

BERA APPROVAL: 6/12/12
CC APPROVAL: 7/11/12
EFFECTIVE: 7/12/12

DEVELOPMENT PLAN

for

NEW PARK AND CHANNEL CENTER GARAGE,

PARCELS U8 and WF1

within

PLANNED DEVELOPMENT AREA NO. 69, SOUTH BOSTON/THE 100 ACRES

BOSTON

June 12, 2012

1. The Development Plan: Pursuant to Section 3-1A and Article 80C of the Zoning Code of the City of Boston, Massachusetts, as amended (as so amended, the “Zoning Code”) and the Master Plan for Planned Development Area No. 69, South Boston/The 100 Acres (the “PDA Master Plan”), this plan constitutes a Planned Development Area Development Plan (the “Development Plan”) for the redevelopment of a parcel of land in the Fort Point Channel neighborhood of Boston, Massachusetts generally bounded by A Street to the west, Richards Street to the north, West First Street to the south, and land of the United States Postal Service (“USPS”) to the east (the “Project Site”). The Project Site is more particularly described in Section 3 hereof and is legally described in Exhibit A attached hereto. The Project Site governed by the PDA Master Plan is shown on the location plan attached as Exhibit B.

This Development Plan consists of 9 pages of text plus the attachments designated as Exhibits A-F. All references herein to “this Development Plan” refer to such pages and exhibits. Capitalized terms used but not defined in this Development Plan have the meaning set forth in Article 2A of the Zoning Code as of the date hereof.

The proposed project, as more fully described herein (the “Project”), will comprise the construction of an approximately 970 space parking garage, a new, approximately 70,000 square foot park, and street and streetscape improvements, all as more fully described in this Development Plan. This Development Plan sets forth the proposed location, appearance and dimensions of the garage structure to be constructed on the Project Site, the new park and landscaping improvements to be created, the proposed uses and densities at the Project, the proposed traffic circulation, the access to nearby public transportation resources, the anticipated public benefits of the Project, and the Proponent’s plans for the Project to have a design that is environmentally aware. This Development Plan also describes the planning history and context of the Project Site.

2. The Proponent: The Proponent is Galvin Capital Partners, a Connecticut limited liability company doing business as Commonwealth Ventures, and an experienced developer of residential and commercial projects in New England. An affiliate of Commonwealth Ventures is a member of the joint venture that in 2007, acquired the non-residential portions of the Channel Center Project (“Channel Center Project”). The Channel Center Project is described in the Development Plan for Planned Development Area No. 53, as amended, which is being amended and restated concurrently herewith (as so amended and restated, “PDA Plan No. 53”). The initial members of the Proponent’s project team are identified on Exhibit C attached hereto.

3. The Project Site. The Project Site is an approximately 148,512 square foot portion of a larger assemblage of land in the Fort Point Channel neighborhood of Boston owned by the USPS. Subsequent to the approval of this Development Plan by the Boston Redevelopment Authority (“BRA”) and the City of Boston Zoning Commission (“Zoning Commission”), and concurrently with the acquisition of the Project Site by a single purpose entity that will undertake the Project, a subdivision plan will be recorded with the Suffolk County Registry of Deeds to legally create the Project Site as a separate parcel of land.

A portion of the Project Site is currently utilized by the USPS for the parking of USPS vehicles and vehicular access thereto, as well as vehicular access to the existing USPS vehicle maintenance facility located to the east of the Channel Center Project on Medallion Avenue. Nearby are the Gillette South Boston Manufacturing Center across A Street to the west (the “SBMC”), and the Artists for Humanity building (at the intersection of A and West Second Streets) to the south, other industrial/commercial uses, and the South Boston Bypass Road.

As shown on Map 4 of the Boston Zoning Maps, the majority of the Project Site is located within an underlying M-2 (Restricted Manufacturing) zoning district; an easterly portion of the Project Site is located within an underlying I-1 (General Industrial) zoning district; and some of the Project Site to comprise a portion of Richards Street is located within the underlying M-4 (Restricted Manufacturing) zoning district. The entirety of the Project Site is located within the City’s Restricted Parking Overlay District as established by Section 3-1A.c of the Zoning Code. The Project Site is also located within the area governed by the PDA Master Plan; such area, the “PDA Master Plan Area”). The entirety of the Project Site shall be governed by this Development Plan.

4. The Project. The Project will involve three components: (1) a parking structure to accommodate approximately 970 vehicles (the “Garage”), (2) an approximately 70,000 square foot¹ park (“New Park”) that will accommodate both active and passive recreational uses such as an open lawn area for field sports, a children’s play area, and an area that can be used for community gatherings, and (3) street improvements. The New Park design will be refined through further community consultations and the BRA Article 80B design review process. If the A Street widening and improvements contemplated in the PDA Master Plan are implemented by the City of Boston or others, the New Park would be decreased in area. The preliminary landscape design has been formulated to take into account this future reconfiguration. The Project includes the widening of West First Street as contemplated in the PDA Master Plan.

¹ The First Amendment to PDA Master Plan depicts Parcel WF1 as 1.69 acres (approximately 73,600 square feet). This figure includes the surrounding sidewalks; the park area set forth in this Development Plan excludes sidewalks.

