

BRA APPROVAL: 10/16/08
ZC APPROVAL: 11/5/08
EFFECTIVE: 11/16/08

**DEVELOPMENT PLAN
FOR
PLANNED DEVELOPMENT AREA NO. 73
PARCEL 24, CHINATOWN, BOSTON**

Dated: October 16, 2008

Development Plan: Pursuant to Section 3-1A and Article 43-12 of the Zoning Code of the City of Boston, Massachusetts (the "Zoning Code"), this plan constitutes a Planned Development Area Development Plan (the "Plan") for the development of an approximately 73,409 square foot parcel at the corner of Kneeland, Albany and Hudson Streets in the Chinatown neighborhood of Boston, Massachusetts (the "Site"). The Site is more fully described in Exhibit A attached hereto and is depicted on a survey dated October 6, 2008 entitled "ALTA/ACSM Land Title Survey, Parcel 24, Boston, Mass." prepared by Harry R. Feldman, Inc., a copy of which is attached hereto as Exhibit B. The Site formerly housed businesses and residences, which were acquired by public agencies by eminent domain to facilitate the creation of the Central Artery and the Boston extension of the Massachusetts Turnpike.

The Massachusetts Turnpike Authority ("MTA") has entered into a Development Agreement with Parcel 24, LLC (the "Proponent"), pursuant to which the Proponent and the MTA will execute a ground lease for the Site and the Proponent will construct a mixed-use development thereon. The proposed project will include multi-family residential uses, as well as commercial, community, cultural, educational (non-institutional), open space, and accessory parking uses, all as more fully described in this Plan (the "Project"). This Plan sets forth the proposed location, appearance and dimensions of the structures to be constructed on the Site, the new open spaces and landscaping to be created, the proposed uses and densities at the Project, the proposed traffic circulation, access to nearby public transportation resources, the anticipated public benefits of the Project, and the Project's plans for adherence to groundwater conservation and green building standards promulgated by the City of Boston pursuant to the Zoning Code. This Plan also describes the planning history and context of the Site.

This Plan consists of 10 pages of text plus the attachments designated as Exhibits A through E. All references herein to "this Plan" refer to such pages and exhibits.

Proponent: The Proponent is a Delaware limited liability company whose members are Hudson Street Revival LLC, an affiliate of Asian Community Development Corporation, a Massachusetts non-profit corporation, and New Boston Eastern LLC, an affiliate of New Boston Fund, Inc., a Delaware corporation. The members of the Project team are identified on Exhibit C attached hereto. The Proponent will file a Disclosure Statement with the Boston Redevelopment Authority (the "BRA"), the Boston Zoning Commission, and the Boston City Clerk, as required by Section 80B-8 of the Code.

Site: The Site is a currently vacant parcel of approximately 73,409 square feet (1.6+ acres) in size, bounded to the west by Hudson Street, to the north by Kneeland Street, to the east by the Albany Street Extension (which becomes a ramp to the Southeast Expressway and the

Massachusetts Turnpike adjacent to the Site) and to the south by a point on Hudson Street across from and beyond Tai Tung Street. The Site has significant topographical variations running both east-west and north-south. The grade is relatively even on the north side of the Site along Kneeland Street and Hudson Street, but the Albany Street elevation increases substantially, reaching its highest point just beyond the intersection of Albany Street and the South Station Connector. The Site's grade then decreases along Albany Street as it reaches the southern end of the Site. At the midpoint of the Site, there is an increase in elevation of approximately twenty-four feet from Hudson Street to Albany Street.

The Site is located within the Chinatown District established under Article 43 of the Zoning Code ("Article 43"). The Chinatown District is shown on Map 1C/1G/1N of the Boston Zoning Maps. The Site is also located within the Groundwater Conservation Overlay District as established by Article 32 of the Zoning Code, as amended; and the Restricted Parking Overlay District, as established by Section 3-1A.c of the Zoning Code. Pursuant to Section 43-12 of the Zoning Code, the Site is within a part of Chinatown within which Planned Development Areas may be permitted. Upon the adoption of Text Amendment Application No. 397 to Article 43 and Map Amendment Application No. 564 to Map 1C/1G/1N of the Boston Zoning Maps to include the Site in the Residential Chinatown PDA II and allow PDA's there with a maximum height of 230 feet and maximum floor area ratio ("FAR") of 7.0, the Project will be consistent with the permitted PDA FAR of 7.0 and the maximum permitted PDA height of 230 feet.

The Site shall be located entirely within a planned development area zoning district pursuant to Section 3-1A.a of the Code, after giving effect to such proposed text and map amendments submitted to the BRA and the Boston Zoning Commission prior to the approval of this Plan.

In the future, one or more of the components of the Project may be subdivided into one or more separate parcels which may be under separate ownership, or a condominium ownership structure may be created for all or part of the Project. This Plan seeks approval for any zoning nonconformity created or increased by the separation of ownership of individual Project components, or by the subdivisions, re-subdivisions, or submission to condominium ownership of Project components, provided that the use requirements of this Plan with respect to each Project component are met by the resulting parcel or parcels, the Site-wide floor area ratio does not exceed 7.0, and the maximum height at the Site is 230 feet.

Planning Context/Objectives: The Site was created out of the dismantling of the Central Artery and its replacement with an underground tunnel. But as early as 1990, when Article 43 was promulgated, the area zoning regulations contemplated that Parcel 24 would function as a "bridge" connecting Chinatown and other areas of the city. The Boston 2000 Plan for the Central Artery corridor called for the Site to be redeveloped for housing as well as complementary uses, including open space. In addition, the November 2002 design guidelines required as part of the Central Artery/Third Harbor Tunnel project called for street wall continuity; active and pedestrian-oriented ground floor uses; large ground floor windows along Kneeland Street; materials, scale and patterns reflecting adjacent historic buildings; and building heights taller towards Kneeland Street and lower on Hudson Street. As shown on the Schematic Plans, the Project is responsive to all of these imperatives. The Development Guidelines for Parcel 24 called for the restoration of the residential character of the east side of Hudson Street

and the extension of residential development as far south as Tai Tung Street; the inclusion of ground floor retail/commercial space, community space and open space; and achieving a high level and depth of affordability for the Chinatown community and the City of Boston. The Project addresses all of these goals.

Project: The Project will involve the construction of an approximately 435,400 square foot mixed-use development containing approximately 325 residential units (including affordable rental apartments and market-rate and affordable condominium units), approximately 5,500 square feet of commercial/retail space and approximately 6,000 square feet of community uses. There will be approximately 175 parking spaces (or a minimum of 0.5 spaces/dwelling unit) in a two-level garage below the Albany Street grade. The Project will also include approximately 10,000 square feet of open space located in the middle of the Site, and an additional 3,430 square feet of other open space, as well as streetscape improvements. The Project is more particularly shown on the site and traffic circulation plan attached hereto as Exhibit D and on the Schematic Plans listed in Exhibit E. The Project is currently known as “Parcel 24” or the “Parcel 24 Project.”

The Schematic Plans have been delivered to the BRA under separate cover and may be modified as approved by the BRA during the design review process pursuant to Article 80B of the Code (Large Project Review).

Project Components: The Project includes the north and south buildings, a central open space, and a garage. As shown on the Schematic Plans, the Project has been designed to limit the reduction of light and air surrounding, and physical isolation of or intrusion on, nearby historic buildings, and to minimize the shadow impacts on their facades.

