

BRA APPROVAL: 11/17/11
ZC APPROVAL: 12/14/11
EFFECTIVE: 12/15/11

FIRST AMENDED AND RESTATED DEVELOPMENT PLAN
for
319 "A" STREET REAR
within
PLANNED DEVELOPMENT AREA NO. 69, SOUTH BOSTON/THE 100 ACRES

Boston, Massachusetts

September 30, 2011

1. **Amended and Restated Development Plan:** Pursuant to Section 3-1A and Article 80C of the Zoning Code (the "**Code**") of the City of Boston (the "**City**"), and the Master Plan for Planned Development Area ("**PDA**") No. 69, South Boston/The 100 Acres (the "**PDA Master Plan**"), this plan constitutes the First Amended and Restated PDA Development Plan (the "**Amended and Restated Development Plan**") for the redevelopment of a parcel in the Fort Point Channel district of Boston (the "**Site**") at 319 A Street Rear, owned by 319 ASR, LLC (the "**Proponent**"). The Site is more particularly described below and in **EXHIBIT 1**, attached hereto. The Site and PDA Overlay District are both depicted on the locus map attached hereto as **EXHIBIT 2**.

Pursuant to Section 3-1A and Article 80C of the Code, and the PDA Master Plan, by a vote taken on December 14, 2010, the Boston Redevelopment Authority (the "**BRA**") approved a PDA Development Plan for the approximately 0.47-acre (20,659 square-foot) Site, entitled Development Plan for 319 "A" Street Rear within Planned Development Area No. 69, South Boston/The 100 Acres (the "**Original Development Plan**"). Under the Original Development Plan, the Proponent's predecessor-in-interest, W2005 BWH II Realty, L.L.C., an entity controlled by Archon Group, L.P. ("**Archon**"), proposed to demolish an existing building at the Site and replace it with a new residential building, and to make related improvements on the Site (the "**Original Project**"). On January 19, 2011, the Zoning Commission of the City of Boston (the "**Commission**") approved the Original Development Plan, which became effective on January 20, 2011.

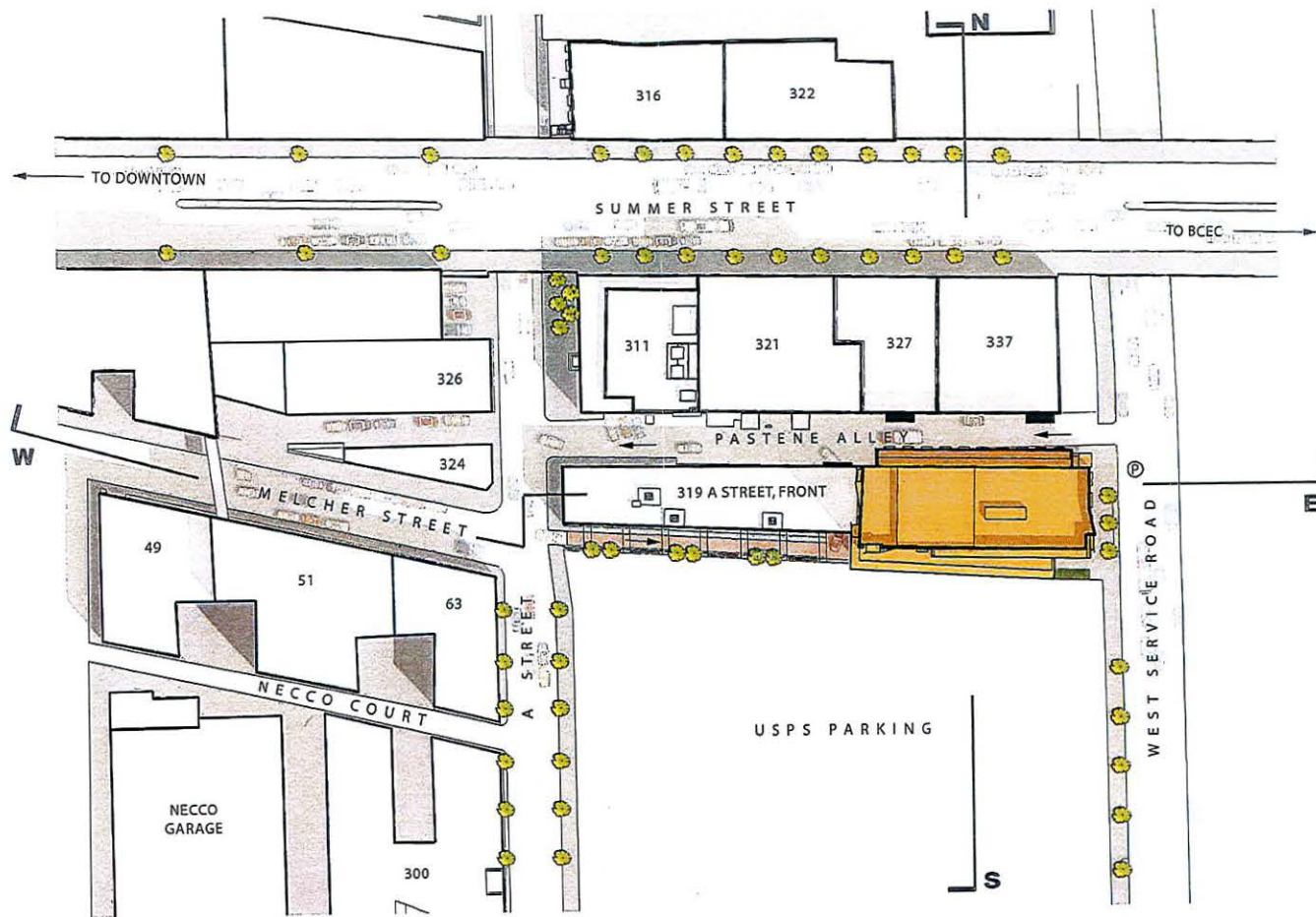
On September 30, 2011, after taking title to the Site, the Proponent filed this Amended and Restated Development Plan to make certain changes to the Original Project, chiefly: to reduce the gross floor area of the project by approximately 11,500 square feet; to increase the number of dwelling units from up to 184 to approximately 202; to increase the number of on-site affordable housing units from 19 to 22; to reconfigure the residential floor plans and change the mix of units by bedroom size; to eliminate a single residential floor without any change in the exterior dimensions of the new building; and, consequently, to make minor changes in fenestration of the new building, all as further described in Section 5 below (the "**Revised Project**").

The four-level, parking garage is unchanged from the Original Project, and will continue to include approximately 96 spaces accessory to the residential units at the Site. Like the Original Project, the Revised Project must be developed in conjunction with a project nearby at 63 Melcher Street, as further described in Section 6 below. The Proponent also owns 63 Melcher Street.

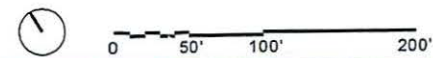
EXHIBIT 2

LOCUS PLAN

[Inserted behind]



319 A Street Rear Boston, Massachusetts



Location Plan

EXHIBIT 3

PROJECT TEAM

Proponent: 319 ASR, LLC
c/o Gerding Edlen Development
1140 SW 11th Avenue, #400
Portland, OR 97205
(503) 802-6613
Kelly Saito
Patrick Wilde

Architects: ADD Inc
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(617) 234-3100
James Gray
B.K. Boley

Legal Counsel: Dalton & Finegold, LLP
34 Essex Street
Andover, MA 01810
(978) 269-6404
Jared Eigerman

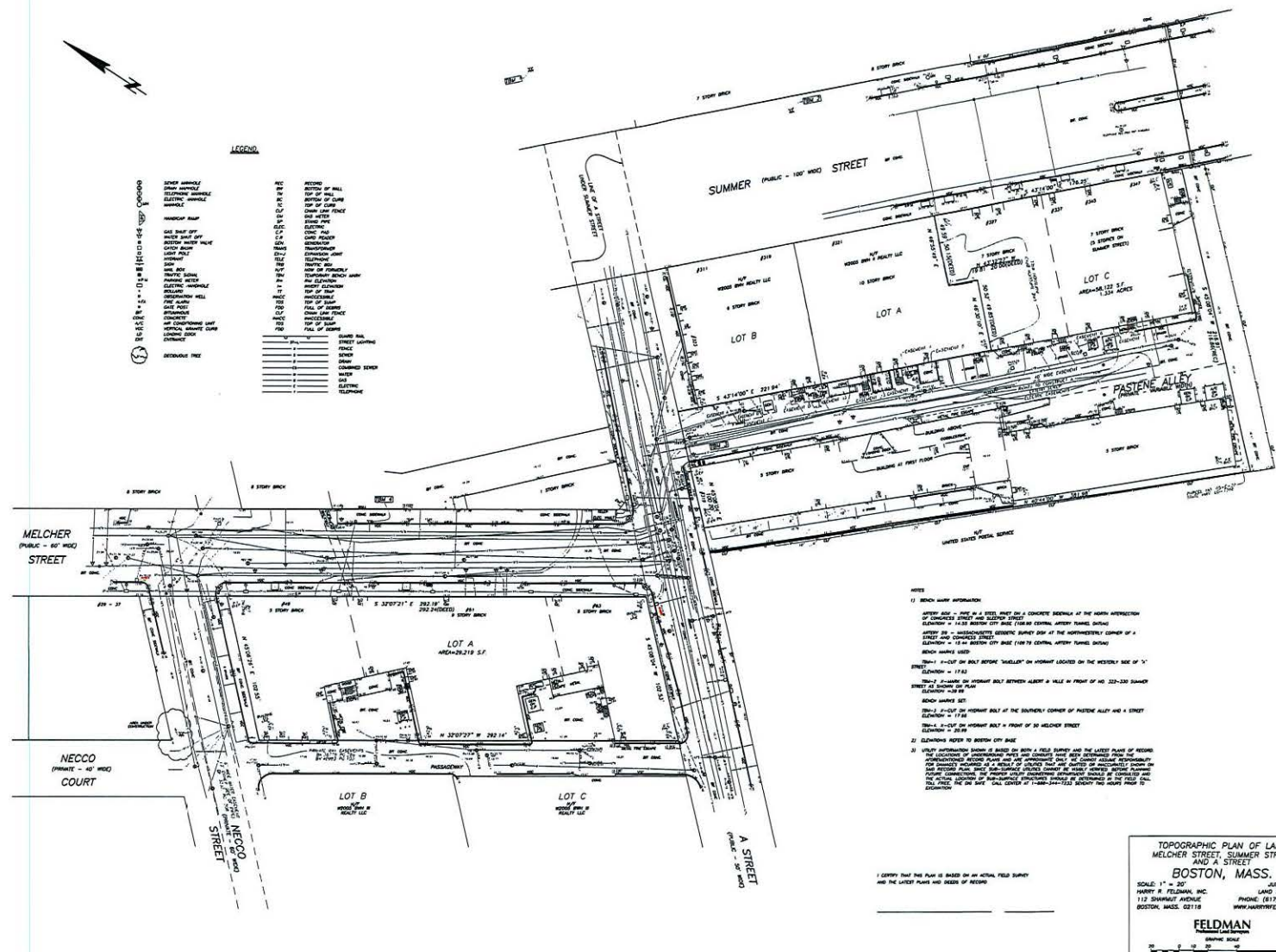
Permitting Consultant: Epsilon Associates, Inc.
3 Clocktower Place, Suite 250
Maynard, MA 01754
(978) 897-7100
Laura Rome
Taya Dixon

Transportation/Parking
Consultant: Howard/Stein-Hudson
38 Chauncy Street
Boston, MA 02111
(617) 482-7080
Guy Busa

EXHIBIT 4

DRAWINGS

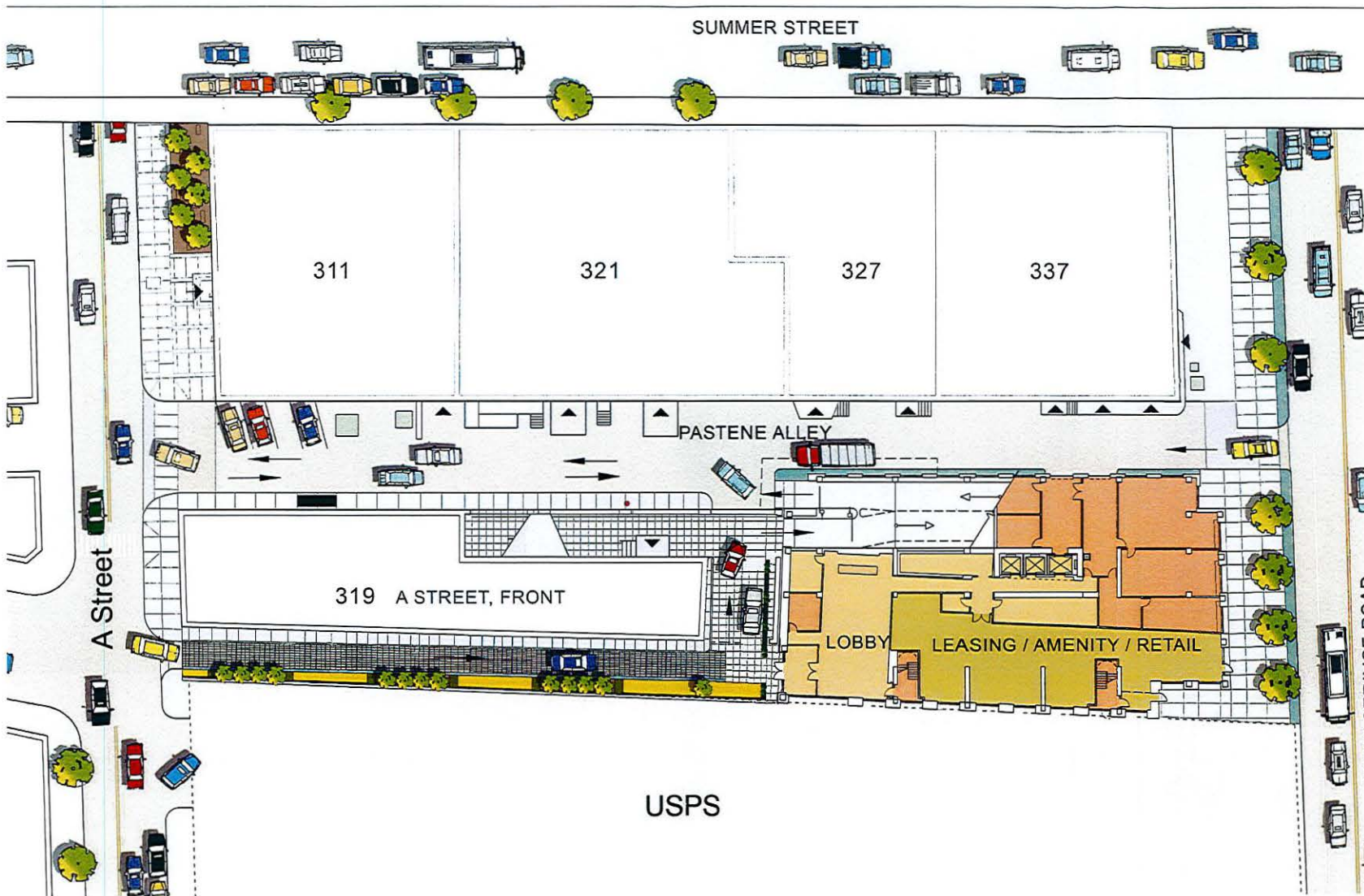
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319 A Street Rear Boston, Massachusetts