A Site and Traffic and Circulation Plan for the Project is attached as Exhibit D, schematic design plans for the Garage are included in Exhibit E, and a preliminary landscape plan for the New Park is attached as Exhibit F.

The Garage will be nine (9) stories and up to 103 feet in height to the concrete deck on the top floor of the Garage, and up to 121 feet in height to the top of the elevator enclosure on the top floor of the Garage. The Garage is expected to contain approximately 295,430 square feet of Gross Floor Area, with a maximum Gross Floor Area of 309,430 square feet. Vehicular access to and from the Garage will be from a newly-constructed Medallion Avenue, while the pedestrian lobby will be at the Richards Street/Medallion Avenue intersection. Bicycle access will be from Richards Street. The ground floor of the Garage will include toilet facilities available for users of the New Park, as well as one or more bicycle storage areas. The Garage will be utilized by workers, occupants, and visitors at the Channel Center Project, and a portion of the Garage may be used by others or comprise public parking.

The uses proposed at the Garage portion of the Project Site and the New Park portion of the Project Site, respectively, shall be consistent with the permitted uses therefor set forth in the PDA Master Plan, upon adoption of the First Amendment to the PDA Master Plan being approved concurrently herewith. Such First Amendment is being proposed in order to reflect a change in the site configuration of Parcel U8 (the Garage) and the combination of Parcels WF1 and HR8 into Parcel WF1 (the New Park) in the PDA Master Plan.

The Garage will be of concrete construction, with stainless steel mesh screen having undulating sections painted with an abstract landscape graphic. The mesh screen will serve as a dynamic visual extension of the New Park, animating the façade by the play of light, shadow and reflections. The masonry materials and sections of glazed walls at the Garage are designed to tie the Garage visually, to the design vocabulary of the planned One Channel Center Street commercial building nearby.

The New Park will be privately maintained, with the regulation of public access and use of such open space subject to the reasonable approval of the BRA (in accordance with the PDA Master Plan).

5. The Channel Center Project. As described in PDA Plan No. 53, the Channel Center Project is a mixed-use development for which permits and approvals exist to create up to 1,550,000 square feet of Gross Floor Area comprising residential units, artists' live-work space and office and other non-residential space (including without limitation, research and development uses, restaurant and retail uses, gallery uses, and other cultural uses). Most of the former Boston Wharf Company buildings at Channel Center slated for rehabilitation have been renovated and occupied for a combination of commercial and residential uses, while the rehabilitation of another building (5 Channel Center Street) is underway. PDA Plan No. 53 provides that parking for the uses at Channel Center Project (other than the existing parking garage serving the residential condominiums at 25 and 35 Channel Center Street) will be located within the Garage, subject to the minimum/maximum parking ratios set forth in PDA Plan No. 53.

The Channel Center Project (including the required parking spaces) was subject to Large Project Review under Article 80B of the Zoning Code. The original Project Notification Form was filed in January 2001 and subsequently, a Draft Project Impact Report and multiple Notices of Project Change were filed with the BRA to reflect changes in the proposed design and program for Channel Center. The BRA has issued Adequacy Determinations for the Channel Center Project dated January 22, 2002, September 22, 2002, October 23, 2006 and January 21, 2011 in response to such Article 80B filings.

On April 23, 2012, Channel Center Holdings VAF, LLC (an affiliate of the Proponent and the developer of certain non-residential portions of the Channel Center Project) and the Proponent filed a Notice of Project Change for the Channel Center Project, reflecting that the planned main parking garage at Channel Center would instead be located at the Project Site by means of the Garage, and that the Garage would serve as the primary parking resource for the Channel Center Project (the "2012 NPC"). BRA approval of the 2012 NPC is being sought concurrently with BRA approval of this Development Plan. Construction of the Project will commence only after such BRA approval, as well as the BRA's issuance of a Certification of Compliance and Consistency for the Project pursuant to Articles 80B and 80C of the Zoning Code.

6. The PDA Master Plan Area. The Project Site is located within the "100 Acres" area of South Boston governed by the PDA Master Plan. The PDA Master Plan was approved by the BRA on August 10, 2006 and by the Zoning Commission on January 10, 2007 in order to support the redevelopment of the 100 Acres area into a dense, varied and lively urban district that contains a broad range of uses such as residential, industrial, research and development, office, and cultural uses. The Project Site encompasses Parcels U8 and WF1 within the PDA Master Plan Area. Parcel U8 is part of the Parcel Grouping (as defined in the PDA Master Plan) owned by the USPS, *i.e.*, Parcels U1 through U8. The PDA Master Plan requires that a minimum of one third of the Gross Floor Area of the new build-out within the PDA Master Plan Area (on an aggregate, rather than parcel-specific, basis) within each Parcel Grouping be devoted to residential and artist live/work uses. The Project will not contain any residential or artist live/work uses, so the USPS has agreed that such residential obligations will be located on other sites within the USPS Parcel Grouping.

The PDA Master Plan states that one of its aims is to ensure the ongoing viability of the nearby SBMC. The Project is supportive of that aim, because the Garage and New Park are compatible with the research and manufacturing uses at the SBMC, and the non-residential and open spaces on the Project Site were expressly provided for in the PDA Master Plan.