(a) North Building: The building component north of the central open space is expected to contain approximately 280 residential rental and condominium units, commercial space, and community space (the “North Building”). The proposed North Building will have various heights as it progresses along Hudson Street. It will have a height of 18 stories (or approximately 203 feet) at the intersection of Hudson and Kneeland Streets, and step up on the eastern side (facing Albany Street) to 20 stories (or approximately 225 feet). The North Building will step down to 10 stories (or approximately 114 feet) moving southerly along Hudson Street, and rise to 13 stories (or approximately 147 feet) next to the new open space. A row of 2-story condominium townhouses (with heights of approximately 26 feet) will be located directly in front of the North Building’s 10-story and 13-story components along Hudson Street, matching the scale of the existing townhouses on Hudson Street.

(b) South Building: The building component south of the proposed central open space is expected to contain approximately 45 rental residential units and community space (the “South Building”). The South Building will be 7 stories high next to the open space (approximately 81 feet in height), and then step down to 4-story townhouses (approximately 48 feet in height) toward the southern end of Hudson Street.

(c) Central Open Space: The Project’s central open space will be located between the North and South Buildings and provide pedestrian access between Albany and Hudson Streets. Due to grade differences between those two streets, the space is separated into three distinct

sections as it decreases in grade from the open space entrance on Albany Street to Hudson Street. The first section of the central open space, off Albany Street, is expected to include a sloped, planted walkway containing historical and cultural interpretive elements. The second section may include a passive lawn space, patios, and children's playground equipment. The third section, along Hudson Street, may contain a garden with various seating areas. The design of this open space area is in its early stages, and may be changed in response to community and BRA comments. A drawing of the current proposed open space design is included in the Schematic Plans. Prior to Project occupancy, the Proponent will develop an appropriate management plan for this important new open space area.

(d) Garage: The garage will be located on the first floor and below grade, as shown on the Schematic Plans, and will span the entire length of the North Building, South Building, and central open space. The garage will accommodate approximately 175 vehicles, with the exact number of parking spaces to be determined after the foundation design has been finalized. The ratio of parking spaces to residential units is approximately 0.5/1, assuming the construction of 325 units.

General Description of Proposed Development and Use Allocation: The proposed uses at the Project are generally consistent with the as-of-right uses for the Site set forth in Section 43-19 of the Zoning Code: (i) Residential Uses; (ii) community retail uses, general retail uses, office uses, restaurant uses, service uses, and trade uses (collectively, the "Commercial Uses"); (iii) community, cultural, and educational (non-institutional) uses (collectively, the "Community Uses"); (iv) open space uses; and (v) accessory parking uses. All of these uses will be permitted uses in the new Residential Chinatown PDA area.

About 423,900 square feet, or nearly 97% of the entire complex, will be dedicated to Residential Uses, comprised of rental apartments and condominium units. The Project goal is for up to 50% of the approximately 325 housing units to be affordable units, dependent upon market and financing factors. In no event shall less than 40% of the units at the Project be affordable units.

The Project will contain the following uses in the approximate square footages shown below; provided however, that this Plan seeks approval for changes in the amount of square footage devoted to each use described below due to market demand and other factors:

Total square footage:	435,400± gsf
Residential Uses	423,900± gsf
Commercial Uses	5,500± gsf
Community Uses	6,000± gsf

As noted in this Plan:

- The Residential Uses will be located in the North Building and South Building;
- Approximately 5,500 square feet of Commercial Uses will be located in ground floor space on Kneeland Street, between Albany and Hudson Streets. These spaces may create opportunities for neighborhood economic development and commercial

expansion that is compatible with nearby uses, as encouraged by Section 43-16 of the Zoning Code. In addition, these new commercial spaces will strengthen Kneeland Street, one of the City's "Crossroads Initiative" priority streets, and a "Main Street" of Chinatown.

- Approximately 6,000 square feet of Community Uses will be located on the second floor of the North Building and South Building, adjacent to the central open space;
- Approximately 175 parking spaces (or a minimum of 0.5 spaces/dwelling unit) will be located in the two-level parking garage;
- Various open spaces will be created, including the approximately 10,000 square foot central open space located between the North Building and South Building, connecting Albany Street and Hudson Street; and
- Landscaping, street furniture and sidewalk improvements will be installed along Hudson Street, Kneeland Street, and Albany Street, including new sidewalks along Albany Street that will set the stage for pedestrian connections to the South Station/Gateway development parcels.

Proposed Location and Appearance of Structures: The location and appearance of the North and South Buildings will generally be consistent with the design expressed in the Schematic Plans, although those designs will evolve in the course of BRA design review. Final plans and specifications for the Project will be submitted to the BRA for the issuance of a Certification of Consistency with this Plan, in accordance with Section 80C-8 of the Code.

Density and Dimensions of Proposed Improvements: This Plan seeks the approval of the dimensions of each of the Building components as set forth in the Schematic Plans. The Project is expected to have an FAR of approximately 6.66, and this Plan seeks approval of a 7.0 maximum FAR Site-wide, to allow for design refinements during the design review process. The Northern Building will be approximately 225 feet in height and the Southern Building will be approximately 81 feet in height. This Plan seeks approval of maximum heights of 230 feet and 85 feet, respectively at the Site, to allow for design refinements during the design review process. Buildings at the Site shall be deemed to be in conformity with this Plan provided that they are constructed in accordance with the maximum FAR and building height for the Site approved by this Plan. Issuance of a Certificate of Consistency pursuant to Section 80C-8 of the Code shall conclusively establish compliance with the maximum FAR and building height approved by this Plan.

Proposed Traffic Circulation: The Site is bounded by Kneeland Street to the north, Albany Street to the east, and Hudson Street to the west. Kneeland Street is an east-west two-way public way, with two travel lanes in each direction (plus a turning lane at the Kneeland/Albany Street intersection) and no parking adjacent to the Site. Albany Street is a north-south one-way public way directly adjacent to the Site, with three travel lanes by which the Massachusetts Turnpike and I-93 South can be accessed. Hudson Street is a north-south one-way public way, with one travel lane and on-street parking on the west side of Hudson Street, opposite from the Site.

The Proponent has prepared a transportation study as part of its draft project impact report submitted to the BRA as part of the Article 80B Large Project Review process. The project's proposed vehicular and pedestrian circulation patterns are shown on the Site Plan.

Pedestrian access to the two- and four-story townhouses will be provided via entrances along Hudson Street. Access to the condominium and rental residential lobbies of the North and South Buildings will be located on Kneeland and Hudson Streets. The commercial space will be accessed via pedestrian entrances on Kneeland Street. The community space will be accessed from the building entrances off the central open space and Albany Street.

The parking garage will contain two entrances. The upper level of the garage will be accessed via an entrance in the North Building, along Hudson Street. The lower level of the garage will be accessed via an entrance in the South Building, further down Hudson Street opposite Tai Tung Street. There will be no internal ramps connecting the two garage levels.

Parking and Loading Facilities: The Project is expected to contain approximately 175 parking spaces (or a minimum of 0.5 spaces/dwelling unit) in the two-level garage. Access to and egress from the garage will be controlled via a key card or other system. All parking is expected to be accessory to the uses at the Project, with the exception that some parking spaces may be made available for neighborhood residents in Chinatown and the Leather District on a space-available basis (and subject to any restrictions imposed by any governmental agencies). The proposed parking design for the Project is shown on the Schematic Plans, and is subject to change during the design review process.

Loading operations for the Project will occur in designated areas within the garage, as shown on the Schematic Plans. The primarily residential uses at the Project are not expected to generate significant truck traffic.

Access to Public Transportation and Pedestrian Connections: The Site is in an area rich in public transportation services. South Station is approximately one-quarter mile away (about a 5 minute walk), and provides access to MBTA rapid transit (Red Line and Silver Line (Waterfront and Airport), commuter rail, regional buses (bus routes #6, #7, and #11), and Amtrak intercity rail. The MBTA Orange Line and Silver Line are also within one-quarter mile of the Site. In addition, eight express bus routes stop at the Beach Street/Atlantic Avenue intersection on inbound runs and at the Beach Street/Surface Road intersection on outbound runs. All of these public transportation services provide connectivity to the North Shore, South Shore, and areas west of Boston.