ADD Inc ARCHITECTURE + DESIGN

Existing Site Plan
Gerding Edlen
 September 28, 2010

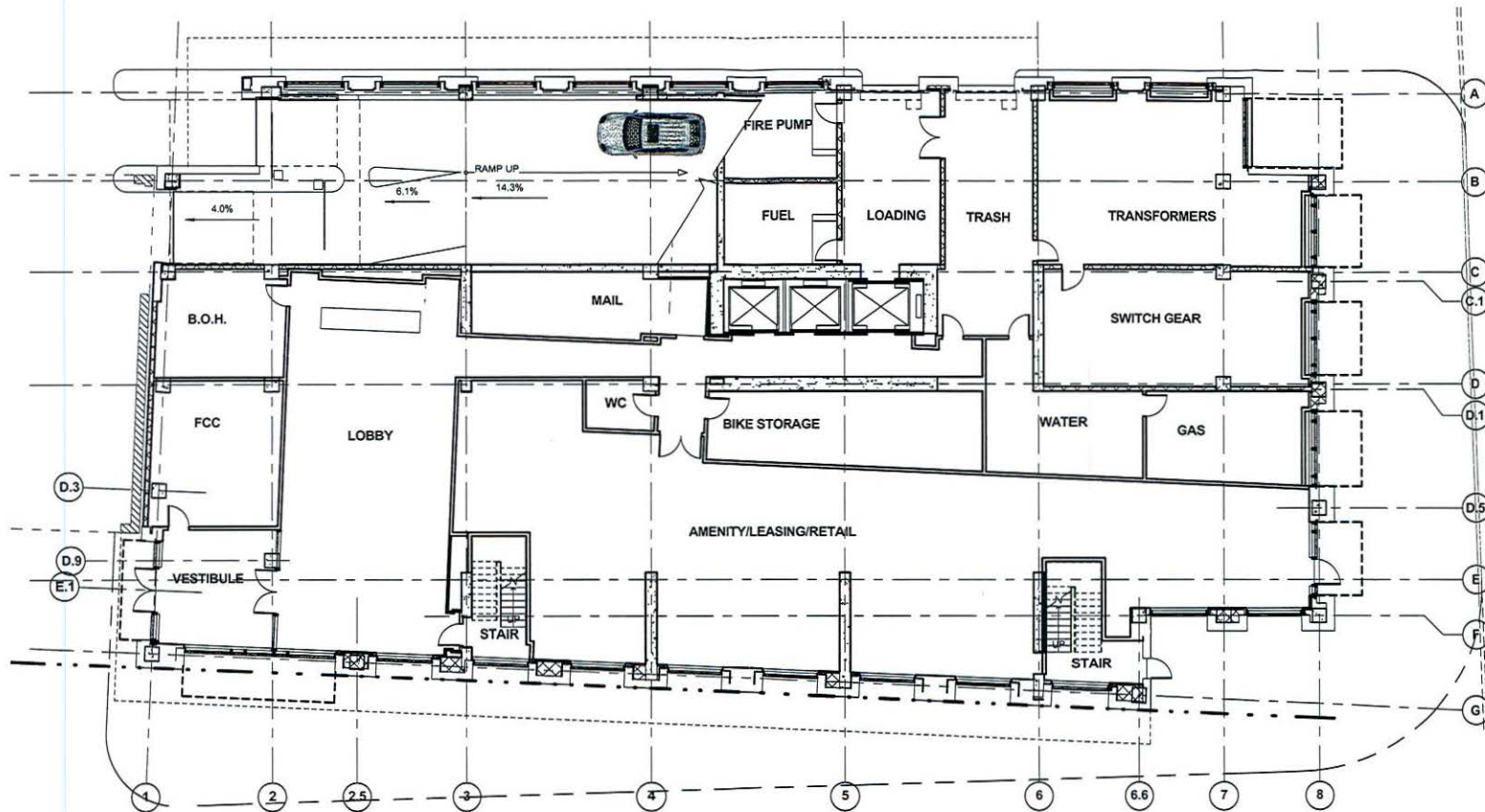


319 A Street Rear Boston, Massachusetts



319 A Street Rear Boston, Massachusetts

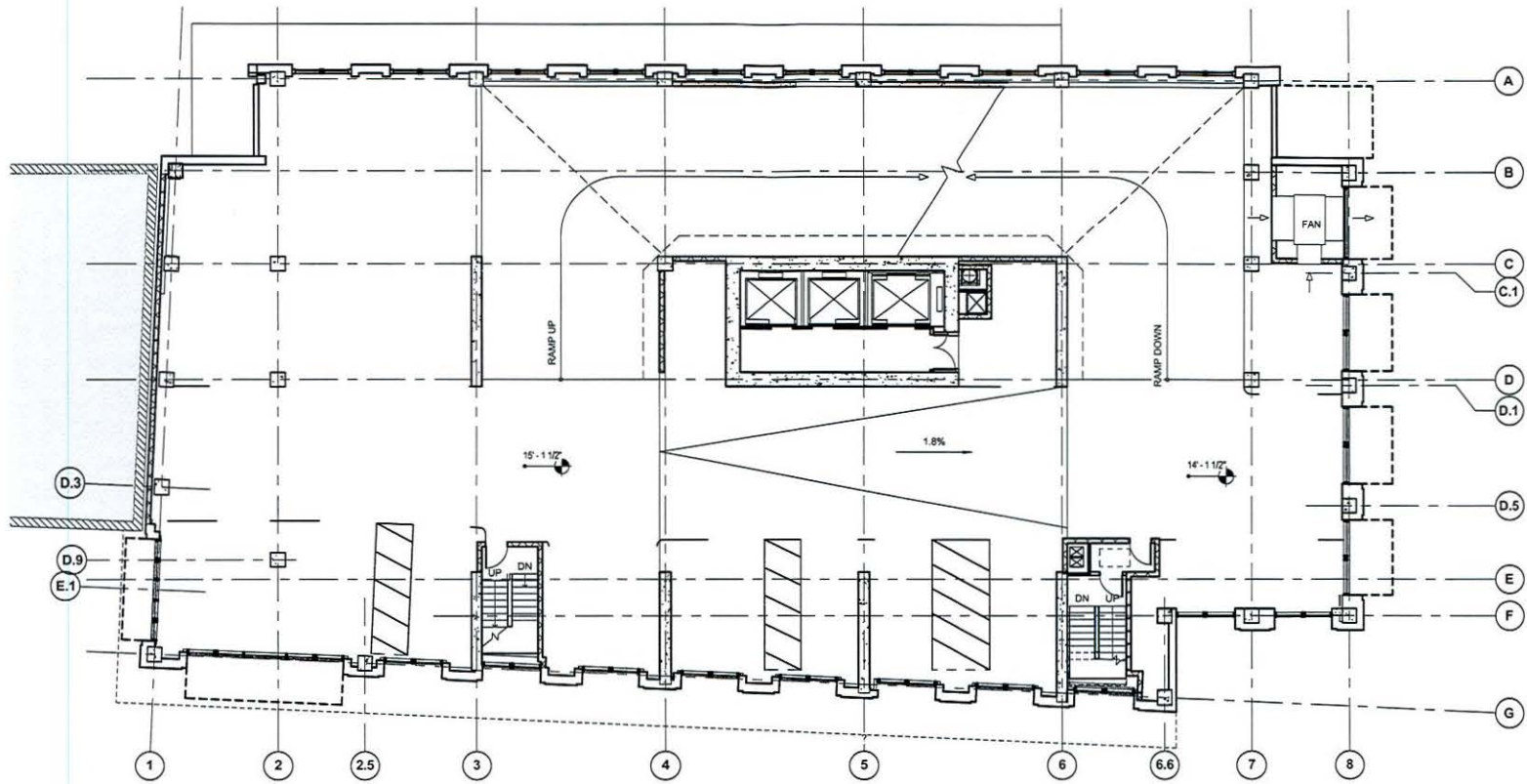
Location Plan, Future Condition per 100 Acres Master Plan
 Gerding Edlen
 September 28, 2010



319 A Street Rear Boston, Massachusetts

ADD Inc ARCHITECTURE + DESIGN

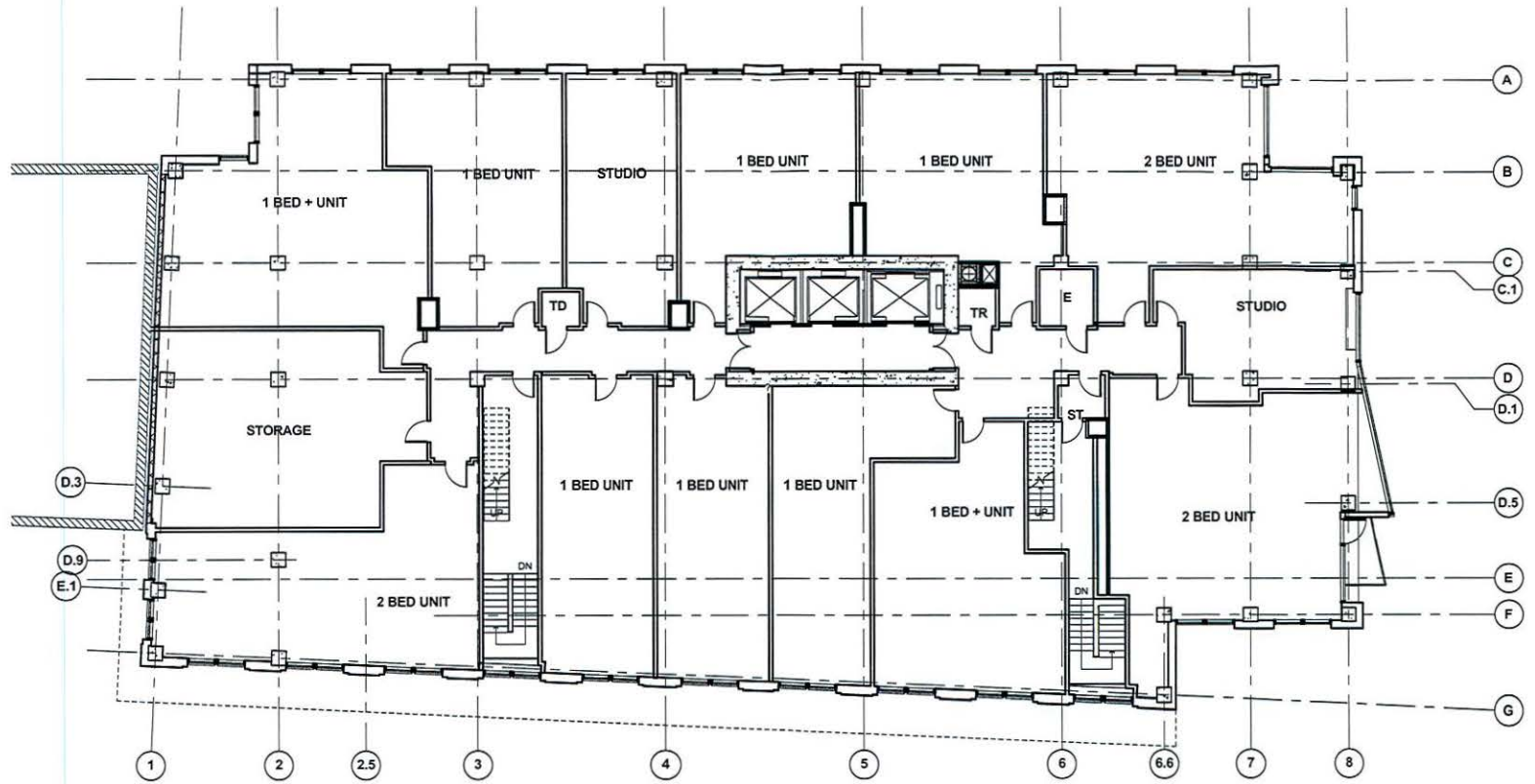
Ground Floor
Gerding Edlen
 September 28, 2010



319 A Street Rear Boston, Massachusetts

ADD Inc ARCHITECTURE + DESIGN

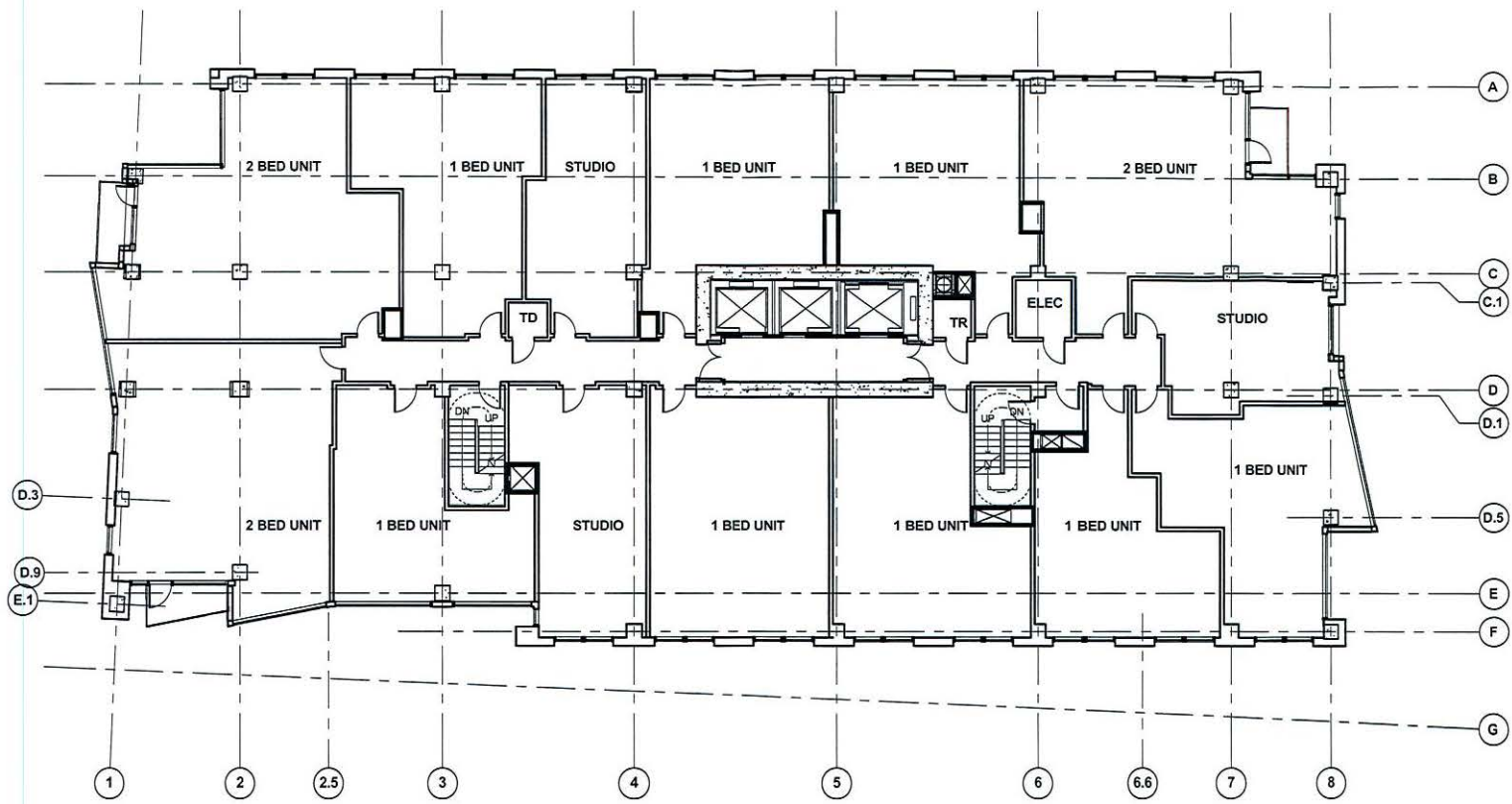
2nd - 5th Floor
Gerding Edlen
 September 28, 2010