7. Green Building and Groundwater Conservation Measures. Although garages are not eligible to be certified under the LEED building rating system of the U.S. Green Building Council (and thus cannot achieve "LEED certifiable" status under Article 37 of the Zoning Code), the Proponent will cause the design and construction of the Garage to be as environmentally sensitive as possible. For example, the Garage will be naturally ventilated, will utilize LED or highly efficient fluorescent lighting, high-efficiency and lubricant-free elevators as well as low flow plumbing fixtures, and will also contain a range of "green" operational features such as electric vehicle charging stations.

The Project Site is not located within the Groundwater Conservation Overlay District established by Article 32 of the Zoning Code. However, the design and construction of the Garage will nonetheless be sensitive to the importance of maintaining adequate groundwater conditions in the area. At present, the Project Site is entirely hardscape. After construction of the Project, approximately 50% of the Project Site will comprise open space, which will help improve groundwater recharge conditions in the area naturally, because approximately 75% of the New Park will be landscaped (lawn and plantings). Also, much of the hardscape area in the New Park (*e.g.*, pedestrian paths) will be permeable or sloped to run-off into the landscaped areas. In addition, construction of the Garage will not involve significant excavation of soils below the area water table as it will be supported on piles, and the proposed stormwater management system for the Garage will include subsurface groundwater recharge elements.

8. Proposed Location and Appearance of Structures: The location of the Garage will be consistent with the Site and Traffic Circulation Plan attached as Exhibit D. The schematic design for the Garage is shown on the plans included within Exhibit E. The Project design will be refined during the public design review process referenced in Section 13 below.

9. Density and Dimensions of Proposed Improvements: The Garage is expected to comprise approximately 295,430 square feet of Gross Floor Area, with a resulting Floor Area Ratio (“FAR”) of 2.84± for the Project Site and an FAR of 4.92± for the approximately 60,000 square foot Garage site. The Garage is proposed to have nine (9) stories and a Height of up to 103 feet to the concrete deck on the top floor of the Garage, and a Height of up to 121 feet to the top of the elevator enclosure on the top floor of the Garage, which is below the maximum Height of 125 feet set forth in the PDA Master Plan for Parcel U8, where a non-residential structure was contemplated. (Parcel U8 is in height Zone 3 pursuant to the PDA Master Plan.) A maximum FAR of 5.16 is proposed for the Garage site and a maximum FAR of 2.99 is proposed for the Project Site, with a resulting maximum Gross Floor Area of 309,430 square feet, to allow for Garage design changes during the public agency design review process, construction changes, and the possibility of a small maintenance shed (under 1,000 square feet in size) in the New Park. (The USPS Parcel Grouping has an approved FAR of 2.5 in the aggregate (with a maximum aggregate FAR of 3.8) under the PDA Master Plan.) For the purposes of the PDA Master Plan and this Development Plan, the FAR of the Garage site is based upon the entirety of the Garage site (*i.e.*, before giving effect to the creation of Medallion Avenue and Richards Street (each Public Realm Enhancements), as contemplated herein). The FAR of the Garage site based upon the definition of “Lot” set forth in Article 2A of the Zoning Code (*i.e.*, excluding public rights of way) is 7.2±, and a maximum FAR of 7.5 is proposed for such Garage site.

10. New Open Space and Project Landscaping. The preliminary landscape design for the New Park is shown in the plan attached as Exhibit F, and the park program is proposed to include an open lawn for field sports, a children’s play area, and an area for more passive recreational uses, including flexible space for community events. The New Park’s design is subject to the design review process referenced in Section 13 hereof. The Garage will include restrooms designed for park users. The Project will also include streetscape improvements (*e.g.*, street trees, new sidewalks and related lighting) on the streets adjacent to the Project.

The New Park will be the first park constructed under the PDA Master Plan. As noted above, it will be managed and maintained. At approximately 70,000 square feet, the New Park

will be slightly larger than Titus Sparrow Park in Boston's South End neighborhood. The size of the New Park is subject to change (i.e., a modest decrease in size) on account of future A Street improvements, as set forth in Section 4 hereof.

11. Proposed Traffic Circulation and Pedestrian Connections: As noted in Section 3, the Project Site is bounded by A Street to the west, West First Street to the south, the South Boston Bypass Road to the east, and Richards Street to the north. The Channel Center Project governed by PDA Plan No. 53 will include the construction of Richards Street to the South Boston Bypass Road as well as the construction of Medallion Avenue southerly, from Iron Street to Richards Street. The Project will include the widening of West First Street as well as the connection of West First Street to a newly constructed extension of Medallion Avenue, through to Richards Street. Thus, the construction of the Project and the construction of the Channel Center Project will result in a through vehicular connection, with sidewalks, from the A Street/West First Street intersection to the Medallion Avenue/Iron Street intersection. West First Street will operate two-way, and Medallion Avenue is planned to be a two-way street between West First Street and Iron Street.

These street improvements and street extensions will also facilitate USPS access to its existing vehicular maintenance facility on Medallion Avenue, until such time as such facility may be relocated out of the PDA Master Plan Area. The proposed vehicular and pedestrian circulation patterns are shown on the Site and Traffic Circulation Plan attached as Exhibit D, and will comprise a portion of the "Infrastructure Improvements" described in the PDA Master Plan.