Some of the sidewalks around the Site have been recently reconstructed as part of the Central Artery Project. New pedestrian connections through the Site will be created in the new central open space area, and streetscape improvements to be undertaken by the Proponent (trees, new street lighting, new sidewalks on Albany Street) will further enhance the pedestrian experience in the area and support the Site's key role in uniting the downtown, Leather District, and Chinatown districts.

Open Space and Landscaping: The Project will include an approximately 10,000 square foot open space area to be located between the North and South Building and provide pedestrian

connections between Hudson and Albany Streets. Chinatown is one of Boston's densest neighborhoods, and this open space will be a significant addition to the neighborhood's open space resources. The Proponent sponsored a community design workshop to discuss design concepts for this area and to hear residents express their priorities for the space. Their priorities included shaded sitting areas, a green passive open space, a playground for children, a culturally relevant design, and easy accessibility. The conceptual design addresses all of these priorities, and the landscape design will continue to evolve during the design review process.

The Project will also include streetscape improvements along Kneeland and Hudson Streets as well as some landscaping in front of the townhouses along Hudson Street.

Public Benefits: The Project is expected to provide the following benefits:

- The Project will return this portion of the Chinatown neighborhood to “24/7” use with new residential housing, community and commercial space;
- The Project will be a smart-growth, mixed-use development that places residential and commercial/retail uses close to centers of employment and public transportation, including the MBTA Red, Green, Orange, and Silver Lines and the bus terminal and Amtrak services at South Station;
- The Project will include active ground floor uses, including commercial uses along Kneeland Street, one of the twelve “Crossroads Initiatives” targeted by the City of Boston for significant upgrades and activation for pedestrian-friendly uses;
- The Project will replace a vacant surplus parcel derived from the demolition of a highway ramp with a well-designed building at a gateway location within the City;
- The Project will be an attractive termination to the Rose Fitzgerald Kennedy Greenway and a noteworthy entrance to the city from the Albany Street exit of the Massachusetts Turnpike;
- The Project will create a significant new open space within the Chinatown neighborhood;
- The Project will enhance the City of Boston's real estate tax base, based upon the anticipated post-occupancy value of the property;
- The Project represents a sensitive and sustainable design that responds to the surrounding context and will restore Hudson Street as a vibrant residential community and two-sided pedestrian street with landscaped sidewalks;
- The Project will encourage non-vehicular transit by improving pedestrian access between Chinatown and South Station;
- The Project will create connections from Chinatown to other areas of the city, including the South Station area, the Leather District, and the Financial District;

- The Project will create approximately 325 units of much needed housing. The Project goal is to create approximately 70 affordable rental units, approximately 66-99 affordable condominiums and approximately 156-189 market-rate homeownership opportunities, but in no event shall fewer than 40% of the units at the Project be affordable units;
- The Project will support future development along the Albany Street corridor with new landscaped sidewalks;
- The Project will create approximately 700 annual full-time equivalent construction period jobs (a daily average of approximately 250-350 jobs), as well as an estimated 27 permanent jobs related to the non-residential components of the Project and the management of the Project;
- Long-term community-based stewardship of the Project will be afforded through the role of ACDC, a community-based organization serving the needs and interests of Chinatown residents; and
- The Project will have sustainable design features that minimize environmental impacts.

Groundwater: The Project is located within the Groundwater Conservation Overlay District established by Article 32 of the Code, as amended. Pursuant to Section 6 of Article 32, there are building performance standards designed to promote infiltration of rainwater into the ground and avoid adverse effects on nearby structures as a result of groundwater changes. The Project will comply with the performance standards set forth in Section 32-6 of the Code, such that the Project will not result in any negative impact on groundwater levels within the Site or adjacent lots. The Proponent shall submit to the BRA and the Boston Water and Sewer Commission (“BWSC”), a certification from a licensed civil engineer that the groundwater recharge system is designed to comply with the performance standards of Article 32. The Proponent shall also obtain a written determination from the BWSC that such standards are met, which determination may occur as part of BWSC’s site plan approval process. The Proponent shall provide a copy of such BWSC determination to the BRA and the Boston Groundwater Trust prior to the issuance of a Certification of Consistency for the Project. Accordingly, the Proponent shall not be required to obtain a conditional use permit from the Board of Appeal for the Project, as it will have demonstrated compliance with Article 32 as set forth above.

Green Building: Article 37 of the Code was promulgated to promote sustainable development in the City of Boston, and requires certain Proposed Projects to be “LEED Certifiable” (as each such term as defined in Article 37). That is, such projects must be planned, designed, and constructed to achieve the level “certified” using the LEED building rating system, Version 2.2, promulgated by the U.S. Green Building Council. The Proponent is committed to sustainable design for the Project, and the Project will be “LEED Certifiable.” Appropriate LEED information has been filed with the BRA in connection with the Large Project Review process under Section 80B of the Code.

Environmental Standards: Article 43 contains, at Section 17 thereof, certain general design and environmental impact standards for large projects that are to be approved as PDA’s.

The Project is responsive to each of these standards (to the extent applicable to the Project), as follows:

1. Open Space. The Project has been designed to include a sizable central open space whose shape and design will enable it to be well-used by city residents for generations to come. Prior to Project occupancy, the Proponent will devise a management plan that ensures effective private management of this new open space.
2. Shadow Criteria. The Project has been designed to ensure that the Project does not cast shadows for more than 2 hours from 10:00 a.m. through 2:30 p.m. on any day from March 21 through September 21, in any calendar year, on Gateway Park, Pagoda Park, or Tai Tung Park.
3. Wind. The Project has been designed to avoid excessive and uncomfortable downdrafts on pedestrians. Pursuant to the proposed Text Amendment Application No. 397, the conditions at Parcel 24 will comply with the wind standards set forth in Section 43-17 (3). As such, the Site shall not become more non-conforming as a result of the Project and the acceptable wind standards for the Project shall be as determined through the Article 80B Large Project Review process.
4. Traffic Mitigation Measures. The Proponent has prepared a detailed traffic analysis of the Project, and will enter into a Transportation Access Plan Agreement with the Boston Transportation Department to detail the transportation demand management efforts to be undertaken at the Project.
5. Parking Capacity. This parking maximum standard relates to office development and is therefore not applicable to the Project.
6. Landmarks and Historic Buildings. The Project has been designed to limit the reduction of light and air surrounding, and minimize the shadow impact on, nearby historic buildings. The Project will not intrude on or isolate, any historic building.
7. Boston Civic Design Commission Review. The Project's design has been reviewed and approved by the Boston Civic Design Commission.
8. Pedestrian Connections. The Project establishes safe and convenient pedestrian connections with the existing Chinatown commercial and residential areas through building scale, character and uses and by creating sidewalk improvements along Hudson Street, Kneeland Street and Albany Street.

Approvals: The schematic design for the Project was approved by the Boston Civic Design Commission on August 5, 2008. The Project design is subject to further refinement and revision pursuant to the BRA's Development Review Guidelines, Article 80 of the Zoning Code, and the review of other applicable governmental agencies and authorities with jurisdiction thereof. In addition, the Site is subject to a June 26, 2003 Joint Development Protocol for the

Central Artery/Third Harbor Tunnel Project, pursuant to which the MTA oversees development of the new land parcels created by that project. The Joint Development Protocol requires that the Project undergo a MEPA review and that the Section 106 agencies review and approve a Development Plan for the Project. The Proponent has submitted a Development Plan consistent with this Plan to the MTA, and the Project has received a MEPA Certificate that states that no further review under MEPA is required. In addition, a 1984 Memorandum of Agreement governing the Central Artery Project requires the Proponent to take into account the effect of the Project on historic properties. The Proponent has submitted a technical memorandum on historic resources to the Massachusetts Historical Commission.

