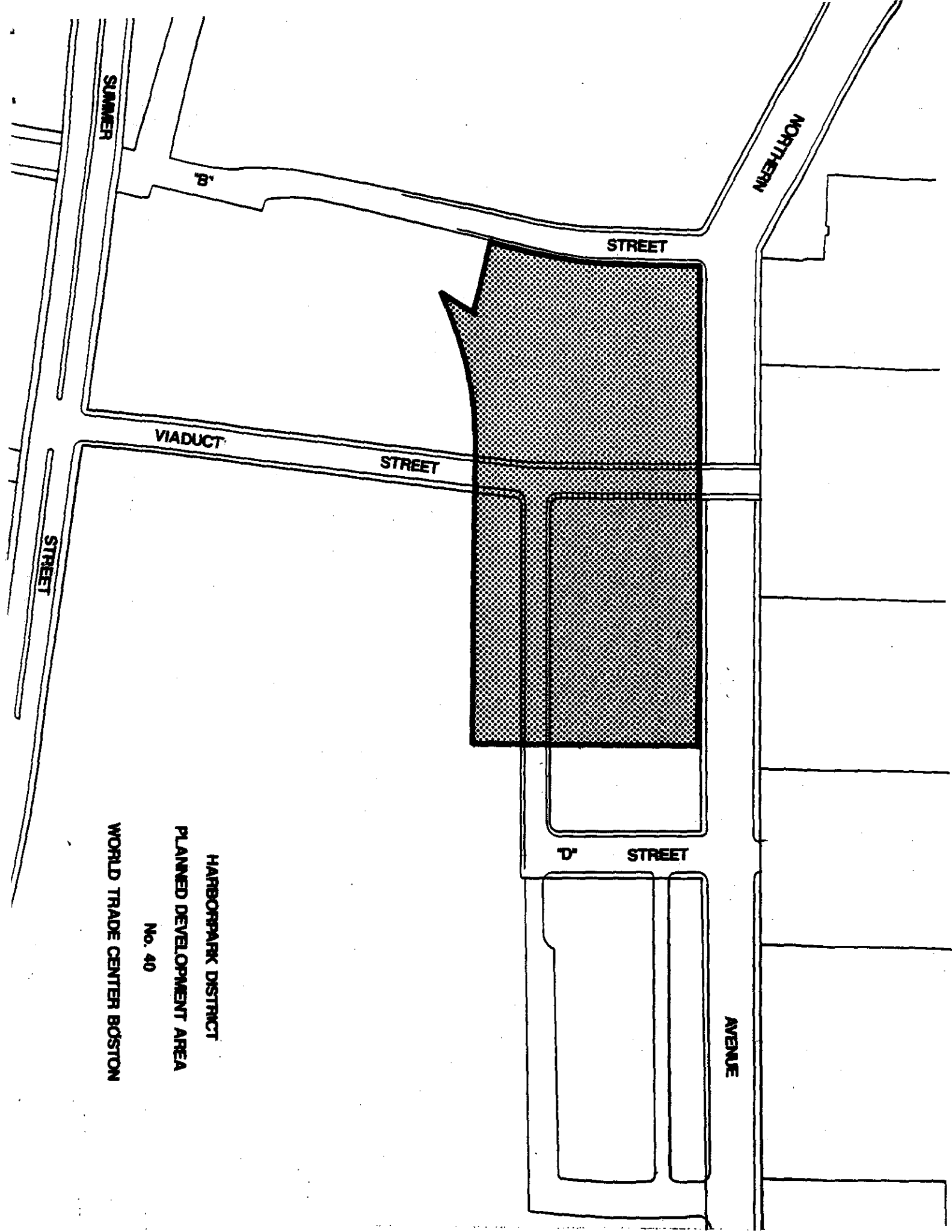
In Zoning Commission

Adopted January 9, 1991

Attest:

Maguerite Heldebrand

Secretary



SUMMER

NORTHERN

STREET

VIADUCT

STREET

STREET

D STREET

AVENUE

HARBORPARK DISTRICT
PLANNED DEVELOPMENT AREA
No. 40
WORLD TRADE CENTER BOSTON