Vehicular access to and egress from the Garage will be from Medallion Avenue; the pedestrian lobby will be at the corner of Richards Street and Medallion Avenue. Bicycle access will be from Richards Street.

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

- The Project will include three "Public Realm Enhancements" associated with Parcel U8 in the PDA Master Plan: (1) the construction of Medallion Avenue between West First Street and Richards Street; (2) the widening of and improvements to West First Street; and (3) the creation of a new open space area.
- The Project has been designed to allow for the future widening and improvement by others of A Street (including bicycle lanes).
- The Project will include streetscape improvements along A Street, to improve the pedestrian connection to public transportation options located on Broadway and at the Broadway MBTA station.
- The New Park will be the first new open space created under the PDA Master Plan, and will be publicly-accessible yet privately maintained and operated.
- The New Park will include a lawn area for sports activities, a children's play area and a more passive recreational area to respond to the range of open space needs of the community.

- The New Park can serve as a venue for community gatherings in an area which such venues do not presently exist.
- The Project will improve traffic in the area by linking West First Street to Richards Street through a newly-constructed Medallion Avenue.
- The Project Site is currently not subject to property taxes and after construction of the Project, the Garage will generate property taxes.
- The Project will create between 160-190 construction jobs, with approximately 70 workers at the Project Site during peak construction periods.
- The Project will create permanent jobs associated with the operation of the Garage and maintenance of the New Park.
- The Garage will serve as a needed parking resource for Channel Center workers, residents, and visitors, as well as others.
- The Garage and New Park will each have sustainable design features that will minimize environmental impacts.

13. Other Governmental Approvals: The Project design has been approved by the Boston Civic Design Commission and is subject to design review by the BRA pursuant to the BRA's Development Review Guidelines and Article 80B of the Zoning Code. The Project design will also be subject to review by the Massachusetts Historical Commission and the Boston Landmarks Commission pursuant to a Memorandum of Agreement entered into by USPS with respect to USPS land that includes the Project Site.

The Channel Center Project, for which the Garage will be the primary parking resource, was reviewed under the Massachusetts Environmental Policy Act ("MEPA") and a Certificate on the Single Environmental Impact Report was issued on February 28, 2003.² The MEPA Office has issued a determination that a Notice of Project Change filing under MEPA is not required with respect to the Project. The Project is also subject to the review of other governmental agencies and authorities, such as the City of Boston's Public Improvement Commission. As set forth in the PDA Master Plan, the Garage is subject to the provisions of the South Boston Parking Freeze and therefore, the jurisdiction of the City of Boston Air Pollution Control Commission.

14. Development Schedule: Construction of the Garage is expected to take approximately fourteen months and to be completed in 2014. Such construction will occur concurrently with construction of the Mid-Rise Building described in PDA Plan No. 53, since the Garage will provide the required parking for, *inter alia*, the uses at the Mid-Rise Building and other buildings at the Channel Center Project. Construction of the Project will be sequenced and coordinated with the Mid-Rise Building's construction in order to ensure USPS vehicle access to the existing USPS vehicle maintenance facility on Medallion Avenue.

² The Channel Center Project was to contain an underground parking garage to accommodate up to 990 parking spaces; instead, the majority of the parking accessory to the uses at Channel Center will be located at the Garage.

In accordance with the PDA Master Plan, the parcel of land comprising the Project Site may be reconfigured into multiple parcels which may be under common or separate ownership and may include subdivision or condominium ownership, developed sequentially or simultaneously, and separately developed and/or financed. Each of such subparcels may be further subdivided to be under separate ownership or recombined in any configuration to create a new parcel, or a condominium ownership structure may be created for all or part of the Project.

15. Applicability: In accordance with the PDA Master Plan, upon approval of this Development Plan by the BRA and the Zoning Commission, this Development Plan shall be presumed to be consistent with underlying zoning and all other provisions of the Zoning Code to the extent that such provisions are addressed in this Development Plan. In accordance with Section 80C-8 of the Zoning Code and the PDA Master Plan, consistency of the Project with this Development Plan and the PDA Master Plan, as evidenced by the issuance by the BRA of a Certification of Consistency therefor (or for any portion of the Project), constitutes compliance with the dimensional, use, parking and other requirements of the Zoning Code to the extent that such provisions are addressed in this Development Plan. The PDA Master Plan provides (i) that compliance of an individual Project Component (as defined therein) with the requirements of the PDA Master Plan will be determined on an individual Project Component basis, rather than a Project Site-wide (as defined therein) basis, except as expressly provided therein; and (ii) the compliance or non-compliance of any one Project Component will not affect the compliance of any other Project Component. Moreover, this Development Plan constitutes approval for any zoning nonconformity created or increased by the future separation of ownership of individual components of the Project and of the development parcels within the USPS Parcel Grouping, provided that (A) the use limitations and dimensional requirements of this Development Plan, other than FAR, with respect to each portion of the Project are met; and (B) the FAR for the USPS Parcel Grouping in the aggregate, does not exceed the limits established under the PDA Master Plan.

16. Construction of the Project. Notwithstanding anything set forth in this Development Plan to the contrary, under no circumstances shall the Proponent be obligated to proceed with the Project or any portion thereof.