Development Schedule: Construction of the Project is expected to take approximately thirty-six months. Construction commencement will be dependent upon the completion of design and development review and will be subject to market conditions and financial feasibility.

Applicability: In accordance with Section 80C-9 of the Zoning Code, consistency of the Project with this Plan constitutes compliance with the dimensional, use and all other requirements of the Zoning Code. To the extent that any aspect of the proposed uses at the Site and structures constructed pursuant to this Plan are in conflict with any requirement of the Zoning Code not specifically addressed in this Plan, such requirements shall be deemed inapplicable to the Project and shall be deemed to be waived upon approval of this Plan.

Amendment of Plan: Any owner of an individual Project component may seek amendment of this Plan as to such Project component in accordance with the procedures prescribed by the Zoning Code without the consent of any other owner of a Project component.

Exhibits to Plan:

- Exhibit A – Legal Description
- Exhibit B – Survey
- Exhibit C – Project Team Members
- Exhibit D – Site and Traffic Circulation Plan
- Exhibit E – List of Schematic Plans

Exhibit A

Legal Description

PARCEL 24 PDA

A CERTAIN PARCEL OF LAND, SITUATED IN BOSTON, SUFFOLK COUNTY, MASSACHUSETTS, BEING BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT THAT IS THE SOUTH EAST INTERSECTION OF KNEELAND STREET AND HUDSON STREET;

THENCE RUNNING S 71°04'58" E, A DISTANCE OF 83.12 FEET ALONG THE SOUTHERLY SIDELINE OF KNEELAND STREET TO A POINT OF NON-TANGENCY;

THENCE TURNING AND RUNNING SOUTHEASTERLY ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 37.00 FEET, A LENGTH OF 33.63 FEET, CHORD BEARING OF S 27°20'07" E AND A CHORD LENGTH OF 32.48 FEET TO A POINT OF NON- TANGENCY;

THENCE TURNING AND RUNNING S 17°42'29" W, A DISTANCE OF 362.92 FEET TO A POINT OF TANGENCY;

THENCE TURNING AND RUNNING SOUTHWESTERLY ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 962.90 FEET, AND A LENGTH OF 95.61 FEET TO A POINT;

THENCE TURNING AND RUNNING N 73°05'20" W, A DISTANCE OF 4.88 FEET TO A POINT ON A CURVE;

THENCE TURNING AND RUNNING SOUTHWESTERLY ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 927.00 FEET, AND A LENGTH OF 63.77 FEET TO A POINT;

THENCE RUNNING S 27°31'51" W, A DISTANCE OF 389.17 FEET TO A POINT;

THENCE TURNING AND RUNNING N 76°23'36" W, A DISTANCE OF 21.31 FEET TO A POINT ON A CURVE;

THENCE TURNING AND RUNNING SOUTHWESTERLY ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 1059.36 FEET, A LENGTH OF 42.93 FEET TO A POINT OF NON-TANGENCY;

THENCE TURNING AND RUNNING N 60°25'09" W, A DISTANCE OF 1.73 FEET TO A POINT ON A CURVE, ALONG THE EASTERLY SIDELINE OF HUDSON STREET;

THENCE TURNING AND RUNNING NORTHEASTERLY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 1013.27 FEET, A LENGTH OF 234.46 FEET TO A POINT OF TANGENCY;

THENCE RUNNING N 16°18'21" E, A DISTANCE OF 563.32 FEET TO A POINT;

THENCE TURNING AND RUNNING S 73°40'15" E, A DISTANCE OF 1.61 FEET TO A POINT;

THENCE TURNING AND RUNNING N 16°13'09" E, A DISTANCE OF 94.35 FEET TO A POINT;

THENCE TURNING AND RUNNING N 51°04'34" E, A DISTANCE OF 8.45 FEET TO A POINT; THE PREVIOUS FIVE COURSES BEING ALONG THE EASTERLY SIDELINE OF HUDSON STREET:

THENCE TURNING AND RUNNING N 16°18'21" E, A DISTANCE OF 75.62 FEET, ALONG SAID SIDELINE OF HUDSON STREET TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINS AN AREA OF 73,409 SQUARE FEET OR 1.685 ACRES.

Exhibit B

Survey
(See Attached)