319 A Street Rear Boston, Massachusetts

ADD Inc ARCHITECTURE + DESIGN

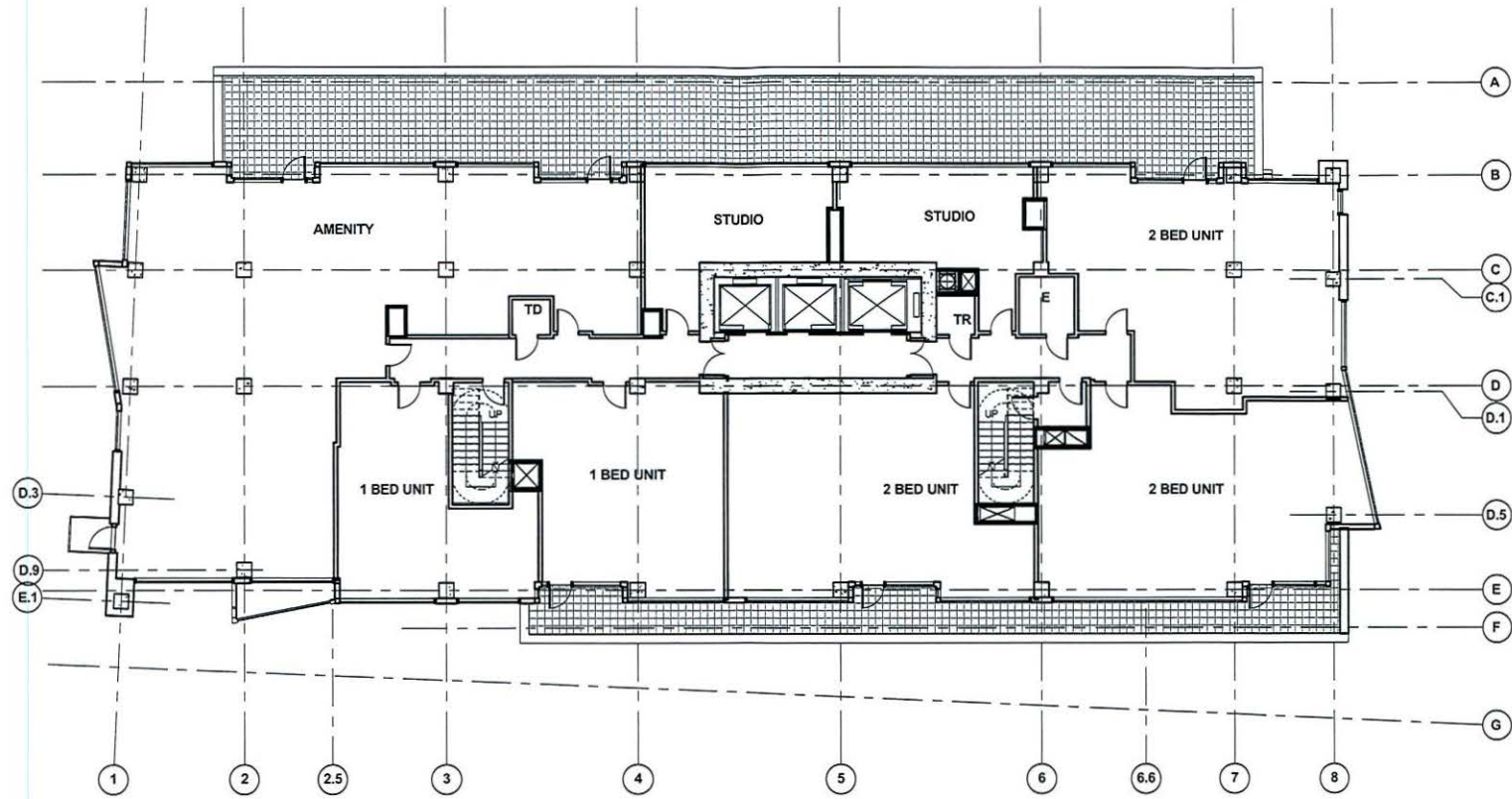
6th Floor
Gerding Edlen
 September 28, 2010



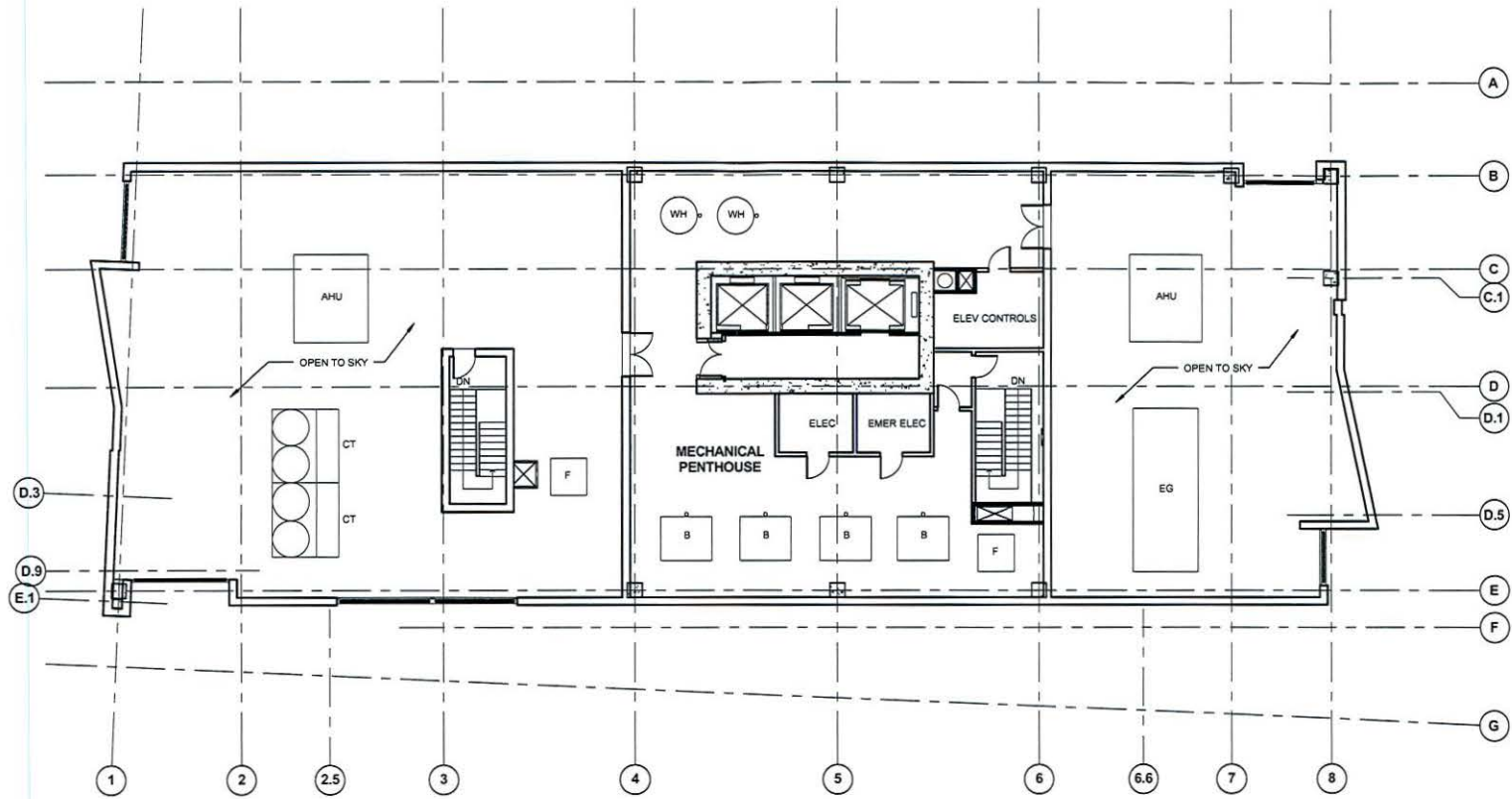
319 A Street Rear Boston, Massachusetts

ADD Inc ARCHITECTURE + DESIGN

7th Floor - 19th Floor
Gerding Edlen
 September 28, 2010



319 A Street Rear Boston, Massachusetts



319 A Street Rear Boston, Massachusetts

ADD Inc ARCHITECTURE + DESIGN

Penthouse Roof Plan
Gerding Edlen
 September 28, 2010



319 A Street Rear Boston, Massachusetts

ADD Inc ARCHITECTURE + DESIGN

North Elevation
Gerding Edlen
September 28, 2010



319 A Street Rear Boston, Massachusetts

ADD Inc ARCHITECTURE + DESIGN

South Elevation
Gerding Edlen
September 28, 2010

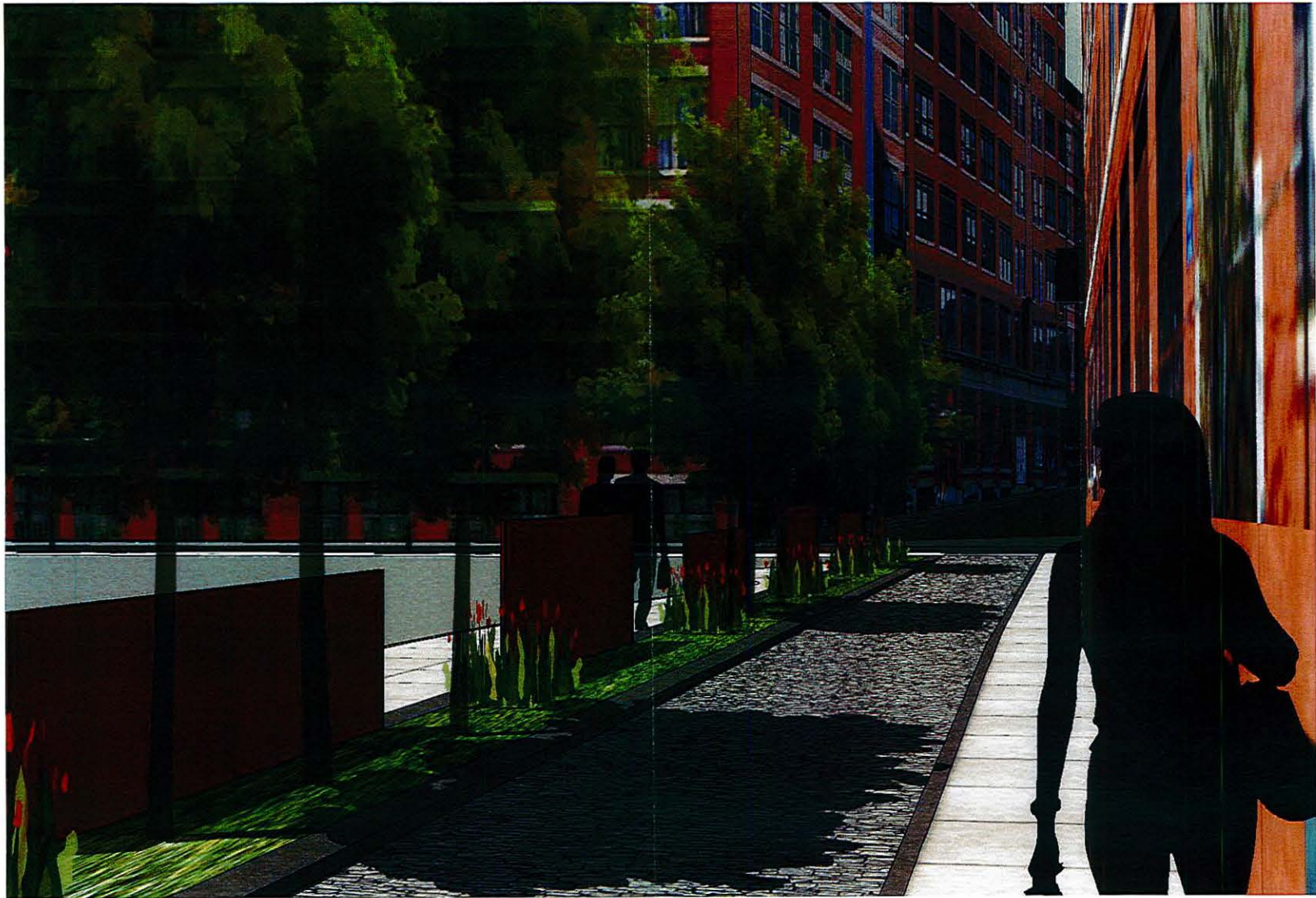


EAST



WEST

319 A Street Rear Boston, Massachusetts



319 A Street Rear Boston, Massachusetts



319 A Street Rear Boston, Massachusetts



319 A Street Rear Boston, Massachusetts



319 A Street Rear Boston, Massachusetts

ADD Inc ARCHITECTURE + DESIGN

Garage Entry
Gerding Edlen
September 28, 2010



319 A Street Rear Boston, Massachusetts



319 A Street Rear Boston, Massachusetts



319 A Street Rear Boston, Massachusetts

ADD Inc ARCHITECTURE + DESIGN

Perspective View
Gerding Edlen
September 28, 2010



319 A Street Rear Boston, Massachusetts



319 A Street Rear Boston, Massachusetts

ADD Inc ARCHITECTURE + DESIGN

Perspective View From Summer Street Bridge

Gerding Edlen
September 28, 2010



319 A Street Rear Boston, Massachusetts

ADD Inc ARCHITECTURE + DESIGN

Perspective View from A Street

Gerding Edlen

September 28, 2010

This Amended and Restated Development Plan amends and restates the Original Development Plan to allow development of the Revised Project in place of the Original Project. Upon approval, this Amended and Restated Development Plan will constitute permanent zoning for the Site in accordance with Section 3-1A and Article 80C of the Code, and the Original Development Plan will be of no further force and effect. The Revised Project will contribute to the City's economic well being by providing construction and permanent jobs, creating additional new and affordable housing opportunities at the Site, and furthering intended development of the Innovation District.

Under Section 80C-8 of the Code, no building, use or occupancy permit for the Revised Project will be issued until the BRA has issued a Certification of Consistency under Article 80C-8 for the Revised Project. To the extent that the Director of the BRA (the "**Director**") certifies consistency with this Amended and Restated Development Plan, the Revised Project will be deemed to be in compliance with the requirements of the Code, under Code Section 80C-9.

The Amended and Restated Development Plan consists of 17 pages of text plus attachments designated **EXHIBITS 1** through **4**. All references to this Amended and Restated Development Plan contained herein shall pertain only to such pages and exhibits. Unless otherwise set forth herein, all references to terms defined by the PDA Master Plan and by the Code will have the meanings set forth in each as of the date of this Amended and Restated Development Plan.

2. **Proponent:** The Proponent, 319 ASR, LLC, an Oregon limited liability company, has its business address at c/o Gerding Edlen Development, 1140 SW 11th Avenue, #400, Portland, OR 97205. Members of the Revised Project Team are identified on **EXHIBIT 3**.

3. **PDA Master Plan Area:** On September 7, 2006, the BRA approved the "The Fort Point District 100 Acres Master Plan" (the "**100 Acres Master Plan**"), which served as the planning basis for the PDA Master Plan, adopted by the Zoning Commission on January 10, 2007.¹ The PDA Master Plan is intended to support the central goal of the 100 Acres Master Plan: to transform the area into a dense, varied and lively urban district, with 24-hour vibrancy.

The PDA Master Plan sets maximum floor area ratio ("**FAR**") and building heights for construction. FAR limits are calculated based on groupings of parcels, excluding the gross floor area of any development that preexisted adoption of the PDA Master Plan on January 10, 2007. Because FAR limits apply to the specified Parcel Groupings in the aggregate, individual sites within them may have higher or lower FARs. As addressed below, the Revised Project complies with these requirements.

¹ The area subject to the PDA Master Plan (the "**PDA Master Plan Area**") measures approximately 49 acres (2,134,440 square feet). The 100 Acres Master Plan encompasses a larger area than the PDA Master Plan Area.

Likewise, the Revised Project complies with the limitations on use set by the PDA Master Plan. The PDA Master Plan contemplates that projects within the PDA Master Plan Area will feature a broad range of uses, principally office, research and development, retail, service, residential, open space, tourism-related, and art and cultural uses. Exhibit E to the PDA Master Plan assigns parcels within the area to three broad use categories: Industrial / Commercial Mixed Use; Residential / Commercial Mixed Use (which governs most of the area); and Open Space. The PDA Master Plan further identifies the Site as a portion of Parcel A₃, and assigns it to the Residential / Commercial Mixed Use category. (PDA Master Plan, Exh. E.)

4. **Site:** The Site comprises a single parcel of land of approximately 0.47 acres (20,659 square feet), owned by the Proponent. It is bordered by: West Service Road, a state highway under the jurisdiction of the Massachusetts Department of Transportation (“**MassDOT**”), to the east; a surface parking lot owned by the United States Postal Service (“**USPS**”), to the south; an existing building owned by Archon at 319 A Street Front (identified in the PDA Master Plan as part of Parcel A₂), to the west; and the buildings owned by Archon at 327 Summer Street and 337 Summer Street (both identified in the PDA Master Plan as part of Parcel A₃), to the north.

The Site is located in the Fort Point Channel district portion of Boston’s Innovation District, which includes a mix of creative professional, commercial, and residential uses. The Boston Convention and Exhibition Center, which opened in the summer of 2004, is located approximately two blocks to the east on Summer Street. Approximately four blocks from South Station, and approximately three blocks from the Courthouse Station on the Silver Line, the Site is convenient to the MBTA Red Line, Silver Line, and commuter rail, and the I-90 and I-93 connections to downtown Boston, Greater Boston, and Logan Airport.

According to Zoning Map 4 South Boston, the Site is located within an underlying M-4 (Restricted Manufacturing) District, the overlaying PDA Master Plan Area, the Groundwater Conservation Overlay District (“**GCOD**”) and the South Boston Restricted Parking Overlay District. The PDA Master Plan provides for one or more PDA Development Plans to be submitted with more specific information about various proposed projects and components thereof; hence this Amended and Restated Development Plan.²

As stated above, the Site is currently improved with an existing, five-story former warehouse building, used as transitional artist work space (the “**Existing Building**”). According to the PDA Master Plan, the Existing Building has approximately 37,920 square feet of gross floor area.³ The main entry is on Pastene Alley, a private way that is not open to public travel, which passes east-west across the northern portion of the Site. The Site is also located within the City’s Fort Point Channel Landmark District.

² No provisions of the underlying M-4 zoning establish use, dimensional, design, or other requirements for projects within PDA’s. Accordingly, the Plan need only comply with the PDA Master Plan.

³ Throughout this Plan, all references to “**floor area**” shall refer to “gross floor area” as defined in the Code, and all references to “**height**” shall refer to “height of building” as defined in the Code.