17. Amendment of this Development Plan. The owner of the Project Site or of any portion thereof may seek amendment of this Development Plan in accordance with the procedures set forth in the Zoning Code, without the consent of the owner(s) of the other portion(s) of the Project. In the event that any such amendment affects the overall compliance of the Project with this Development Plan, this Development Plan shall be deemed amended with respect to the Project as a whole, to the extent necessary for the Project to comply with this Development Plan, without requiring any modification of the requirements of this Development Plan as to any other portion of the Project.

Exhibits to Development Plan:

- Exhibit A: Legal Description of Project Site
- Exhibit B: Location Plan of Project Site
- Exhibit C: Project Team Members
- Exhibit D: Site and Traffic Circulation Plan
- Exhibit E: Schematic Plans for Garage

Exhibit F: New Park Preliminary Landscape Plan

Exhibit A

Legal Description of Project Site

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

Beginning at a point at the intersection of the southeasterly side line of A Street, and the northeasterly side line of West First Street;

Thence running along said side line of A Street N 38°09'34" E, a distance of 362.97 feet to a point;

Thence turning and running N 45°08'04" E, again by said side line of A Street, a distance of 23.98 feet to the intersection of the centerline of Richards Street;

Thence turning and running S 51°47'46" E, by said centerline of Richards Street, a distance of 151.10 feet to a point;

Thence turning and running S 45°08'04" W, a distance of 20.15 feet to a point on the southwesterly side line of Richards Street;

Thence turning and running S 51°47'46" E, along said side line of Richards Street, a distance of 151.10 feet to a point;

Thence turning and running N 45°08'04" E, a distance of 65.11 feet to a point, the last four courses by land now or formerly of Channel Center Holdings VAF, LLC;

Thence turning and running S 44°51'56" E, a distance of 25.00 feet to a point;

Thence running along a curve to the left, having a radius of 26.00 feet and a length of 36.66 feet to a point;

Thence running S 35°39'41" E, a distance of 77.45 feet to a point;

Thence running along a curve to the left, having a radius of 47.00 feet, and a length of 34.09 feet; to a point on the northwesterly sideline of South Boston Bypass Road, the last four courses by land or formerly of United States of America United States Postal Service;

Thence turning and running S 55°31'21" W, along said side line of South Boston Bypass Road, a distance of 364.74 to a point;

Thence turning and running N 57°10'51" W, in part by land now or formerly of Commonwealth of Massachusetts, and along the northeasterly side line of West First Street, a distance of 354.27 feet to the point of beginning.

Said Lot containing an area of 148,512 square feet, and shown as Lot 1 Additional Land Parcel

on a plan entitled "Parcel Plan Office Parcel & Additional Land, Boston, Mass." dated March 19, 2012 (revised May 15, 2012) and prepared by Harry R. Feldman, Inc. Professional Land Surveyors.

Exhibit B

Location Plan of Project Site

[See attached]



New Park and Channel Center Garage Commonwealth Ventures

Exhibit C

Project Team Members

Proponent:	Commonwealth Ventures 10 Channel Center Street Boston, MA 02210 617/423-5273 <i>Richard A. Galvin, Principal</i>
Architect:	Spalding Tougias Architects, Inc. 241 A Street Boston, MA 02210 617/542-4522 <i>Cheryl Tougias, Principal</i>
Landscape Design:	Halvorson Design Partnership 161 Massachusetts Avenue Boston, Massachusetts 02116 617/536-0380 <i>Robert Adams, Senior Associate</i>
Environmental Permitting Consultant:	Epsilon Associates 3 Clock Tower Place, Suite 250 Maynard, MA 01754 978/461-6226 <i>Laura Rome, Principal</i>
Legal Counsel:	Edwards Wildman Palmer LLP 111 Huntington Avenue Boston, MA 02199 617/239-0225 <i>Rebecca A. Lee, Esq.</i> <i>Emily K. Yu, Esq.</i>