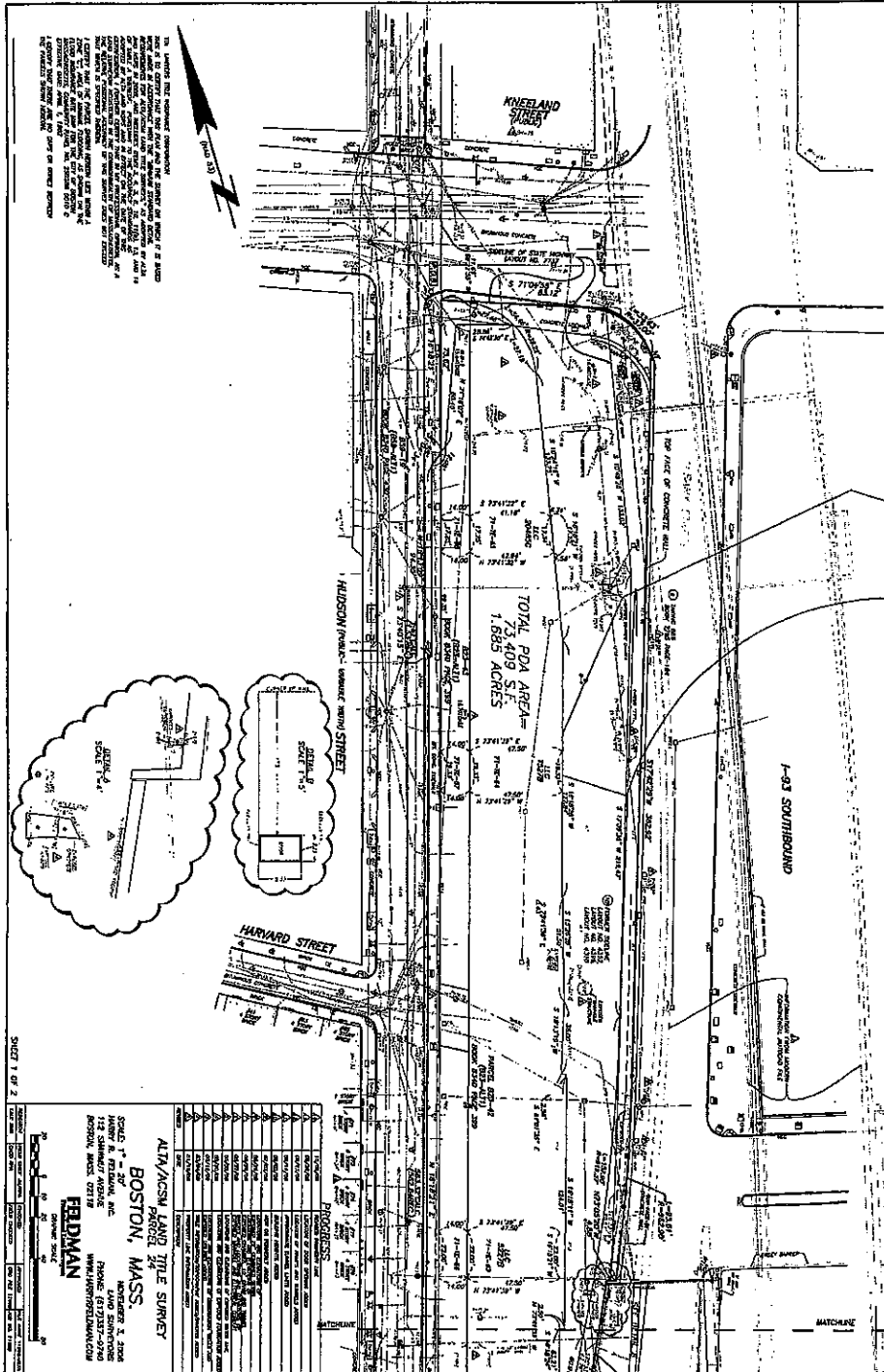


Exhibit C

Project Team Members

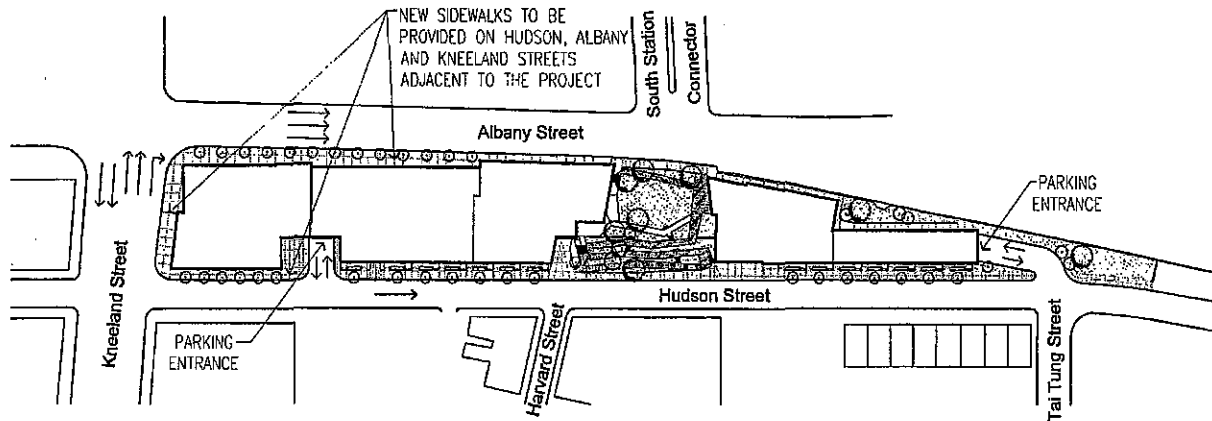
<p>Proponent:</p>	<p><u>Parcel 24, LLC</u></p> <p>New Boston Development Partners 60 State Street, Suite 1550 Boston, MA 02109-1803 <i>Jerry Pucillo, Project Executive</i> <i>Lillian Lew-Hailer, Project Manager, LEED AP</i></p> <p>Asian Community Development Corporation 38 Oak Street Boston, MA 02111 <i>Jeremy Liu, Executive Director</i> <i>Janelle Chan, Project Manager</i></p>
<p>Architect:</p>	<p>Goody Clancy 420 Boylston Street Boston, MA 02116 <i>Geoffrey Wooding, Principal, AIA, LEED AP</i> <i>Jefferson Poole, Project Architect, LEED AP</i> <i>Susan Pranger, Senior Associate, AIA, LEED AP</i></p>
<p>Environmental and Permitting Consultant:</p>	<p>Tetra Tech Rizzo 10 Forbes Road Braintree, MA 02184 <i>Mitchell Fischman, AICP, Director of Planning Services</i> <i>Diane Gray, AICP, Project Manager</i></p>
<p>Legal Counsel:</p>	<p>Edwards Angell Palmer & Dodge, LLP 111 Huntington Avenue Boston, MA 02199 <i>Rebecca A. Lee, Esq.</i></p> <p>Rappaport, Aserkoff & Gelles 60 State Street, Suite 1500 Boston, MA 02109 <i>Janet F. Aserkoff, Partner</i></p>

	<p>Klein Hornig, LLP 145 Tremont Street, Suite 400 Boston, MA 02111 <i>Jonathan Klein, Principal</i></p>
Civil Engineer:	<p>Nitsch Engineering, Inc. 186 Lincoln Street, Suite 200 Boston, MA 02110-2403 <i>John Schmid, Project Manager</i> <i>Anthony Donato, P.E., Project Manager, LEED AP</i></p>
Structural Engineer:	<p>McNamara/Salvia, Inc. 160 Federal Street, 16th Floor Boston, MA 02110 <i>Joseph A. Salvia, P.E., Principal</i> <i>John Matuszewski, P.E., Principal</i></p>
MEP Engineer:	<p>Zade Company, Inc. 140 Beach Street Boston, MA 02111 <i>Mohammed Zade, Principal</i> <i>Dorian A. Alba, Project Manager</i></p>
Surveyor:	<p>Harry R. Feldman, Inc. 112 Shawmut Avenue Boston, MA 02118 <i>Michael Feldman, President</i></p>
Transportation Planner/Engineer:	<p>Howard/Stein-Hudson Associates, Inc. 38 Chauncy Street, 9th Floor Boston, MA 02111 <i>Jane Howard, Principal</i> <i>Keri Pyke, P.E., PTOE, Director of Transportation Planning</i></p>
Landscape Design:	<p>Crosby Schlessinger & Smallridge 153 Milk Street Boston, MA 02119 <i>Deneen Crosby, Principal</i> <i>Josh Burgel, Landscape Architect</i></p>

Housing Consultant:	Peter Munkenbeck 145 Tremont Street Boston, MA 02111
Geotechnical Consultant:	McPhail Associates 2269 Massachusetts Avenue Cambridge, MA 02140 <i>Ambrose Donovan, P.E., L.S.P, President</i> <i>Amy Dearth, Project Manager</i>
Construction Manager:	John Moriarty and Associates, Inc. 3 Church Street Winchester, MA 01890-1804 <i>Chris Brown, Vice President</i> <i>Andrew Hall, Project Manager</i>
Energy and Environmental Consultant:	Viridian Energy & Environmental, LLC 50 Washington Street Norwalk, CT 06854 <i>Adrian Tuluca, Principal</i>
Air Quality/Noise Consultant:	Tech Environmental, Inc. 1601 Trapelo Road, Suite 327 Waltham, MA 02451 <i>Robert Rossi, Ph.D. (extension 111)</i>
Wind Consultant:	RWDI USA LLC 10165 USA Today Way Miramar, Florida 33025 <i>Mark P. Chatten, M.Eng., P.Eng., Associate,</i> <i>Project Manager</i> <i>Anthony Akomah, M.E.Sc. Technical Coordinator</i>