5. **Revised Project:** Under the Revised Project, the new building constructed in place of the Existing Building (the “**New Building**”) will be located along the Site’s lot lines with the USPS property to the south and the existing building located at 319 A Street Front to the west, with setbacks from the Site’s northern and eastern lot lines. Pastene Alley will continue as an east-west private alley not open to public travel, passing across the Site between the existing buildings at 327 and 337 Summer Street to the north and the New Building to the south, but newly connected to West Service Road.

As noted above, the New Building will include approximately 202 dwelling units, a lobby and building amenities spaces, and a four-level parking garage accessory to the residential use. The New Building will have up to 257,000 square feet of floor area, including approximately 201,110 square feet of residential program (apartments, circulation, lobbies, and building amenities), and approximately 56,000 square feet of accessory parking with approximately 96 spaces. Table 1, below, compares the Original Project to the Revised Project, by use.

TABLE 1 – COMPARISON OF ORIGINAL AND REVISED PROJECTS BY USE			
	Original Project	Revised Project	Change
Residential	212,610 s.f.	201,110 s.f.	- 11,500 s.f.
Accessory Parking	56,000 s.f.	56,000 s.f.	No change
All Uses	268,500 s.f.	257,000 s.f.	- 11,500 s.f.
Parking spaces	96	96	No change

The residential floors of the Revised Project will have a different layout than under the Original Project, featuring more units per floor, and a slightly different overall mix of unit types. Table 2, below, compares dwelling units in the Original Project to the Revised Project, by their number of bedrooms.

TABLE 2 – COMPARISON OF ORIGINAL AND REVISED PROJECTS BY NUMBER OF BEDROOMS PER DWELLING UNIT			
	Original Project	Revised Project	Change
Studios	13	43	+ 30
One-Bedroom	121	116	- 5
Two-Bedroom	50	43	- 7
Three-Bedroom	0	0	No change
TOTAL	184	202	+ 18

Because the Revised Project will include approximately 202 dwelling units instead of the up to 184 included in the Original Project, while the proportion of on-site affordable housing units remains unchanged, the number of on-site affordable housing

units will increase by three, from 19 to 22. In addition, as with the Original Project, the Revised Project will still be required to provide 27 dwelling units intended to serve Innovation District workers (four of which are to be made affordable) and five affordable artist live/work units, all located off-site at 63 Melcher Street.

Under the Revised Project, the new residential building that will replace the Existing Building will include a ground level with lobby and other supporting space (convertible to retail use), four levels of above-grade parking, and 15 floors of residential apartments for a total of 20 stories plus a mechanical penthouse. Total building height is up to 180 feet (not including the mechanical penthouse because it will not occupy more than one-third of the roof area) as measured from Summer Street in accordance with the PDA Master Plan. The 15 residential floors within the Revised Project will have an average floor-to-ceiling height of 9 feet, 8 inches, which is slightly higher than the average of 9 feet, 1.5 inches for the 16 residential floors under the Original Project.

The elimination of a residential floor, the reconfiguration of the residential floor plans, and the slight increase in ceiling heights necessarily alter the fenestration of the Revised Project compared to the Original Project. The overall change will be essentially imperceptible to passersby. However, the Site is located within the boundaries of the Fort Point Channel Landmark District, so this exterior change is subject to possible review by the Fort Point Channel Landmark District Commission.

Pedestrian and vehicular access to the New Building's lobby will be via Pastene Alley, which will continue to pass across the northern portion of the Site, or using an existing but newly improved driveway along the southern exterior wall of 319 A Street Front and looping through an existing covered vehicle passageway at 319 A Street Front.⁴ It is anticipated in the 100 Acres Master Plan and the PDA Master Plan that Melcher Street will be extended along the southern edge of the Site to connect to West Service Road. At that time, access to the Site will become possible directly from Melcher Street.

On December 10, 2010, the Fort Point Channel Landmark District Commission (the "FPCLDC") issued a Certificate of Design Approval with Provisos for the Original Project, including the proposed demolition of the Existing Building. The Fort Point Channel Landmark District Standards and Criteria (Design Guidelines) acknowledge that the PDA Master Plan identifies the Site as having the potential for new construction that would result in buildings with heights up to 180 feet, and is also eligible to exceed that height. In considering a certificate of appropriateness for the Project, the FPCLDC is thus expected to consider new construction in place of 319 A Street Rear, Pastene Alley, or both, within the context of the planning process that resulted in the PDA Master Plan.

The Proponent's predecessor-in-interest, Archon, had considered alternatives to minimize impacts to the overall Fort Point Channel Landmark District during the planning stages of the Original Project, and concluded that due to its small size and

⁴ The Site benefits from access easements across both the westerly end of Pastene Alley and over portions of 319 A Street Front, which Archon still owns. On September 28, 2011, MassDOT issued a Minor Access Permit to allow the Proponent to connect the eastern end of Pastene Alley to West Service Road.

limited structural capacity, as well as the programmatic needs of the Original Project to provide sufficient housing units and accessory parking, together with the requirements for infrastructure improvements outlined in the PDA Master Plan, the Existing Building must be demolished to make the project economically and physically viable. This remains true of the Revised Project, as well.

Through informal consultations with the BRA and the Boston Landmarks Commission (“BLC”) that began during 2007, Archon revised earlier versions of the project that were substantially larger, involving the entirety of Parcel A₃, as contemplated under the 100 Acres Master Plan and PDA Master Plan. This included construction above Pastene Alley and substantial reconstruction of and vertical additions to the two buildings located at 327 and 337 Summer Street.

Archon took into consideration the impacts that redevelopment of the entire Parcel A₃ may have, and significantly reduced the scope of the Original Project by limiting construction of a New Building to the site of 319 A Street Rear and reducing the height of the proposed building from 25 stories and 240 feet to the height described below. Just as under the Original Project, the Revised Project includes no work at 327 and 337 Summer Street, and Pastene Alley (also part of Parcel A₃) will remain.

In consultation with the Chair of the FPCLDC, BLC staff has determined that the Revised Project does not differ materially from the Original Project authorized under the Certificate of Design Approval with Provisos issued by the FPCLDC on December 10, 2010. Nevertheless, in advance of the BRA’s consideration of this Amended and Restated Development Plan, the Proponent provided a complete set of the Drawings to the FPCLDC for informational purposes, and BLC staff updated the FPCLDC, accordingly, at that commission’s October 13, 2011, public meeting.

Proposed site plans, floor plans and elevations (“Drawings”) are attached hereto as **EXHIBIT 4**.

6. **Innovation District:** The Proponent is committed to making the project a welcome addition to the Innovation District. Just as with the Original Project, in conjunction with the development of the Revised Project the Proponent will rehabilitate and convert to residential use its existing building less than one block away from the Site at 63 Melcher Street, which is part of Parcel A₄. The Revised Project will not be eligible to receive a final certificate of occupancy until a certificate of occupancy has been issued for the rehabilitated building at 63 Melcher Street, described below.

The rehabilitated building at 63 Melcher Street obtained its zoning relief through a First Amended and Restated Development Plan for 49, 51 and 63 Melcher Street within PDA No. 69, effective May 6, 2011. The rehabilitated building at 63 Melcher Street shall include approximately 38 dwelling units (approximately 32,000 square feet), as follows:

- On the first floor, approximately five affordable, artist live/work units, which will partially satisfy the affordable housing required for the Proponent’s project at 319 A Street Rear;

- On the second through fourth floors, approximately 27 dwelling units specifically designed to serve Innovation District workers, including approximately four affordable dwelling units specifically designed to serve Innovation District workers;
- On the fifth floor, approximately six loft-style apartments;
- In the basement, an amenity level for the use of the building residents, potentially including work, media, kitchen, laundry, and gallery spaces; and
- A rooftop garden for the use of building residents, including a greenhouse structure.

Smaller unit sizes, such as at 63 Melcher Street, are typically available at lower rents, meeting the demand of workers in the innovation economy for inexpensive living space with access to amenities outside their units.

7. **Green Building Measures:** The Revised Project will comply with the requirements of Article 37, Green Buildings, of the Code. The Revised Project team has used the appropriate U.S. Green Building Council's ("USGBC") Leadership in Energy and Environmental Design ("LEED") green building rating system to evaluate sustainable design measures, in accordance with Article 37 of the Code. Like the Original Project, the Revised Project will target meeting LEED-NC standards at the Certified Level, and a LEED checklist was submitted to BRA staff. Sustainable design measures are planned to include: an erosion and sedimentation control program; sustainable site selection; roofing for reduced heat island effect; third-party commissioning of building systems; design exceeding the ASHRAE 90.1-2007 Energy Standard by 20%; low-emitting adhesives, sealants, paints, coatings, flooring, and wood and agrifiber products; and direct line of sight to the outdoors in 90% of regularly occupied areas. Compliance with Article 37 will be confirmed by issuance of the Certification of Compliance pursuant to Section 80B-6, as described below.

8. **Groundwater Conservation Measures:** The Site is located within the GCOD, governed by Article 32 of the Code. Article 32 requires that projects meeting certain criteria employ mitigation measures to avoid adverse impacts to groundwater levels and, in some instances, to recharge stormwater to help sustain groundwater levels. The Revised Project uses the identical footprint as the Original Project, and so is subject to Article 32 because the New Building will occupy more than 50 square feet of lot area.

Based on its location in South Boston, only the requirements of Section 32-6(b) of the Code apply to the Site. Under that section, the Revised Project must demonstrate that it will result in no negative impact on groundwater levels at the Site or adjacent lots, subject to the terms of any (A) dewatering permit or (B) cooperation agreement entered into by the Proponent and the BRA. No such permits or agreements exist.

The New Building has no basement. Elevator pits may extend five to seven feet below the adjacent ground surface, that is, to a depth which is anticipated to be above normal groundwater level. The New Building will be supported on reinforced concrete

drilled shafts (caissons) that will extend downward from near the existing ground surface, and through the underlying soil overburden, and will be socketed into bedrock. This will not impact groundwater levels at the Site or adjacent lots. Minor excavations at the Site required for utility installations are not expected to encounter groundwater.

Like the Original Project, the Revised Project will comply with the applicable standards set forth in Section 32-6(b) of the Code by resulting in no negative impact on groundwater levels within the Site or on adjacent lots. If necessary, the Proponent will incorporate systems into the Revised Project that meet the groundwater conservation standards set forth in Section 32-6(b). The Proponent will obtain a written determination from the Boston Water and Sewer Commission as to whether said standards are satisfactorily met, and will provide a copy of this letter to the BRA and to Boston Groundwater Trust prior to the issuance of a Certificate of Consistency.

Compliance with this Amended and Restated Development Plan shall constitute compliance with Article 32 without the necessity of the Revised Project's obtaining a conditional use permit pursuant to Article 32.

9. **Proposed Location, Dimensions and Appearance of Structures:** The proposed location, dimensions and appearance of the structures after completion of the Revised Project are shown in the Drawings, attached hereto as **EXHIBIT 4**. The final location, dimensions and appearance of the Revised Project may change during ongoing BRA review of the Revised Project, or as a result of review by other agencies.

As noted above, the Revised Project has the same footprint and orientation as the Original Project. The project been designed to take into consideration both the functionality of the building itself and its location within the district. The footprint and orientation of the New Building follow the existing street grid as well as the future layout of Melcher Street, a public right-of-way, on the south side of the Site.

To accommodate a residential unit layout, the footprint of the New Building will be larger than the Existing Building, but is still substantially smaller than the massing anticipated in the 100 Acres Master Plan and the PDA Master Plan. It is the same as under the Original Project. The orientation of the Revised Project is consistent with the existing view corridors along Pastene Alley and up Melcher Street toward downtown, and looking east toward the Boston Convention and Exhibition Center.

The New Building's design is nearly identical to the Original Project's. It blends the character of the historic, former warehouse buildings in the Fort Point Channel Landmark District with the more contemporary expressions of twenty-first century residential design. The building's massing is broken into a tripartite arrangement consisting of: a base in scale with the adjacent buildings; a middle with a combination of punched windows and contemporary curtain wall; and a top composed of metal panels that screen roof-top mechanical equipment from view.

Access to and the enjoyment of Pastene Alley will be improved, as under the Original Project. The northern face of the New Building will be approximately 26 feet

from the rear facades of 327 and 337 Summer Street. This condition will provide sufficient light and air to the interior spaces of these buildings and will help maintain the network of alleys found throughout the district that provide pedestrian access. With these improvements, the potential for enlivening the rear facades of 327 and 337 Summer Street as part of future projects can be realized. Pastene Alley will remain a private way maintained by the Proponent.

The massing of the New Building will be stepped back along the future Melcher Street extension to create a pedestrian scale in anticipation of future activity. The six-story base along this future street will enclose a through lobby that will be visible both from within Pastene Alley and from A Street, where a new entrance drive will be created along the westerly boundary of the Site with 319 A Street Front. Adjacent to the lobby, building amenity spaces and the Revised Project leasing office will front on the future Melcher Street extension to enhance the feeling of an active base.

The entrance and exit to the accessory parking garage, which is unchanged from the Original Project and will continue to occupy the second through fifth floors, will be located at the northwestern corner of the New Building, at Pastene Alley. Just as under the Original Project, the garage entrance/exit will be divided into two distinct openings, rather than one large opening, to emphasize the vertical pier language of the building.

10. **Open Spaces and Landscaping:** To reinforce the prevailing physical conditions within the historic areas of the PDA Master Plan Area, and to maintain strong, consistent urban street walls throughout the district, the PDA Master Plan provides that new construction is intended to conform to a zero-lot-line standard and be constructed to the sidewalk. Accordingly, no open space or landscaping is required for the Revised Project. Moreover, the PDA Master Plan does not require the dedication of any portion of the Site to be used as new public open space. (See PDA Master Plan, Exh. G.)⁵

As noted above, Pastene Alley, an asphalt-paved private way originally utilized as a railroad spur line, will be retained as part of the Revised Project. An unnamed alley, also formerly a railroad spur line, on the south side of 319 A Street is currently paved in asphalt. The condition of the asphalt paving at both locations is poor. To enhance the pedestrian experience and improve the view sheds along Pastene Alley and the south side of 319 A Street, new hardscape and other site improvements will be made that will reflect the industrial character of the area.

11. **Proposed Uses:** After completion of the Revised Project, the Site will include approximately 201,110 square feet of residential program and up to 56,000 square feet of accessory parking with approximately 96 spaces. This differs from the Original Project by reducing the residential program by approximately 11,500 square feet. The Revised Project complies with the PDA Master Plan, which calls for significant

⁵ As described in the Draft Project Impact Report for the Original Project, filed July 16, 2010, no significant shadow from the New Building is anticipated to affect existing, planned or proposed open spaces or public parks in the area. As already noted, the exterior dimensions of the New Building under the Revised Project are unchanged from the Original Project, such that no additional shadow would be created.

residential use to be located at the northern edge of the area near Summer Street, where the Site is located. Residential use and accessory parking are expressly permitted at the Site. All of the uses listed in Exhibit F to the PDA Master Plan (including retail, which could be added to the ground level in future), shall be permitted at the Site.

12. **Dimensions of the Revised Project:** As noted above, the exterior dimensions of the Revised Project are identical to those of the Original Project. Other than the FAR limitations specified in the PDA Master Plan, and addressed below, the sole dimensional regulation applicable to the Revised Project is building height. The build-out plan attached to the PDA Master Plan as Exhibit I sets the building height limits for the development parcels within the Site. Parcel A₃ is one of five parcels that have a by-right height limit of 180 feet, and one of two where building height is measured from Summer Street. Proposed projects at Parcel A₃ are eligible for additional build out, as well as height beyond 180 feet, if such proposals (a) undergo review pursuant to Article 80B of the Code, and (b) provide exceptional public benefits. The Revised Project will not use this option, and instead meets the 180-foot height limit.

13. **Proposed Densities:** The 100 Acres Master Plan and the PDA Master Plan anticipate that the 100 Acres area may ultimately accommodate 5.9 million square feet of net new development. The PDA Master Plan currently authorizes the build-out of approximately 70 percent of that amount (approximately 4.1 million square feet). The remaining 1.8 million square feet of potential development may take place when it is demonstrated to the BRA that adequate transportation infrastructure exists in the area to support the resulting new gross floor area.

As noted above, the Site is part of Parcel A₃, which is in turn part of the Parcel A₁-A₇ Grouping. The PDA Master Plan authorizes a maximum FAR of 1.3 across this entire grouping, based on net new floor area. This maximum FAR can increase to 1.8 when the BRA authorizes the final 30% of net new floor area in the 100 Acres. Based on the lot areas set forth in Exhibit I to the PDA Master Plan, the aggregate lot area in the Parcel Grouping is 192,100 square feet. Therefore, at a maximum FAR of 1.3, the PDA Master Plan authorizes up to 249,730 gross square feet of net new floor area across Parcels A₁-A₇.