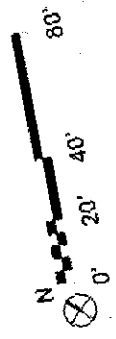
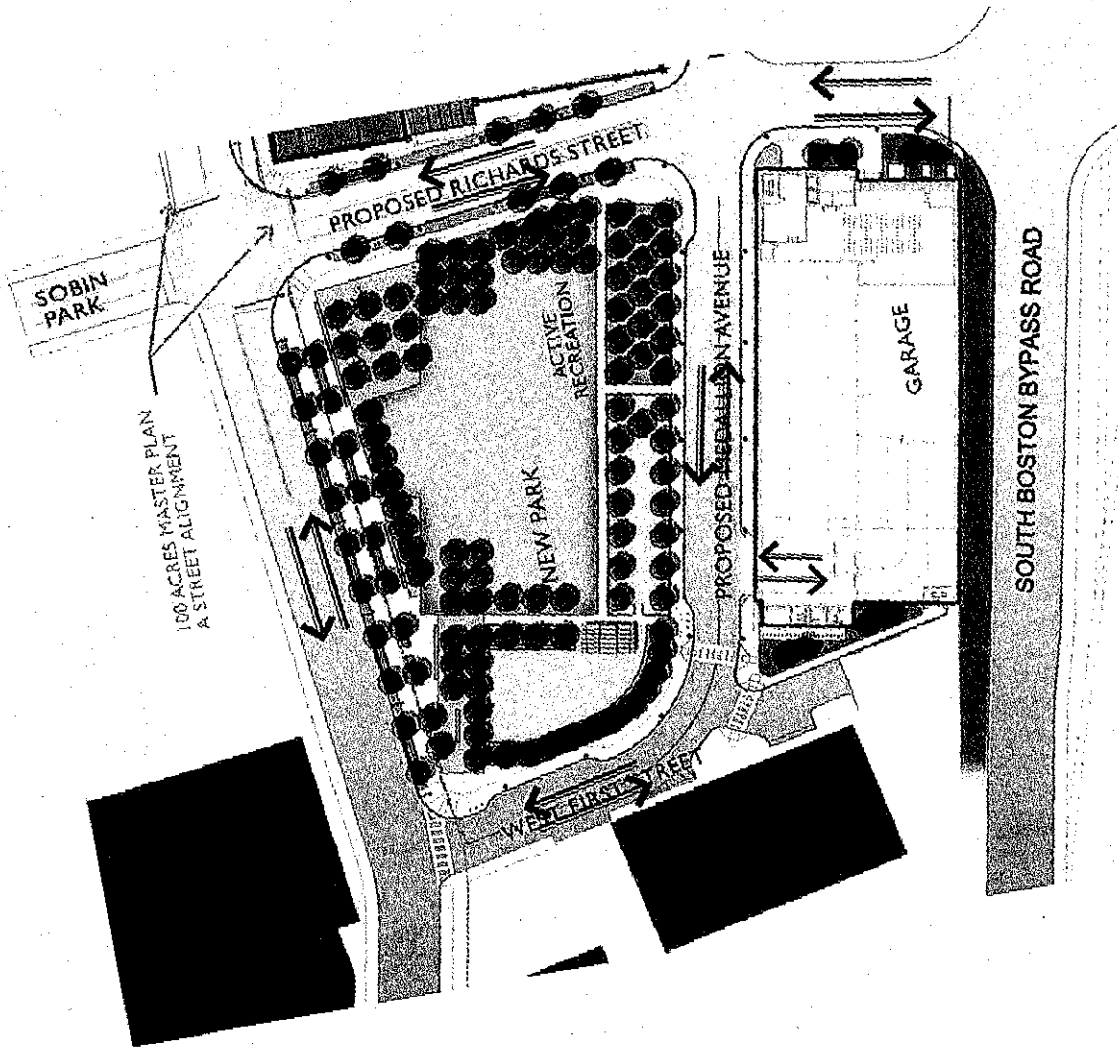
Civil Engineer:	Nitsch Associates, Inc. 186 Lincoln Street Boston, MA 02111 617/338-0063 <i>John Schmid, P.E.</i> <i>Deborah Katzman, P.E.</i>
Transportation Engineer:	Howard/Stein-Hudson 38 Chauncy Street Boston, MA 02111 617/482-7080 <i>Guy Busa, P.E.</i>

Exhibit D

Site and Traffic Circulation Plan

[See attached]