Exhibit D

Site and Traffic Circulation Plan



ARCHITECT
GOODY CLANCY
PARCEL 24

SITE AND TRAFFIC CIRCULATION PLAN
AUGUST 19, 2008

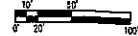


Exhibit E

Schematic Plans¹

- Figure 4-1 Site Context Plan
- Figure 4-2.1 Partial Site Survey Plan – North
- Figure 4-2.2 Partial Site Survey Plan - South
- Figure 4-3 Site Plan
- Figure 4-4 Floor Plans: Below-grade Parking and 1st Floor
- Figure 4-5 Floor Plans: 2nd Floor and 4th Floor (typical of 3-6)
- Figure 4-6 Floor Plans: 7th Floor (typical of 7-10) and 13th Floor (typical of 11-13)
- Figure 4-7 Floor Plans: 16th Floor (typical of 14-18) and 19th Floor (typical of 19-20)
- Figure 4-8 Typical Plan: Layout of 4th Floor apartments
- Figure 4-9 Longitudinal Building Section
- Figure 4-10 Building Cross Section 1: 20 Story Tower
- Figure 4-11 Building Cross Section 2: 10 Story Tower
- Figure 4-12 Building Cross Section 3: 13 Story Tower
- Figure 4-13 Building Cross Section 4: Central Open Space over Parking
- Figure 4-14 Building Cross Section 5: 7 Story Tower
- Figure 4-15 Building Cross Section 6: 4 Story Townhouses
- Figure 4-16 Hudson Street Elevation
- Figure 4-17 Albany Street Elevation
- Figure 4-18 Kneeland Street Elevation
- Figure 4-19 Aerial View from Southwest
- Figure 4-20 Aerial View from Southeast
- Figure 4-21 Perspective from Greenway
- Figure 4-22 Perspective from Greenway at night
- Figure 4-23 Perspective from Hudson Street
- Figure 4-24 Hudson Streetscape
- Figure 4-25 Kneeland Street Retail Corner
- Figure 4-26 Perspective from Albany Street
- Figure 4-27 Kneeland Street Vignette
- Figure 4-28 Harvard Street Vignette
- Figure 4-29 Central Open Space Plan
- Figure 4-30 Central Open Space Vignette

¹ All plans prepared by Goody Clancy Architects. These plans are subject to final design and development review by the BRA and other applicable governmental agencies and authorities.

Planned Development Area No. 73 - Development Plan Fact Sheet

Parcel 24, Chinatown

Site Description: Parcel 24 is an approximately 73,409 square foot parcel located at the corner of Kneeland, Albany and Hudson Streets in the Chinatown neighborhood of Boston (the "Site"). The Site is located within the Chinatown District established under Article 43 of the Boston Zoning Code (the "Code"). The Site is owned by the Massachusetts Turnpike Authority, and was created by the demolition of the Central Artery and its replacement with an underground tunnel. Prior to construction of the Central Artery, the Site had contained residences and businesses, all of which were acquired by public agencies by eminent domain. Thus, the Parcel 24 Project will restore this part of Chinatown to its former use (housing/commercial).

Project Description: The Parcel 24 project (the "Project") involves construction of an approximately 435,400 square foot mixed-use development containing approximately 325 residential units (including affordable rental apartments and market-rate and affordable condominium units), approximately 5,500 square feet of commercial/retail space and approximately 6,000 square feet of community uses. There will be approximately 175 parking spaces in a below-grade garage, as well as an approximately 10,000 square feet central open space area, and an additional 3,430 square feet of other open space, as well as streetscape and landscape improvements.

Developer: The Developer is Parcel 24, LLC, a joint venture comprised of affiliates of Asian Community Development Corporation, a Massachusetts non-profit corporation, and New Boston Development Partners, LLC, and experienced developer of residential and non-residential properties throughout the East Coast.

Project Components: The Project will include the following components: (i) the North Building, (ii) the South Building, (iii) the central open space, and (iv) the garage. The central open space will be located between the North and South Building components and provide pedestrian access between Hudson Street and Albany Street. The garage will be located on the first floor and below grade, spanning most of the length of the Site. Parking within the garage will be primarily for Project occupants, although if available, some spaces may be utilized by Chinatown and Leather District residents.

Project Dimensions and Density: The maximum height of the North Building will be 20 stories (225± feet) on the eastern side of the building facing Albany Street. The North Building will then step down to 10 stories (114± feet), and up to 13 stories (147± feet) on the side facing the central open space. The maximum height of the South Building will be 7 stories high (81± feet high), at the point adjacent to the central open space. The South Building will then step down to 4-story townhouses (48± feet in height) toward the southern end of Hudson Street. The Development Plan will cap the maximum heights of these buildings at 230 feet and 85 feet, respectively, to allow for refinements during the design review process. The floor area ratio ("FAR") for the Project will be approximately 6.66, which is below the existing FAR maximum of 7.0. The Development Plan seeks a maximum FAR for the Site of 7.0 to allow for design refinements.

Project Uses: The Project is planned to contain the following uses: (i) residential uses,

(ii) commercial uses (possibly, community retail uses, general retail uses, office uses, restaurant uses, service uses, and trade uses), (iii) community, cultural, and educational (non-institutional) uses, (iv) open space uses. and (v) accessory parking uses.

Public Benefits: The Project will provide a range of public benefits, including development of a gateway vacant parcel, providing 325 sorely-needed housing units (with a goal of 50% affordable units), new commercial and community space, and an important new open space area that connects Chinatown with the Gateway/South Station area to the east. The Project will approximately double homeownership opportunities in the Chinatown neighborhood, and generate substantial tax revenues for the City of Boston after stabilized occupancy.

Groundwater: The Project is located within the Groundwater Conservation Overlay District and will comply with the groundwater performance standards set forth in Section 32-6 of the Zoning Code.

Green Building: The Project will be “LEED Certifiable,” as required by Article 37 of the Zoning Code. The Proponent is working with City officials to achieve a sustainable design at this transit-oriented site.

Map Amendment Application No. 564
Boston Redevelopment Authority
Planned Development Area No. 73
Map 1G, Chinatown District

MAP AMENDMENT NO. 501

THE COMMONWEALTH OF MASSACHUSETTS

CITY OF BOSTON

IN ZONING COMMISSION

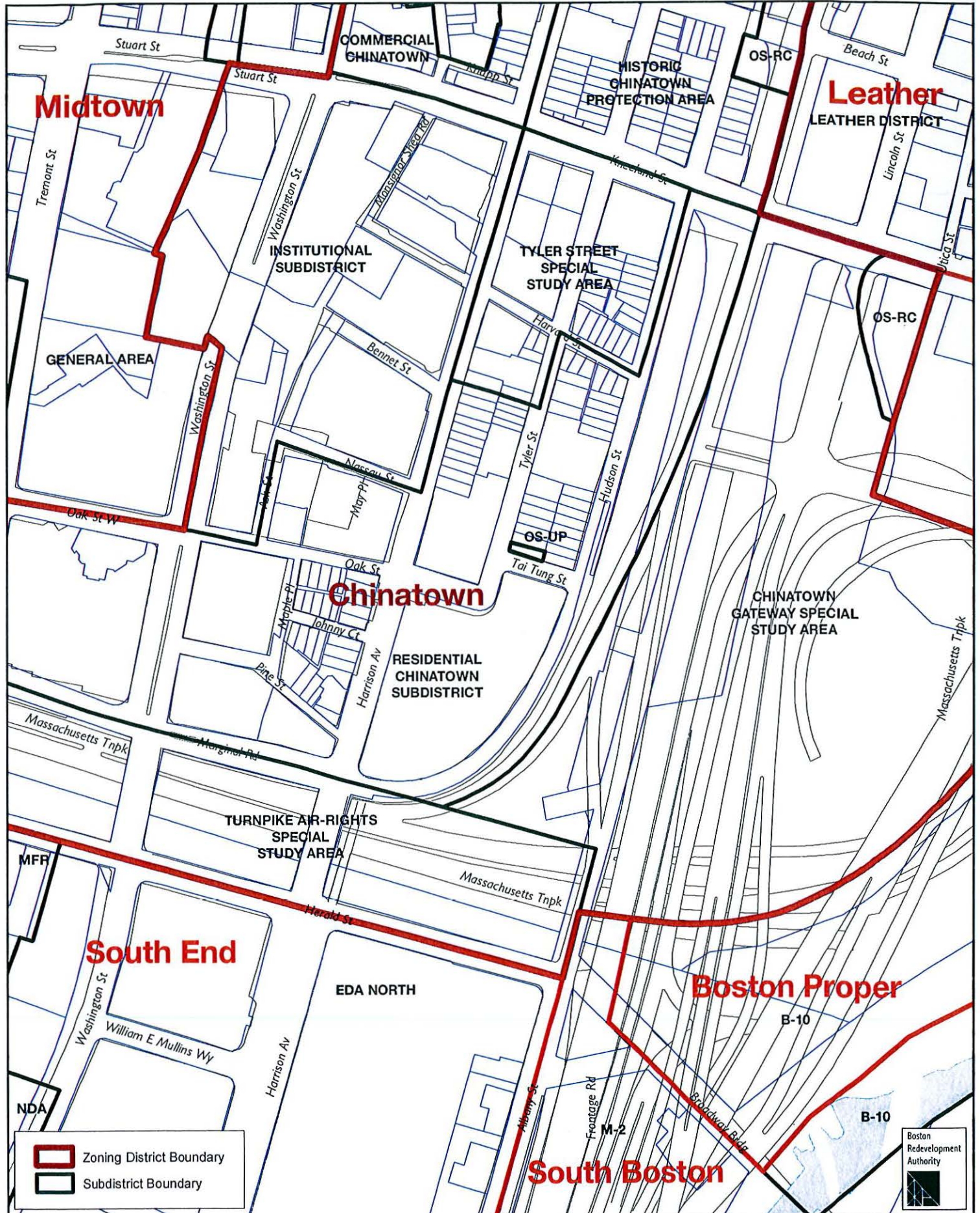
The Zoning Commission of the City of Boston, acting under Chapter 665 of the Acts of 1956, as amended, after due report, notice and hearing, does hereby approve the Development Plan for Planned Development Area No. 73, Parcel 24, and amends "Map 1G, Chinatown District" of the series of maps entitled "Zoning Districts City of Boston," dated August 15, 1962, as amended, as follows:

1. By expanding the boundary of the existing Residential Chinatown Subdistrict zoning line on Map 1G to the zoning subdistrict boundary line as depicted on Appendix A.
2. By labeling as two separate areas, "Residential Chinatown PDA Area I" and Chinatown PDA Area II" as shown on Appendix B.
3. By adding the suffix "D", indicating a Planned Development Area overlay district, to approximately 73,409 square feet bounded to the west by Hudson Street, to the north by Kneeland Street, to the east by the Albany Street Extension and to the south by a point on Hudson Street across from and beyond Tai Tung Street as shown on Appendix C.

Chinatown District


Appendix A

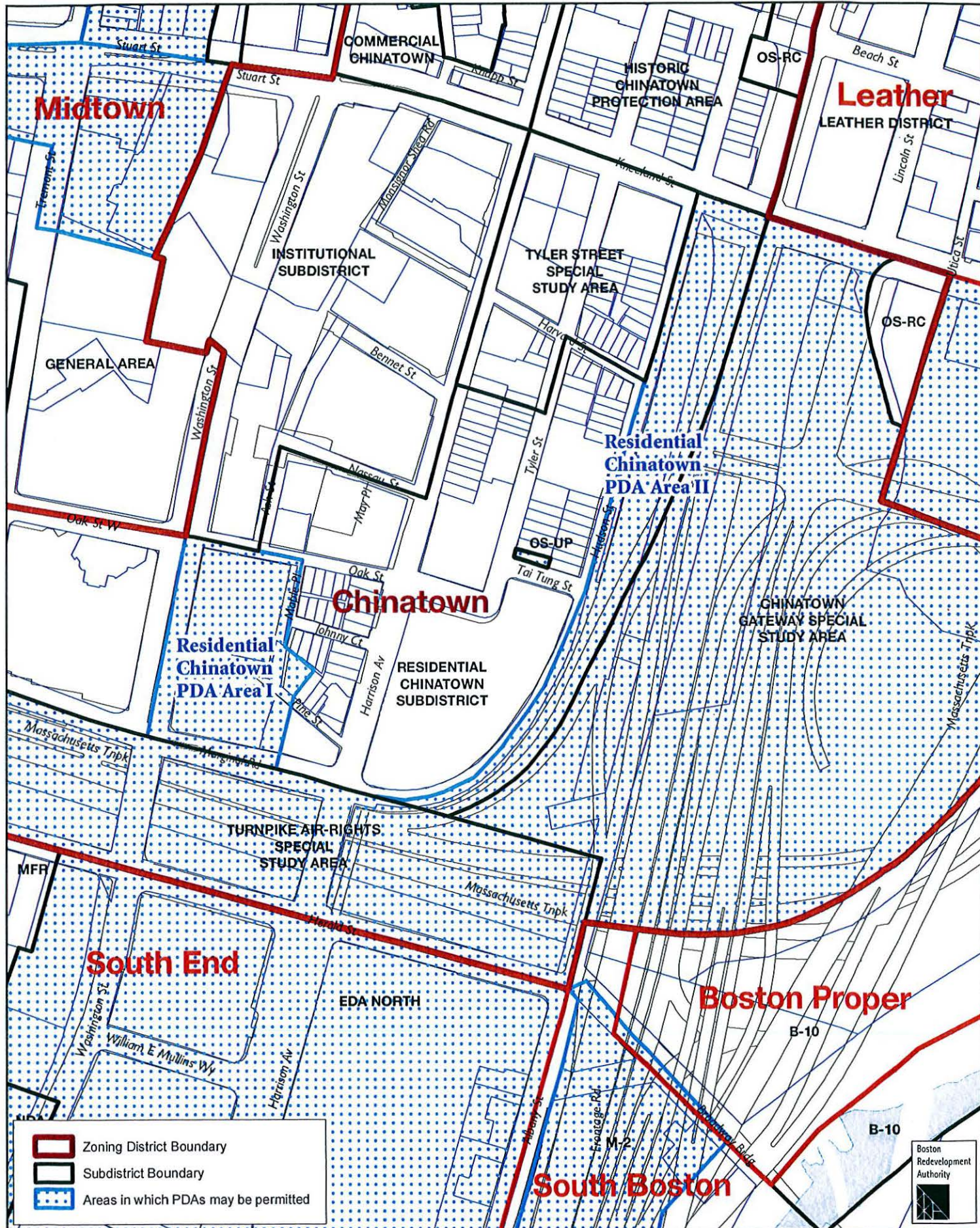
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Chinatown District