Table 2 to the PDA Master Plan provides that, as of its effective date, the gross floor area of the Existing Building at 319 A Street Rear was 37,920 square feet. The New Building to be constructed in its place under the Revised Project will have approximately 201,110 square feet in residential program (apartments, circulation, lobbies, and building amenities) included in the calculation of FAR, for a net new floor area resulting from the Revised Project of up to 163,190 square feet.⁶

Previously built or approved FAR across the Parcel A₁-A₇ Grouping includes the 5,700 square feet of new floor area built as part of ADD Inc's completed project at 311

⁶ Pursuant to Article 2A of the Code, the Revised Project's residential accessory parking is excluded from the definition of "floor area ratio."

Summer Street (Parcel A₂), and the up to 56,725 square feet of net new floor area approved by the City in 2011 as part of the 49-51-63 Melcher Street (Parcel A₄) project.

Adding these to the net new floor area for the Revised Project of approximately 163,190 square feet would result in total net new floor area for the Parcel A₁-A₇ Grouping of approximately 225,615 square feet. When this total is, in turn, subtracted from the aggregate limit of approximately 249,730 square feet available under the current 1.3 FAR limit, this would leave approximately 24,115 square feet net new floor area still available for Parcels A₁-A₇ after approval of the Revised Project. Accordingly, the Revised Project will be consistent with the PDA Master Plan.

14. **Proposed Traffic Circulation:** The Site is a short walk from South Station and Downtown Boston. Access to the Site by both pedestrians and vehicles will be from A Street via the improved driveway along the southern wall of 319 A Street Front, as well as Pastene Alley, a private way. Private use of Pastene Alley is shared by the immediately adjacent building at 319 A Street Front and by four buildings along Summer Street (311, 321, 327, and 337 Summer Street).

The Revised Project includes a curb cut along West Service Road for vehicle access to Pastene Alley, which has been authorized by a MassDOT Minor Access Permit. The primary pedestrian entrance to the New Building will be from A Street, but new secondary pedestrian access will be created from West Service Road via Pastene Alley. Additional pedestrian and vehicle access will be afforded to the Site once the extension of Melcher Street is completed per the 100 Acres Master Plan and the PDA Master Plan.

The PDA Master Plan does not require the dedication of any portion of the Site to be used as new public rights-of-way. (See PDA Master Plan, Exh. H.)

15. **Parking and Loading Facilities:** The PDA Master Plan does not specify off-street parking and loading requirements. For the Revised Project, just as for the Original Project, off-street parking is determined during Large Project Review under Article 80B of the Code. The Revised Project will provide approximately 96 accessory parking spaces for use by residents. Parking will be located on floors two through five.

The Revised Project would have a parking ratio of approximately 0.48 spaces per dwelling unit. Given the excellent access that the Site enjoys to public transit, and provision in the PDA Master Plan for a mix of uses in the neighborhood, it is appropriate to provide on-site parking to serve the Revised Project at a rate below the maximum district-based parking guidelines recommended by the Boston Transportation Department (“BTD”) for the South Boston Waterfront area (maximum 1.0 to 1.5 spaces for each residential unit). In recent years, apartment projects in similarly dense, mixed-use, and transit-rich Boston neighborhoods have successfully included between 0.20 and 0.65 parking spaces per residential unit.

On-street parking restrictions within a seven-minute walk of the site, or about three-eighths of a mile, consist of a mixture of no parking, metered parking, permit

parking, South Boston Resident Permit parking, two-hour parking, and handicapped-designated spaces. A significant number of no-parking areas, South Boston resident parking, and metered parking lie within the immediate vicinity of the site, mostly on A Street, Melcher Street, and Summer Street. Over 8,300 off-street parking spaces are located in garages and lots within a seven-minute walk of the Revised Project. Additional parking for the Revised Project will be available in the nearby 585-space Necco Street Garage.

The entrance and exit to the parking garage accessory to the Revised Project will be located at the northwestern corner of the New Building, at Pastene Alley. Vehicular access to the parking garage will be either from West Service Road to Pastene Alley or from A Street to the driveway south of 319 A Street Front. Vehicles exiting the garage will travel westerly on Pastene Alley to A Street.

Residential loading and trash removal for the building will be located along Pastene Alley. The number of loading bays required by Article 24 of the Code is determined during the Large Project Review process under Article 80B of the Code. The Revised Project provides for at-grade residential loading and trash pick-up through a shared overhead door along Pastene Alley.

The Proponent intends to implement Transportation Demand Management ("TDM") measures to reduce dependence on autos under a Transportation Access Plan Agreement with BTM. TDM will be facilitated by the Revised Project's proximity to residential developments in the neighborhoods of Fort Point Channel and South Boston, along with available transit services nearby, described in the following section.

16. **Access to Public Transportation:** Residents of and visitors to the Revised Project have several transit options. The Site is located within an approximately five-minute walking distance from the South Station Transportation Center, a transit hub that provides access to the MBTA Red Line and Silver Line and seven commuter rail branches serving points south and west of Boston. South Station is the terminus for Amtrak train service along the Northeast Corridor, and regional and commuter bus service is also provided from South Station. Many commuters and visitors to the Fort Point neighborhood travel into South Station on the Red Line, commuter rail, or other transit, then walk over the Summer Street Bridge to the Fort Point Channel district.

The Site is also within a five-minute walk of several MBTA bus routes and the Silver Line Courthouse Station. South Station is accessible via MBTA Bus Route #7 along Summer Street about one-and-a-half blocks from the site. In addition, MBTA Bus Route #11, which travels between Downtown Boston and City Point via Melcher Street, provides access from South Station. Since Route #11 travels in a clockwise loop along A Street in South Boston and Washington Street in Chinatown, the bus only operates on Melcher Street and A Street as it travels outbound from Downtown. Route #11 operates frequently (every 15 minutes or less) throughout the day.

17. **Public Benefits of the Revised Project:** Expected public benefits from the Revised Project are essentially the same as under the Original Project, and include: on-site circulation improvements; public realm enhancements through the PDA Master Plan, described below; sustainable design; increased housing opportunities, including affordable housing; improved community parking; groundwater conservation; increased property taxes; and the creation of temporary and permanent jobs.

Public Realm Enhancements: The PDA Master Plan requires new development within the PDA Master Plan area to be accompanied by approximately 6.9 acres of new and expanded open spaces at full build out, to be constructed primarily on land owned by the proponents of new developments in the PDA. The PDA Master Plan also requires that development of land include significant expansions of and upgrades to local rights-of-way, beyond mitigation of project-related impacts. As with new open spaces, the PDA Master Plan requires the proponents of new developments to provide the necessary land - - approximately 9.8 acres -- to construct the public rights-of-way.

Concurrently with its adoption of the PDA Master Plan, the City entered into an Amended and Restated Memorandum of Agreement with the various owners of property subject to the PDA Master Plan (the "**MOA**"). The MOA allocates responsibility among the City and the property owners for the phased construction and long-term maintenance of the open space and transportation improvements (together, the "**Public Realm Enhancements**").

The MOA binds participating owners to a phasing plan for the construction of all of the Public Realm Enhancements, and to allocate construction costs among them based on payments into a Sinking Fund. A developer's contribution to the Sinking Fund is a condition precedent to the issuance of a building permit for its development project, and is specifically enforceable in equity by the other participating owners. The developer must also pay its fair share of the costs to maintain the new open spaces. The new streets will be maintained by the City of Boston.

The PDA Master Plan provides that, as of its effective date, the gross floor area of the Existing Building is 37,920 square feet. As described above, the net new floor area of the Revised Project is approximately 163,190 square feet. Therefore, based on a per square-foot payment of \$11.93 provided in the MOA, the total payment due under the MOA would be approximately \$1,946,857.

Sustainable Design/Green Building: The Revised Project will comply with the requirements of Article 37, Green Buildings, of the Code. The Revised Project team will use the appropriate USGBC LEED green building rating system to evaluate sustainable design measures, in accordance with Article 37 of the Code. Like the Original Project, the Revised Project will target meeting LEED-NC standards at the Certified Level, as described above.

Increased and Affordable Housing: The Revised Project will create approximately 202 new dwelling units, and meet the requirements for affordable housing

on and off site, in accordance with the Mayor's Executive Order Regarding Inclusionary Housing, dated February 29, 2000, as amended, through: (a) 22 affordable dwelling units on site, three more than under the Original Project; and (b) the rehabilitation of 63 Melcher Street nearby, as described above, to include five affordable, artist live/work units on the ground floor, and another four affordable dwelling units on floors two through four that are optimally sized to serve Innovation District workers at 340 to 500 square feet each and which will satisfy the Mayor's Executive Order Regarding Inclusionary Housing for the 63 Melcher Street project.

Improved Circulation: As under the Original Project, the Revised Project will improve Pastene Alley by extending it to West Service Road, allowing vehicles to travel westbound from West Service Road to the onsite parking garage and for loading.

Improved Community Parking: By rationalizing and improving Pastene Alley, the Revised Project will return approximately 39 commercial parking spaces to the South Boston pool administered by the Boston Air Pollution Control Commission. These spaces will then be available for redistribution.

Groundwater Conservation: The Revised Project will comply with the applicable standards set forth in Section 32-6(b) of the Code by resulting in no negative impact on groundwater levels within the Site or on adjacent lots.

Increased Property Taxes: Once complete, the Revised Project is expected to generate significant additional annual property taxes for the City of Boston than the Site currently contributes.

Temporary and Permanent Employment: During construction, the Revised Project is expected to create approximately 150 to 200 construction-related employment opportunities. The Revised Project also creates the potential for approximately 20 ongoing employment opportunities, to manage and maintain the New Building.

18. **Large Project Review:** The BRA has conducted Large Project Review of the Revised Project under Article 80B of the Code, applicable because the Revised Project includes construction of a building having a gross floor area of at least 50,000 square feet. The Proponent submitted a Project Notification Form ("PNF") to the BRA on November 5, 2009. The BRA issued a Scoping Determination on March 9, 2010. In response, the Proponent submitted a Draft Project Impact Report ("DPIR") to the BRA on July 16, 2010. The BRA accepted public comment on the DPIR through August 30, 2010. On January 3, 2011, the BRA gave notice of the issuance of a Preliminary Adequacy Determination, in which it indicated that all components of the DPIR are sufficient to meet the requirements of the Scoping Determination and waived the requirements of subsection 5 of this Section 80B-5 for the filing and review of a Final Project Impact Report.

In the course of Large Project Review, the impacts of the Original Project upon the surrounding neighborhoods were fully addressed, and appropriate mitigation was proposed and incorporated into the Original Project, as follows:

- New traffic related to the Original Project would be minimal, with conditions at nearby intersections and approaches remaining the same as under no-build conditions. Mitigation will include commitments associated with the 100-Acre Master Plan and the PDA Master Plan.
- The Original Project included approximately 96 new parking spaces. The surrounding area has adequate parking to meet any additional parking demand resulting from the Original Project.
- The Original Project's net additional transit trips would not adversely affect transit capacity.
- New pedestrian and bicycle accommodations included as part of the Original Project would improve access to the Site.
- The TDM program included as part of the Original Project would encourage non-vehicular travel to the Site, emphasizing the Site's proximity to public transportation services.
- Potential air quality and noise impacts from the Original Project would be well below City and state thresholds.
- Geotechnical impacts from the Original Project would be monitored as required. The Original Project's stormwater would be managed in accordance with applicable regulations and the Original Project would comply with Article 32 of the Code.

The Revised Project includes a slight reduction (approximately 5%) in residential space, a slight increase (approximately 10%) in the number of dwelling units, and a slight change in the mix of units by their number of bedrooms, all as described in Section 5 above. Except for inconsequential changes to the building's fenestration, changes from the Revised Project are internal and will not affect most areas of potential environmental impact, such as wind, shadow, daylight and solar glare, as follows:

- Minor increases in water consumption and wastewater generation are expected, without any significant effect upon the relevant City utilities.
- The Revised Project would result in three more vehicle trips during the morning peak hour and three more vehicle trips in the evening peak hour, without any significant effect upon intersection levels of service.
- Estimated parking demand associated with the Revised Project (101 spaces) is slightly higher than with the Original Project (92 spaces), still within levels manageable by existing parking in the surrounding area.
- The Revised Project design will continue to comply with Article 37 of the Code, ensuring LEED certifiability.

- The TDM program will continue to encourage non-vehicular travel to the Site, emphasizing the Site's proximity to public transportation services.
- The Revised Project will continue to have little or no effect on pedestrian-level winds, generate minimal new shadow, not significantly affect daylight reaching the Site, and not create adverse impacts from reflected solar glare.
- Potential air quality and noise impacts will continue to be well below City and State thresholds.
- Minimal geotechnical impacts will be continue to be monitored as required.
- Stormwater will continue to be managed in accordance with applicable regulations, and the Revised Project will comply with Article 32 of the Code.

19. **Other Necessary Government Approvals:** The Revised Project is not subject to review under the Massachusetts Environmental Policy Act ("MEPA"). However, West Service Road is under the jurisdiction of MassDOT, which has issued a Minor Access Permit to authorize a curb cut from Pastene Alley. Prior to issuance of the Minor Access Permit, MassDOT and the Proponent's predecessor-in-interest, Archon, entered into a Memorandum of Agreement with the Massachusetts Historical Commission to satisfy the state historic preservation laws. As noted above, Boston Landmarks Commission staff, in consultation with the Chair of the Fort Point Channel Landmark District Commission, has determined that the Revised Project does not differ materially from the Original Project authorized under the Certificate of Design Approval with Provisos issued on December 10, 2010.

20. **Development Schedule:** Build out of the PDA Master Plan Area is expected to occur in multiple phases over approximately 20 years. The Proponent currently estimates that construction of the Revised Project will take approximately 24 months, with initial site work expected to begin in the first quarter of 2012.

21. **Applicability of this Amended and Restated Development Plan:** Consistency of the Revised Project with this Amended and Restated Development Plan constitutes compliance with the dimensional, use, and other requirements of the Code, in accordance with Section 80C-9 of the Code. Moreover, this Amended and Restated Development Plan constitutes approval for any zoning nonconformity created or increased by the separation of the Site from other portions of Parcel A₃ and the Parcel A₁-A₇ Grouping, provided that: (A) the use limitations and dimensional requirements of this Amended and Restated Development Plan, other than FAR, with respect to each project are met; and (B) the FAR for the Parcel Grouping A₁-A₇ in the aggregate does not exceed the limits established under the PDA Master Plan.

22. **No Duty to Develop the Revised Project:** Notwithstanding anything set forth in this Amended and Restated Development Plan to the contrary, under no circumstances will the Proponent be obligated to proceed with the Revised Project.

23. **Minor Modifications to Plans:** This Amended and Restated Development Plan constitutes the zoning for the Site and the Revised Project. Final plans and specifications for the Revised Project will be submitted to the BRA pursuant to Section 3-1A and Article 80C of the Code for final design review approval and certification as to consistency with this Amended and Restated Development Plan, and to other governmental agencies and authorities for final approval. Accordingly, subject to consistency with the dimensional regulations set forth in this Amended and Restated Development Plan, minor changes may occur to the Revised Project's design described in this Amended and Restated Development Plan.

24. **Amendment of this Amended and Restated Development Plan:** The owner of the Revised Project may seek amendment of this Amended and Restated Development Plan in accordance with the procedures prescribed by the Code.