Exhibit D
SITE AND TRAFFIC CIRCULATION PLAN

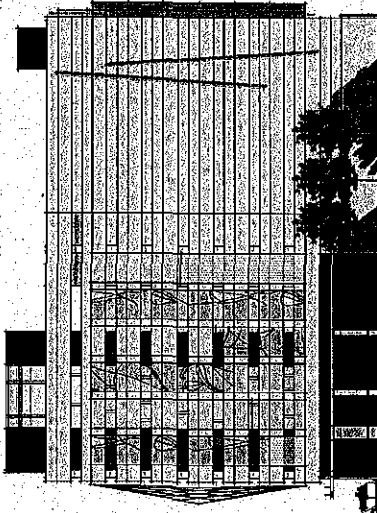


ADD INC
ARCHITECTURE + DESIGN

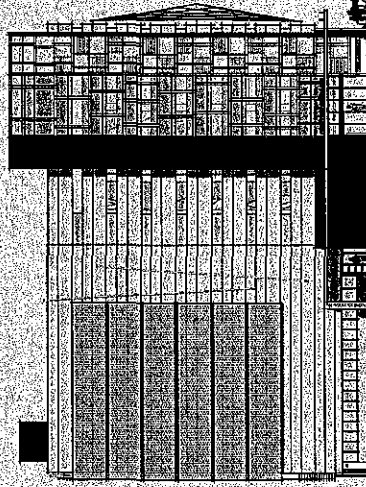
Exhibit E

Garage Schematic Plans

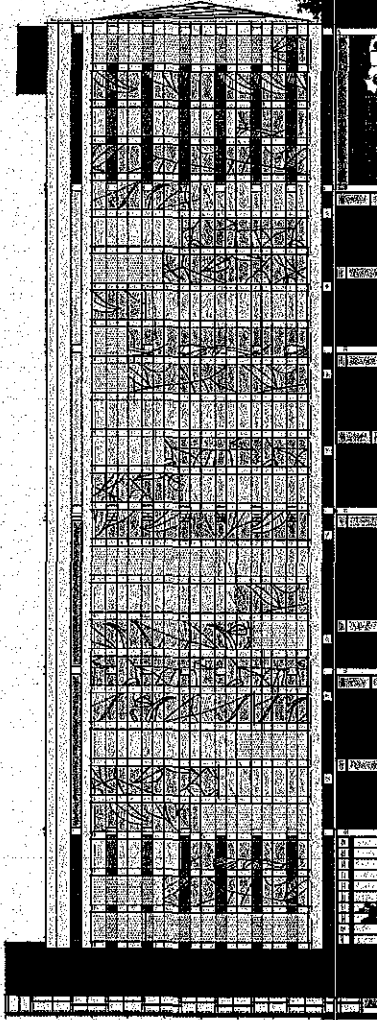
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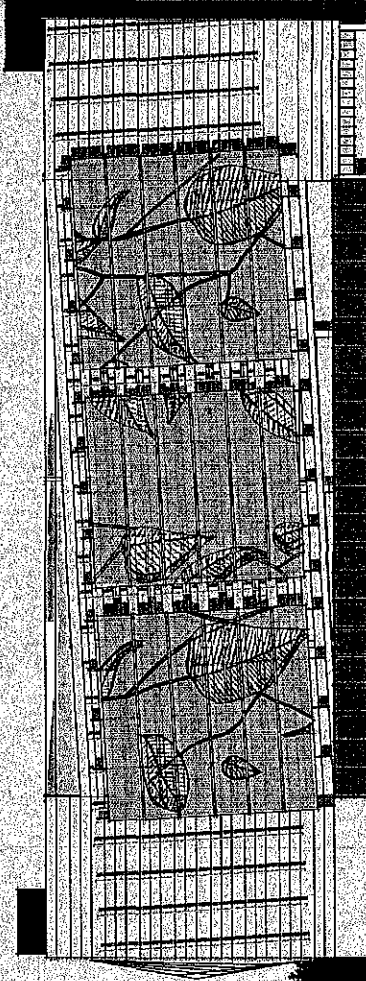
WEST FIRST STREET ELEVATION