Appendix B

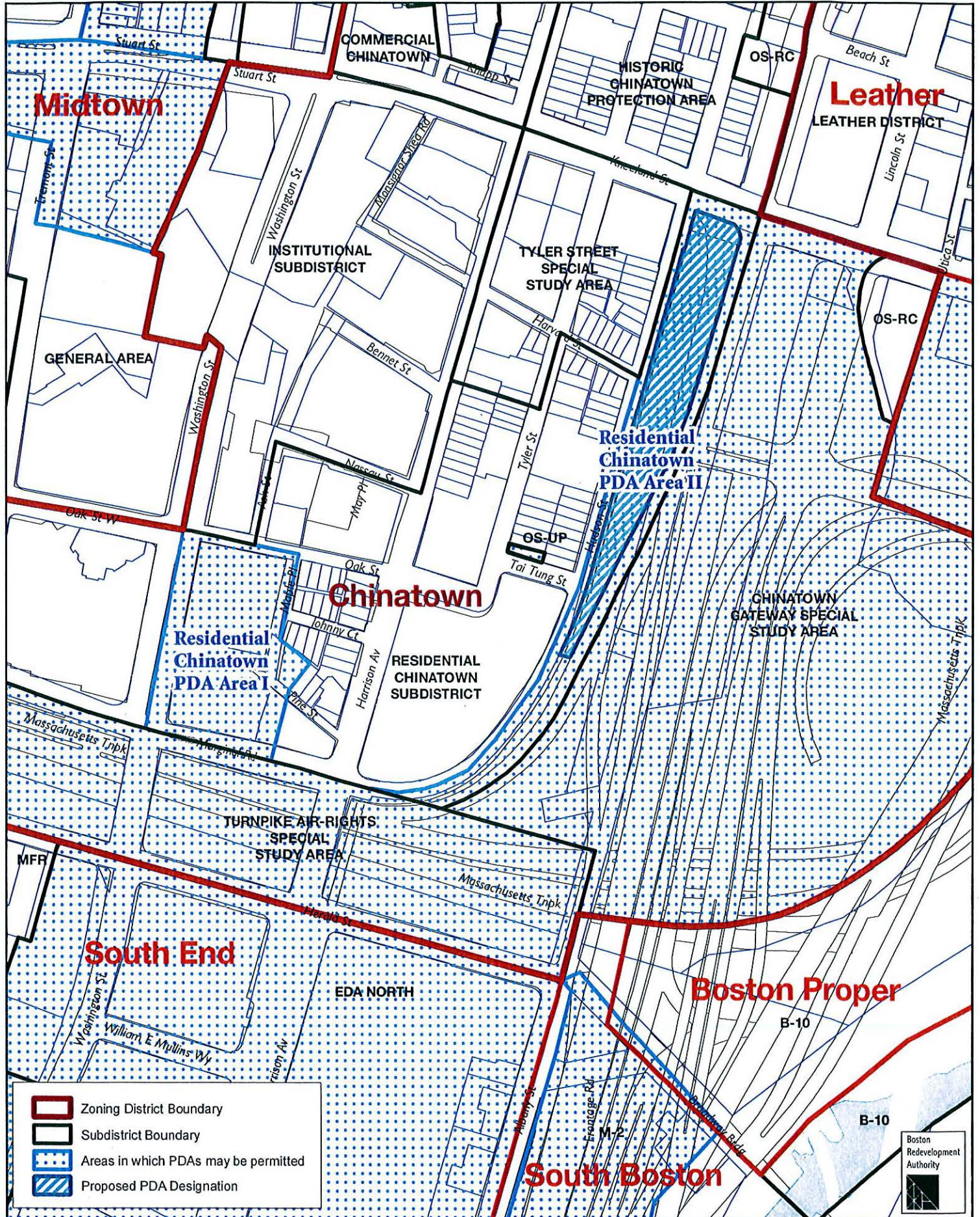
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Chinatown District

Appendix C

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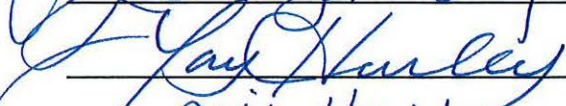


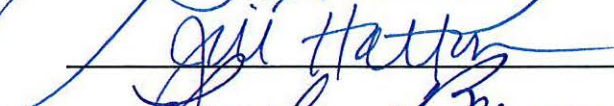
Chairman



Vice Chairman














In Zoning Commission

Adopted: November 5, 2008

Attest: 

Secretary

Development Plan for Planned Development Area No. 73, Parcel 24, Chinatown

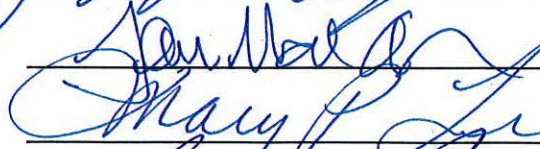


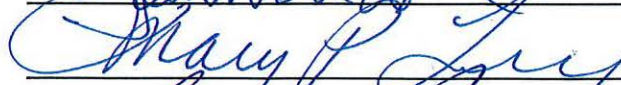
Chairman

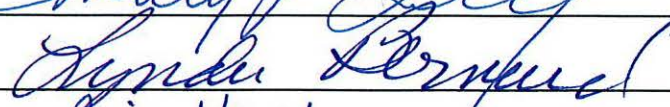


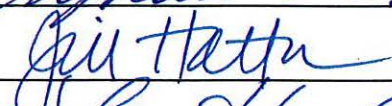
Vice Chairman

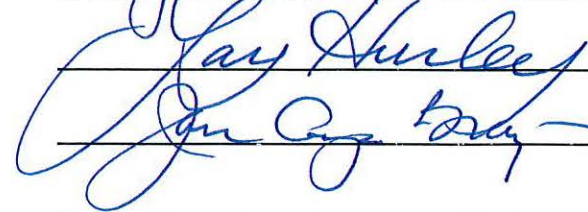


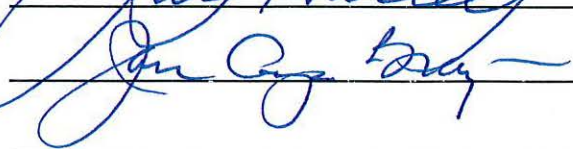













In Zoning Commission

Adopted: November 5, 2008

Attest:



Secretary



Mayor, City of Boston

Date: 11/6/08

The foregoing amendment was presented to the Mayor on NOVEMBER 6, 2008 and was signed by him on NOVEMBER 6, 2008 whereupon it became effective on NOVEMBER 6, 2008, in accordance with Section 3 of Chapter 665 of the Acts of 1956, as amended.

Attest: 

Secretary to the Zoning Commission

Development Plan for Planned Development Area No. 73, Parcel 24, Chinatown



Mayor, City of Boston

Date: 11/6/08

The foregoing Development Plan for Planned Development Area No. 73, Parcel 24, Chinatown, was presented to the Mayor on NOVEMBER 6, 2008, and was signed by him on NOVEMBER 6, 2008 whereupon it became effective on NOVEMBER 6, 2008 in accordance with Section 3 of Chapter 665 of the Acts of 1956, as amended.

Attest:



Secretary to the Zoning Commission

Text Amendment Application No. 397
Boston Redevelopment Authority
Chinatown District
Article 43

TEXT AMENDMENT NO. 351

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, does hereby amend the text of the Boston Zoning Code as follows:

By amending **Article 43 (Chinatown District)** in the following manner:

1. In **Section 43-13.2 (Building Height and FAR Regulations)**, in **Table B (Chinatown District, Planned Development Areas, Dimensional Regulations)** as follows:

- a. In the line that reads "Residential Chinatown PDA Area" and in the column "Maximum Building height/ FAR Standards", delete the following text:

175'6

- b. Immediately below the line that reads "Residential Chinatown PDA Area", insert and indentation and the following text:

Area I
Area II

- c. In the line that reads "Area I" and in the column "Maximum Building height/ FAR Standards", insert the following text:

175'6

- d. In the line that reads "Area II" and in the column "Maximum Building height/ FAR Standards", insert the following text:

230'7

Robert Forder
Chairman

James Clark
Vice Chairman

[Signature]

[Signature]

[Signature]

[Signature]

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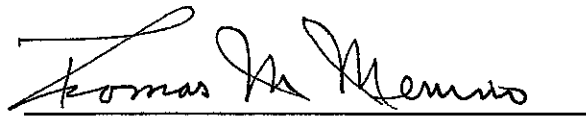
In Zoning Commission

Adopted: November 5, 2008

Attest: [Signature]
Secretary

Text Amendment Application No. 397

Text Amendment No. 351



Mayor, City of Boston

Date: 11/06/08

The foregoing amendment was presented to the Mayor on ~~NOVEMBER 6, 2008~~ and was signed by him on ~~NOVEMBER 6, 2008~~ whereupon it became effective on ~~NOVEMBER 6, 2008~~ in accordance with Section 3 of Chapter 665 of the Acts of 1956, as amended.

Attest:



Secretary to the Zoning Commission