LIST OF EXHIBITS

- | | |
|------------------|---|
| Exhibit 1 | Legal Description of the Site |
| Exhibit 2 | Locus Plan |
| Exhibit 3 | Project Team |
| Exhibit 4 | Drawings <ul style="list-style-type: none">- Existing Site Plan- Proposed Site Plan- Proposed First Floor Plan- Proposed 2nd - 5th Floor Plan- Proposed 6th Floor Plan- Proposed 7th - 19th Floor Plan- Proposed 20th Floor Plan- Proposed Penthouse Roof Plan- Proposed Elevations- Proposed Renderings |



EXHIBIT 1

LEGAL DESCRIPTION OF THE SITE

319 R A Street
Boston (South Boston District) Mass.

A certain parcel of land situated in the City of Boston, South Boston District, Commonwealth of Massachusetts, bounded and described as follows:

Commencing at the intersection of the southeasterly sideline of A Street and the southwesterly sideline of Summer Street;

Thence running S 43°14'00" E along the said southwesterly sideline of Summer Street, a distance of 381.14 feet;

Thence turning and running S 45°08'04" W by land now or formerly of the United States Postal Service, a distance of 100.30 feet to the point of beginning;

Thence running S 45°08'04" W by land now or formerly of the United States Postal Service, a distance of 116.61 feet;

Thence turning and running N 40°44'00" W by land now or formerly of the United States Postal Service, a distance of 167.26 feet;

Thence turning and running N 48°58'31" E in part through a brick wall, a distance of 69.58 feet;

Thence turning and running N 46°46'00" E, a distance of 40.00 feet;

Thence turning and running S 43°14'00" E, a distance of 1.90 feet;

Thence turning and running S 46°30'10" W through the middle of a party wall, a distance of 0.30 feet;

Thence turning and running S 43°07'15" E along the face of a brick building, a distance of 55.13 feet;

Thence turning and running S 43°18'54" E along the face of a brick building, a distance of 104.07 feet to the point of beginning;

Containing an area of 18,463 square feet, and shown as Lot G on a plan entitled "Subdivision Plan of Land, No. 337-347 Summer Street, No. 319 and No. 319R A Street, Boston, (South Boston District) Mass." prepared by Harry R. Feldman, Inc. dated September 15, 2011 and recorded as Plan No. 324 of 2011.

United States Postal Service Parcel B

A certain parcel of land situated in the City of Boston, South Boston District, Suffolk County, Commonwealth of Massachusetts bounded and described as follows:

Commencing at the intersection of the southeasterly sideline of A Street and the southwesterly sideline of Summer Street;

Thence running S 43°14'00" E along the said southwesterly sideline of Summer Street, a distance of 381.14 feet;

Thence turning and running S 45°08'04" W, a distance of 100.30 feet to the point of beginning;

Thence turning and running S 43°18'54 E, a distance of 18.75 feet;

Thence turning and running S 45°08'04" W along the northwesterly sideline of the West Service Road, a distance of 79.50 feet;

Thence turning and running S 44°58'00" W continuing along the said northwesterly sideline of the West Service Road, a distance of 37.96 feet;

Thence turning and running N 40°44'00" W, a distance of 18.90 feet to the southeasterly boundary line of land now or formerly of W2005 BWH II Realty LLC;

Thence turning and running N 45°08'04" E by the said southeasterly boundary line of land now or formerly of W2005 BWH II Realty LLC, a distance of 116.61 feet to the point of beginning;

Containing an area of 2,196 square feet and show on a plan entitled "Subdivision Plan of Land, United States Postal Service Property, Boston, Mass." prepared by Harry R. Feldman, Inc. dated July 25, 2011 and recorded as Plan No. 259 of 2011.

First Amended and Restated Development
Plan for 319 A Street Rear within Planned
Development Area No. 69, The 100 Acres

Boston Redevelopment Authority on behalf of
319 ASR, LLC

FIRST AMENDED AND RESTATED DEVELOPMENT PLAN FOR 319 A
STREET REAR WITH PLANNED DEVELOPMENT AREA NO. 69, THE 100
ACRES

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, does hereby approve the First Amended and Restated Development Plan for 319 A Street Rear, dated September 30, 2011, within Planned Development Area No. 69, South Boston/The 100 Acres, dated January 10, 2007. The Master Plan for Planned Development Area No. 69, South Boston/The 100 Acres was adopted by the Zoning Commission on January 10, 2007, and became effective January 10, 2007.

Said First Amended and Restated Development Plan amends "Development Plan for 319 A Street Rear," approved by the Authority on December 14, 2010, and approved by the Zoning Commission on January 19, 2011, effective, January 20, 2011.

Planned Development Area No. 69 was designated on "Map 4, South Boston" of the series of maps entitled "Zoning Districts City of Boston" dated August 15, 1962, as amended, by Map Amendment No. 468, adopted by the Zoning Commission on January 10, 2007, effective January 10, 2007.

First Amended and Restated Development Plan for 319 A Street Rear within Planned Development Area No. 69, The 100 Acres

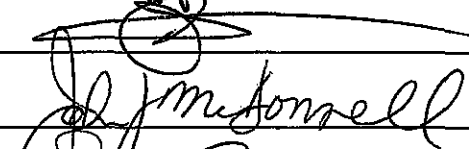


Chairman



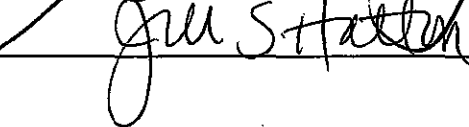
Vice Chairman







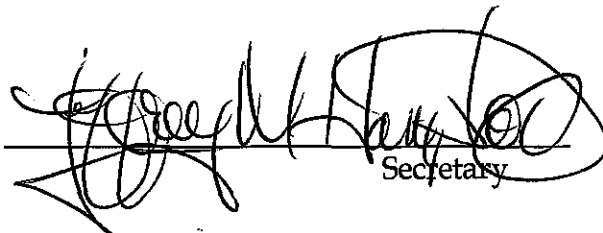




In Zoning Commission

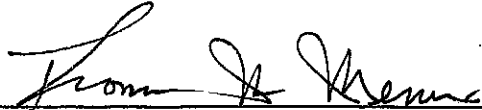
Adopted: December 14, 2011

Attest:



Secretary

First Amended and Restated Development Plan for 319 A Street Rear within Planned Development Area No. 69, The 100 Acres

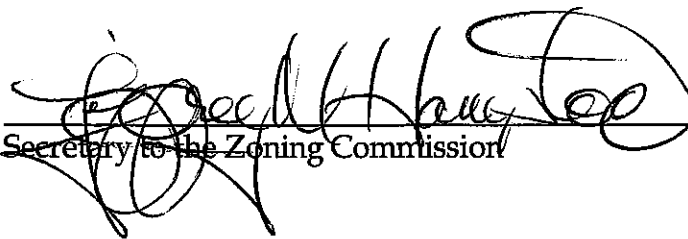


Mayor, City of Boston

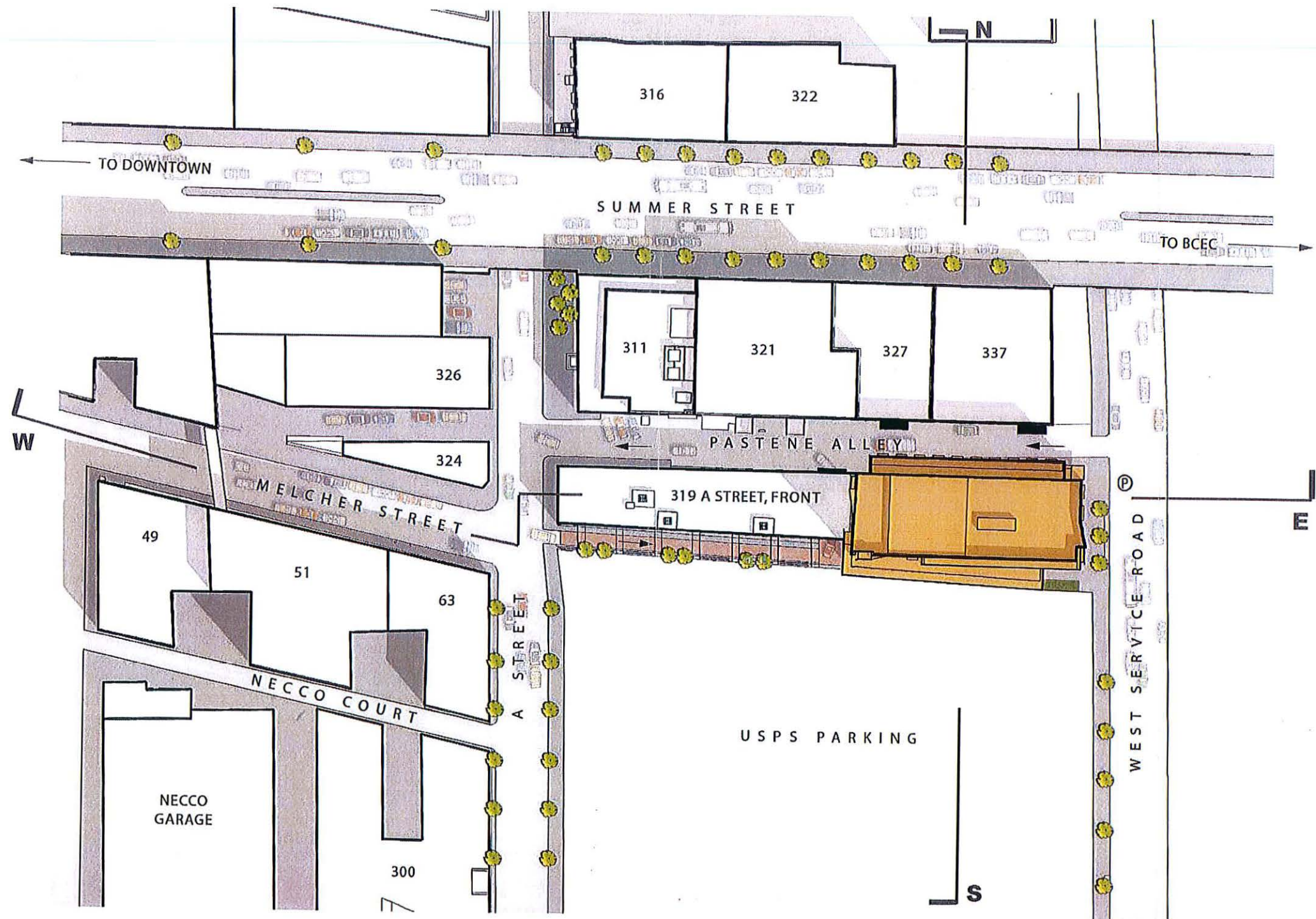
Date: 12/15/11

The foregoing Development Plan, was presented to the Mayor on ~~DECEMBER 15, 2011~~ and was signed by him on ~~DECEMBER 15, 2011~~, whereupon it became effective on ~~DECEMBER 15, 2011~~ in accordance with Section 3 of Chapter 665 of the Acts of 1956, as amended.

Attest:

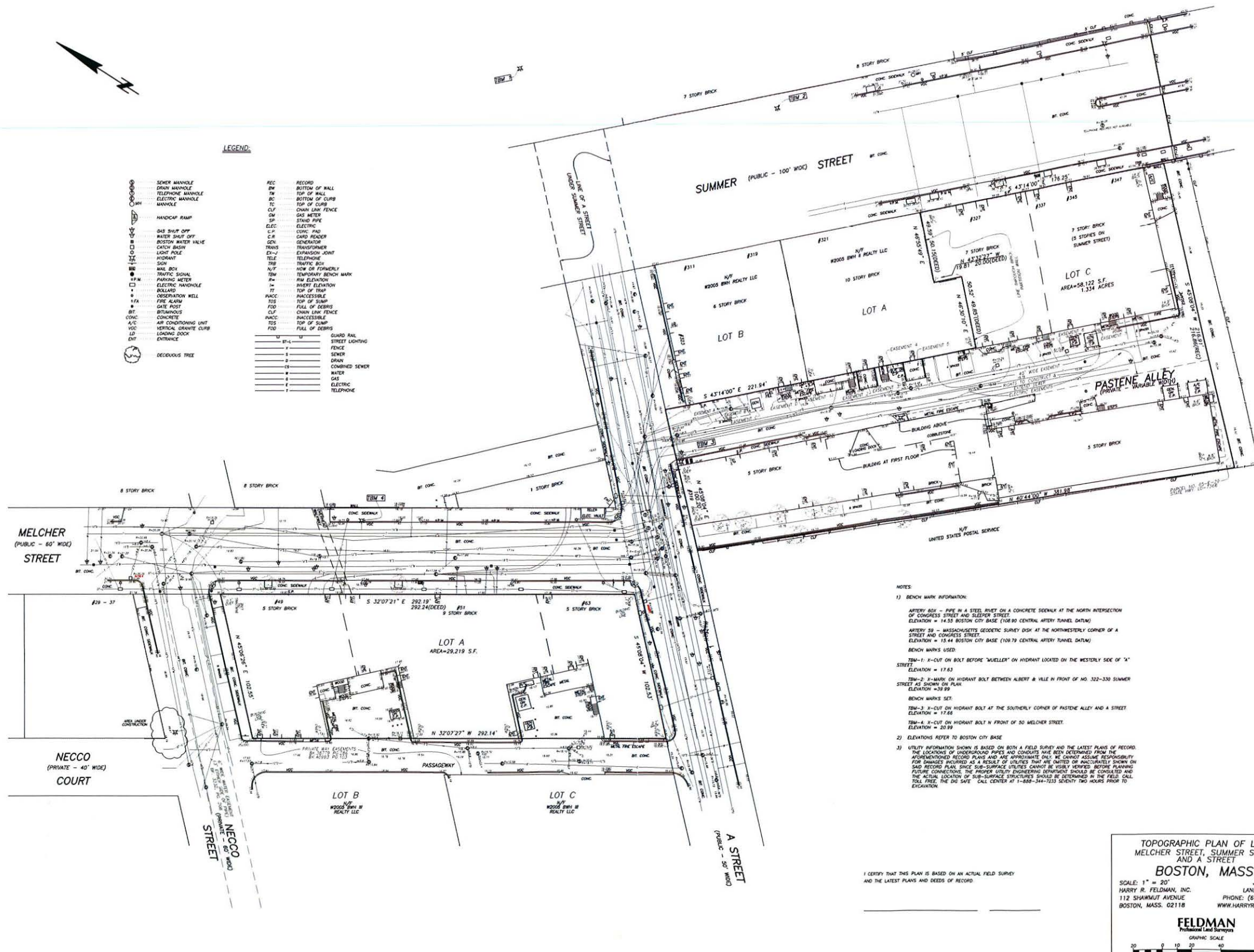


Secretary to the Zoning Commission



319 A Street Rear Boston, Massachusetts





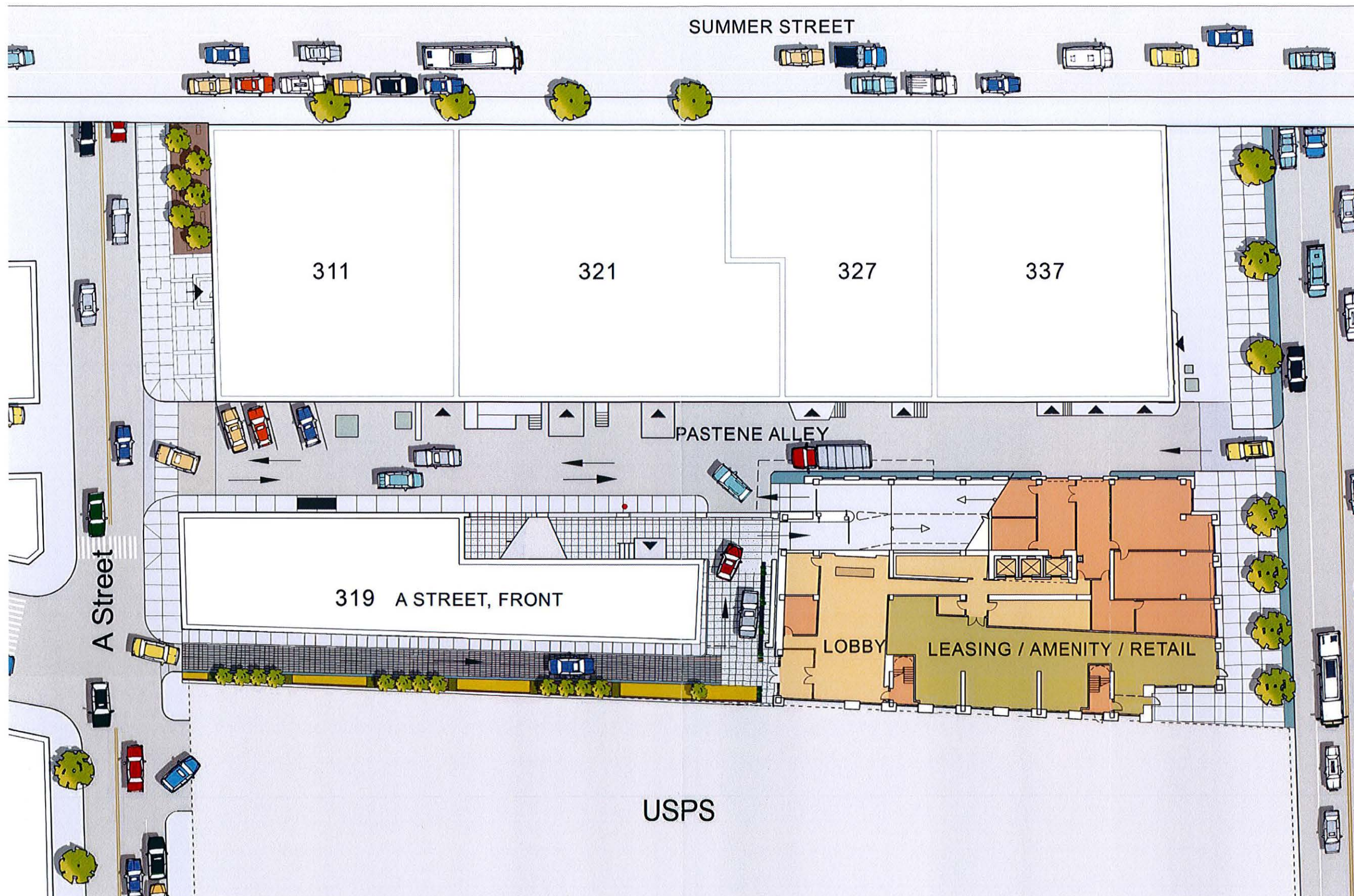
319 A Street Rear Boston, Massachusetts

TOPOGRAPHIC PLAN OF LAND
MELCHER STREET, SUMMER STREET
AND A STREET
BOSTON, MASS.

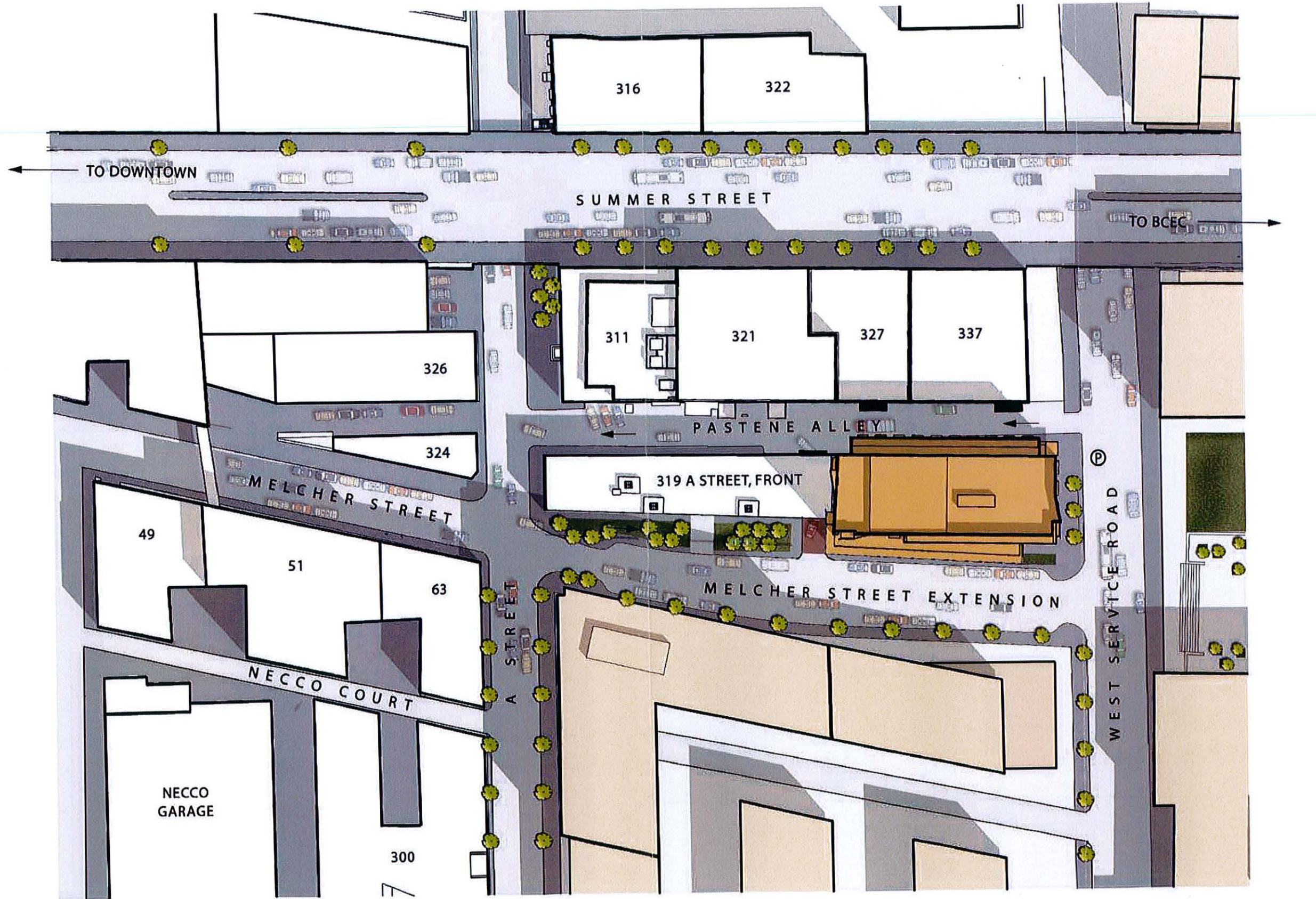
SCALE: 1" = 20'
HARRY R. FELDMAN, INC. LAND SURVEYORS
112 SHAWMUT AVENUE PHONE: (617)357-9740
BOSTON, MASS. 02118 WWW.HARRYRFEELDMAN.COM

FELDMAN
Professional Land Surveyors

GRAPHIC SCALE
0 10 20 40 80

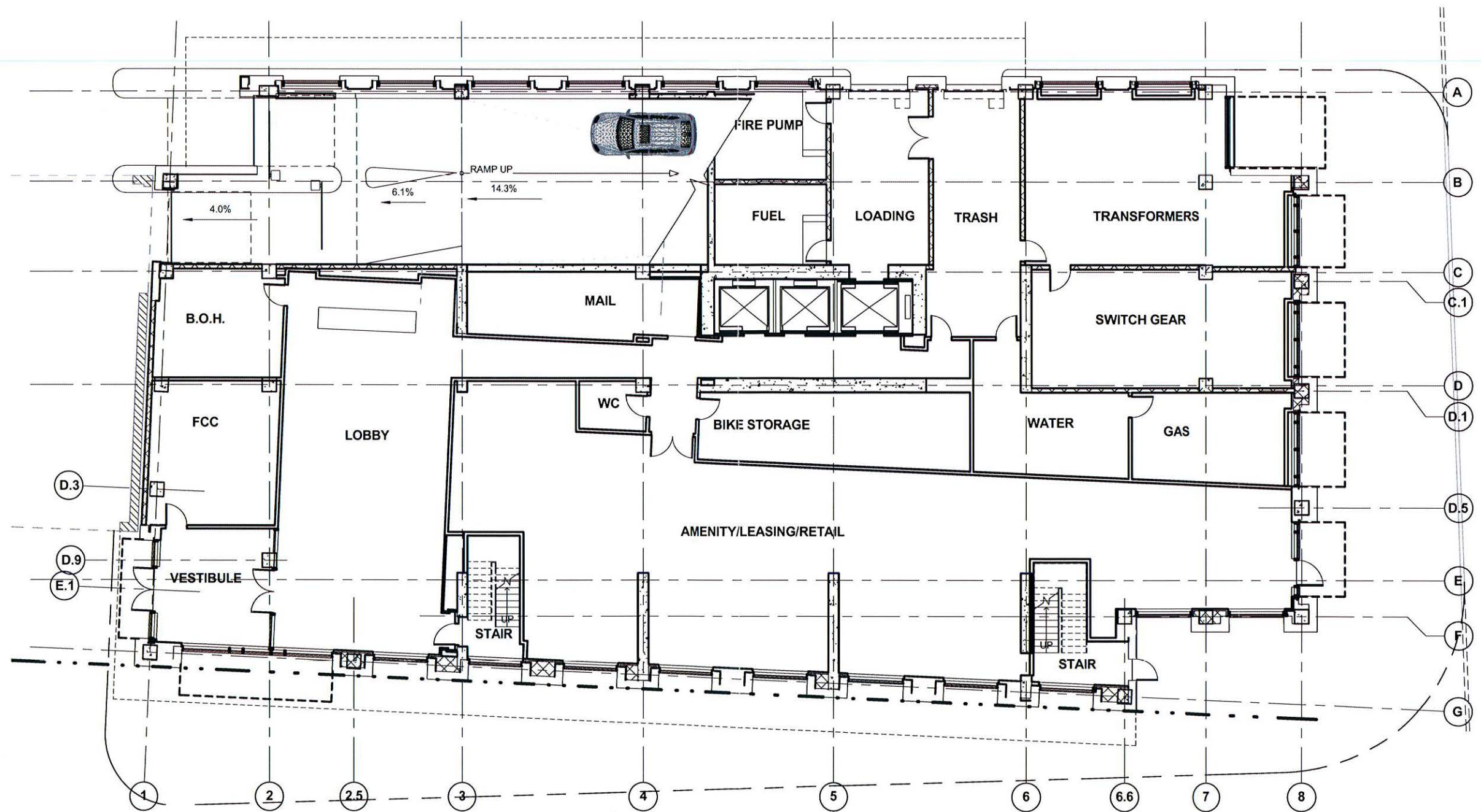


319 A Street Rear Boston, Massachusetts

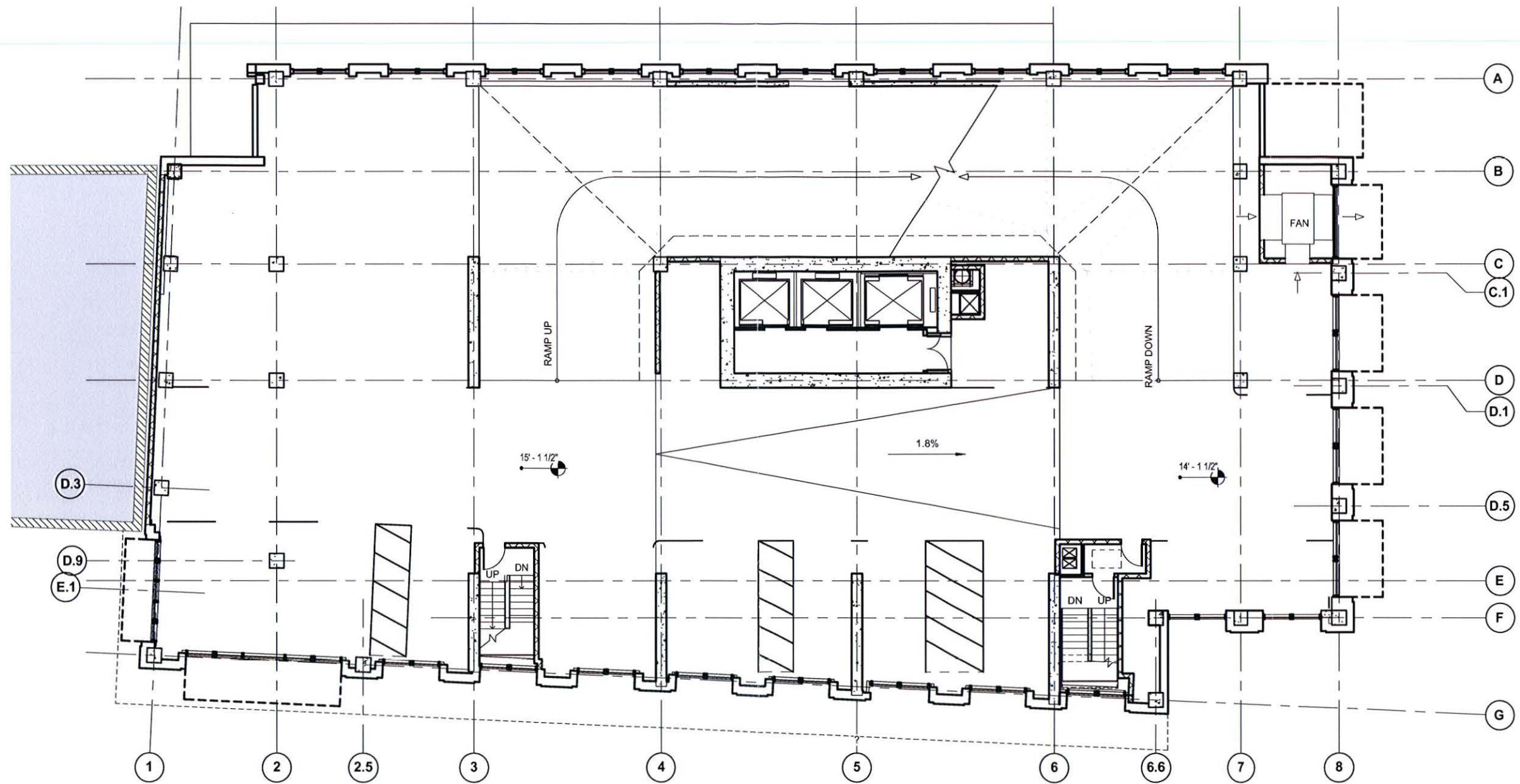


319 A Street Rear Boston, Massachusetts

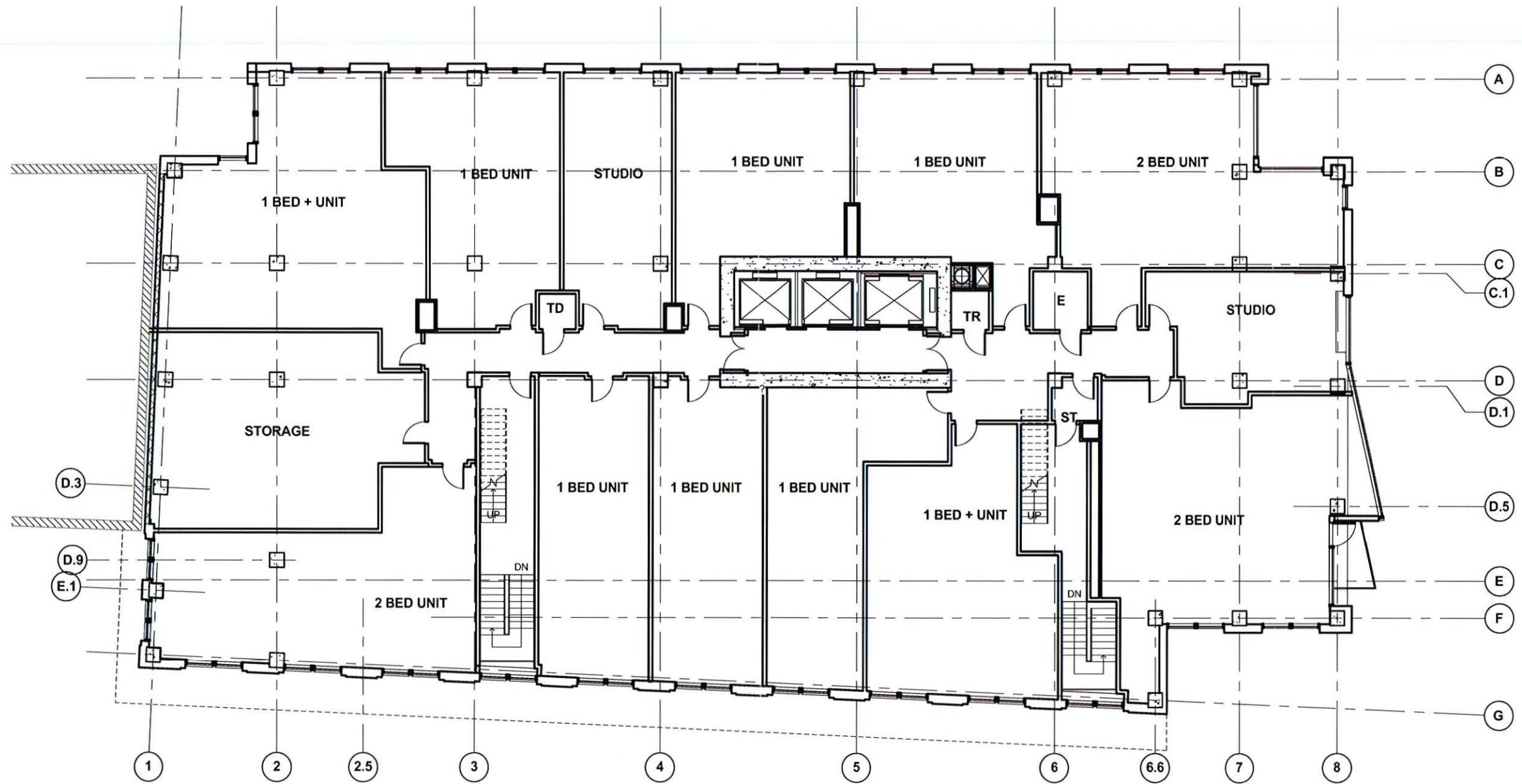
Location Plan, Future Condition per 100 Acres Master Plan
Gerding Edlen
 September 28, 2010



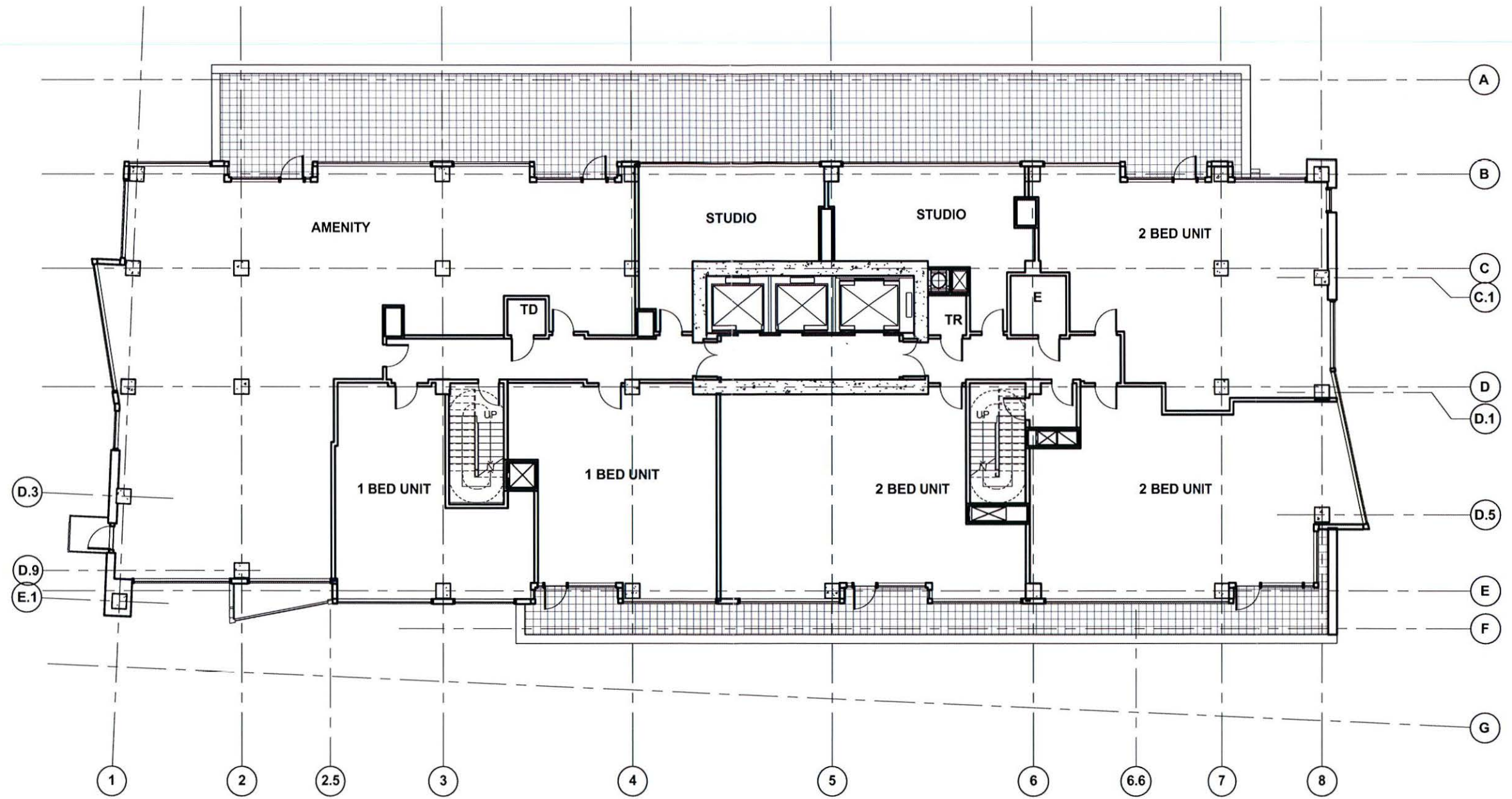
319 A Street Rear Boston, Massachusetts



319 A Street Rear Boston, Massachusetts



319 A Street Rear Boston, Massachusetts



319 A Street Rear Boston, Massachusetts

319 A Street Rear Boston, Massachusetts





319 A Street Rear Boston, Massachusetts



319 A Street Rear Boston, Massachusetts

ADD Inc ARCHITECTURE + DESIGN

Display Windows
Gerding Edlen
September 28, 2010



319 A Street Rear Boston, Massachusetts



319 A Street Rear Boston, Massachusetts



319 A Street Rear Boston, Massachusetts



319 A Street Rear Boston, Massachusetts



319 A Street Rear Boston, Massachusetts



319 A Street Rear Boston, Massachusetts

ADD Inc ARCHITECTURE + DESIGN

Garage Entry
Gerding Edlen
September 28, 2010



319 A Street Rear Boston, Massachusetts



319 A Street Rear Boston, Massachusetts



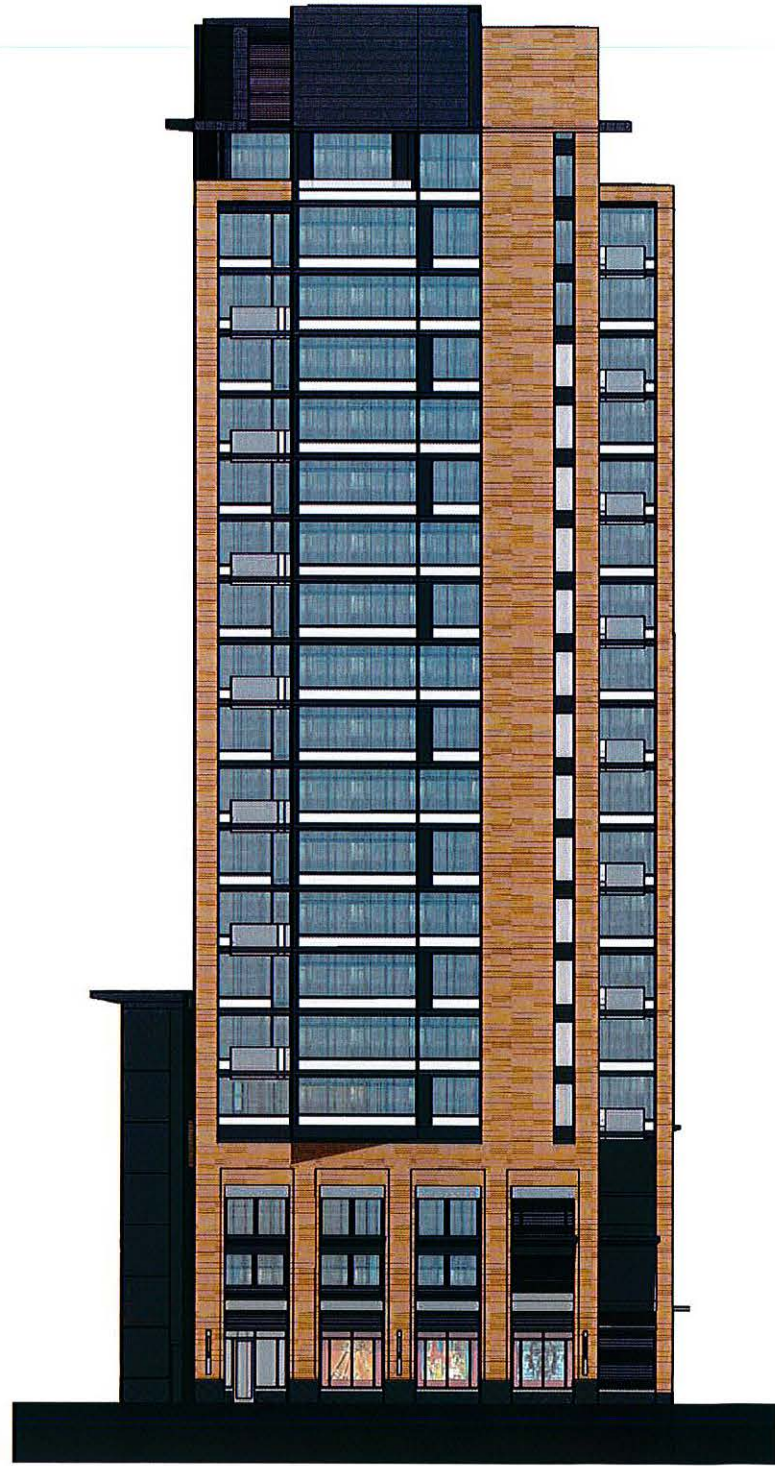
319 A Street Rear Boston, Massachusetts

ADD Inc ARCHITECTURE + DESIGN

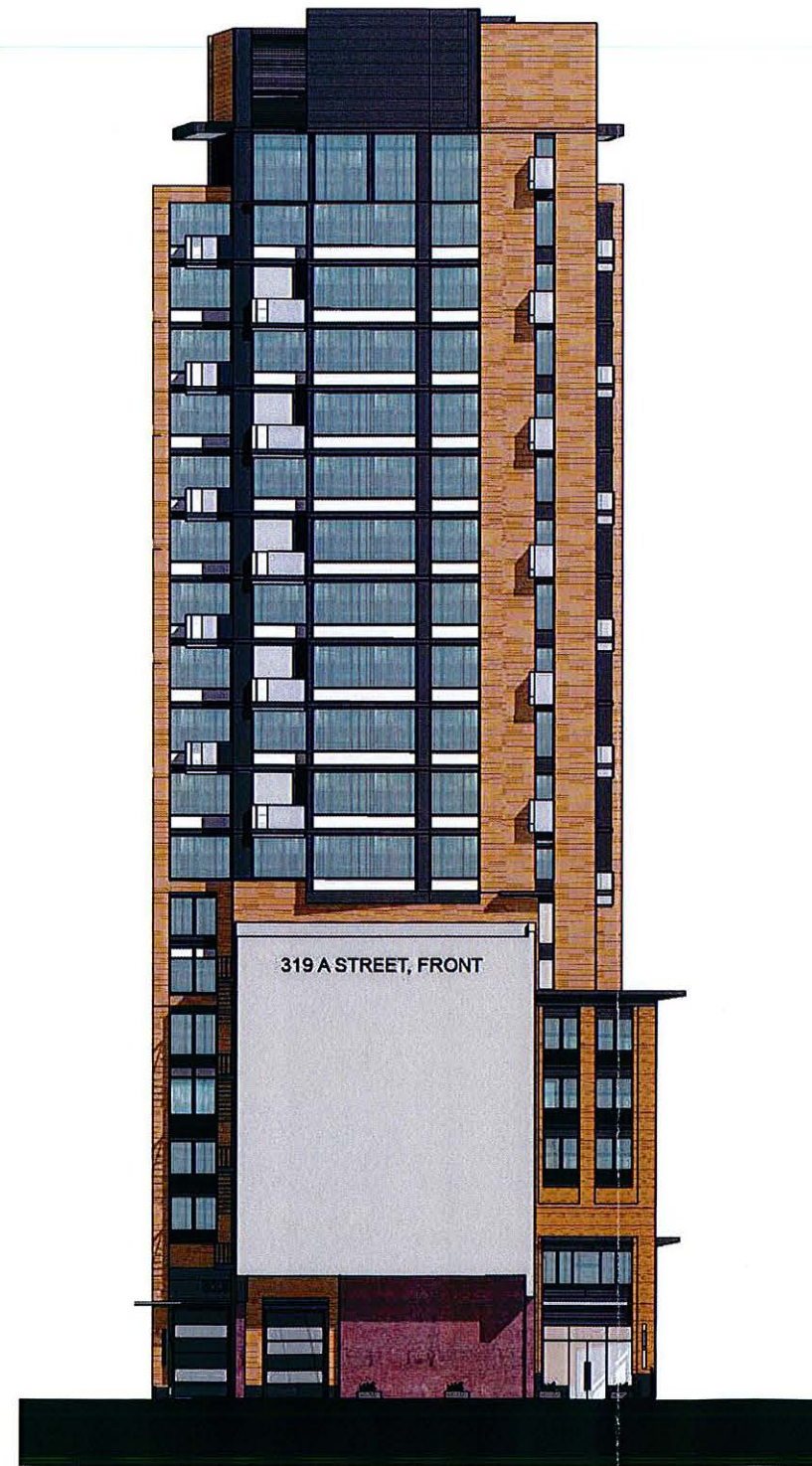
Perspective View Looking Toward A Street

Gerding Edlen

September 28, 2010



EAST



WEST

319 A Street Rear Boston, Massachusetts



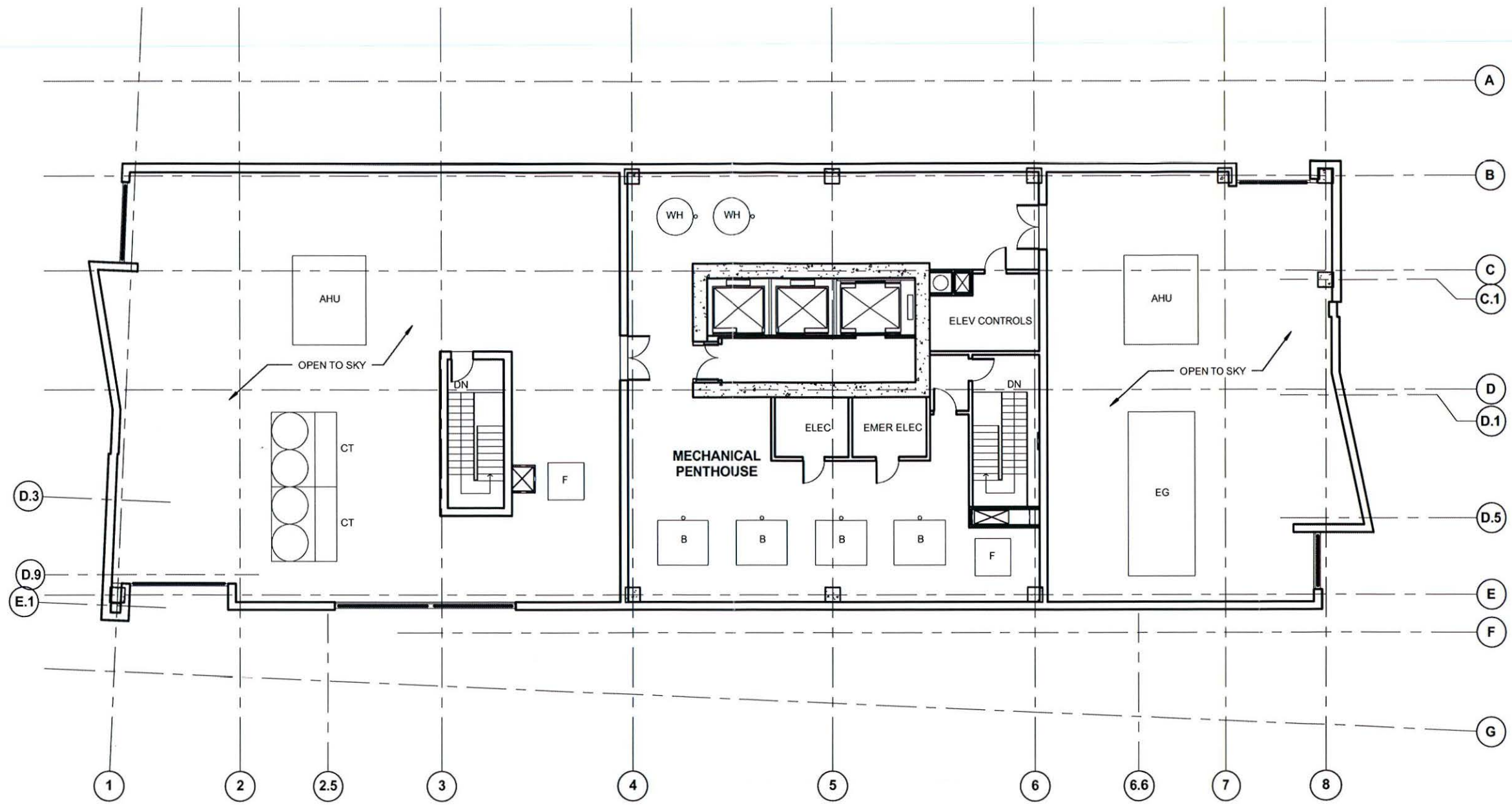
319 A Street Rear Boston, Massachusetts

ADD Inc ARCHITECTURE + DESIGN

South Elevation
Gerding Edlen
September 28, 2010



319 A Street Rear Boston, Massachusetts



319 A Street Rear Boston, Massachusetts