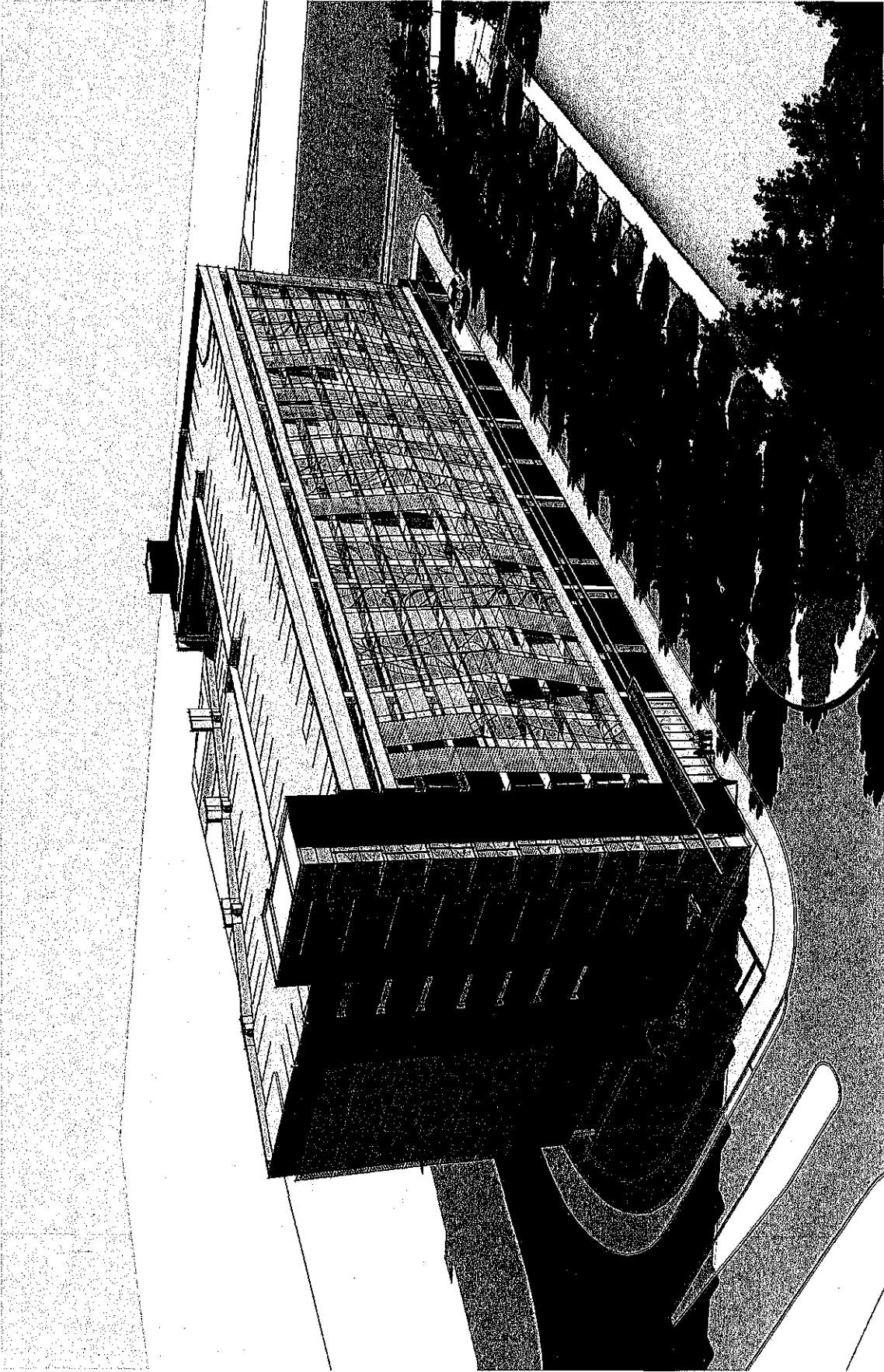
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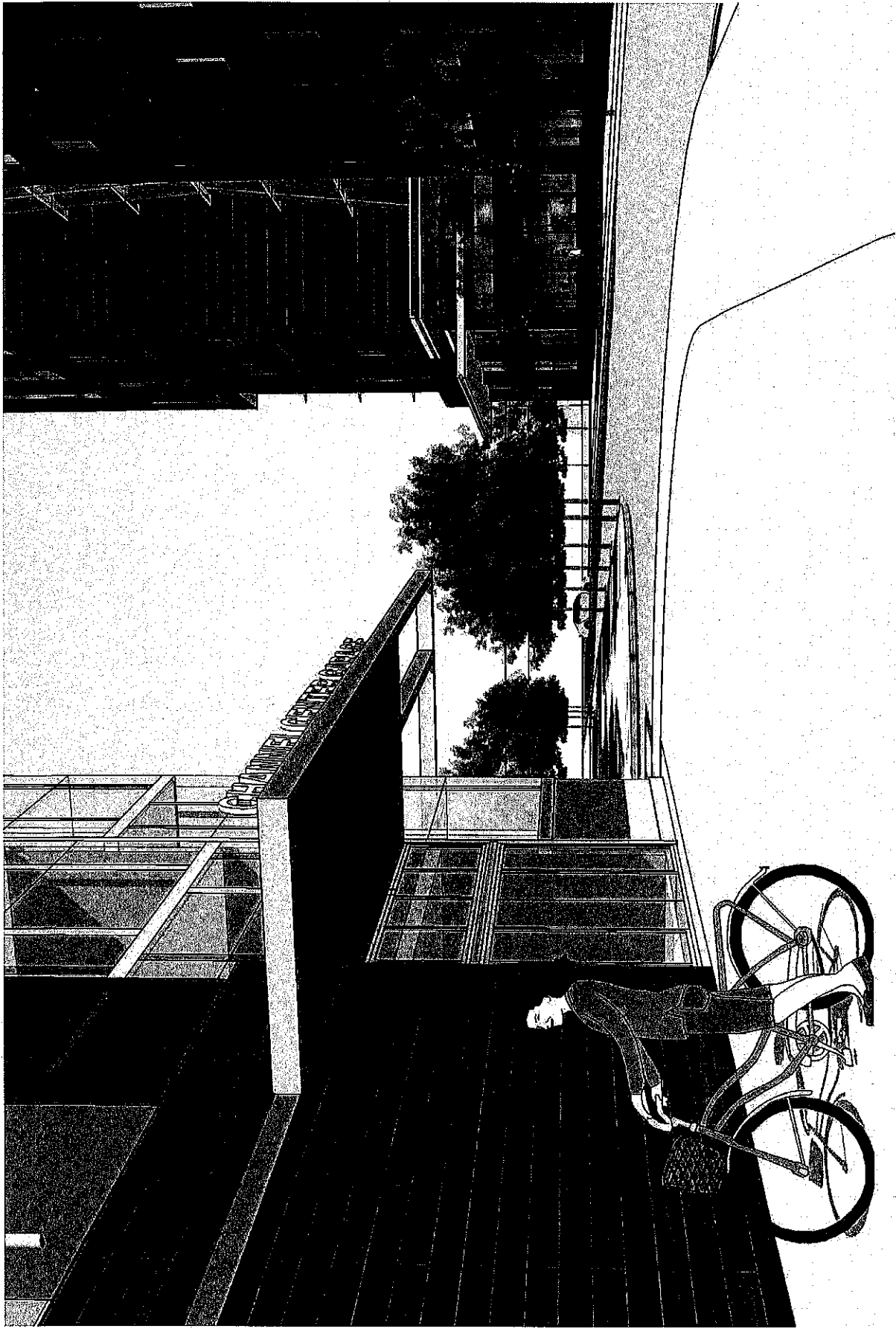


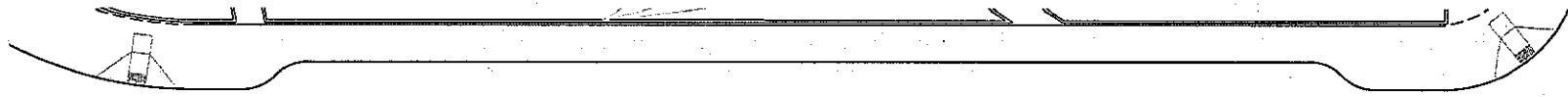
MEDALLION AVENUE ELEVATION



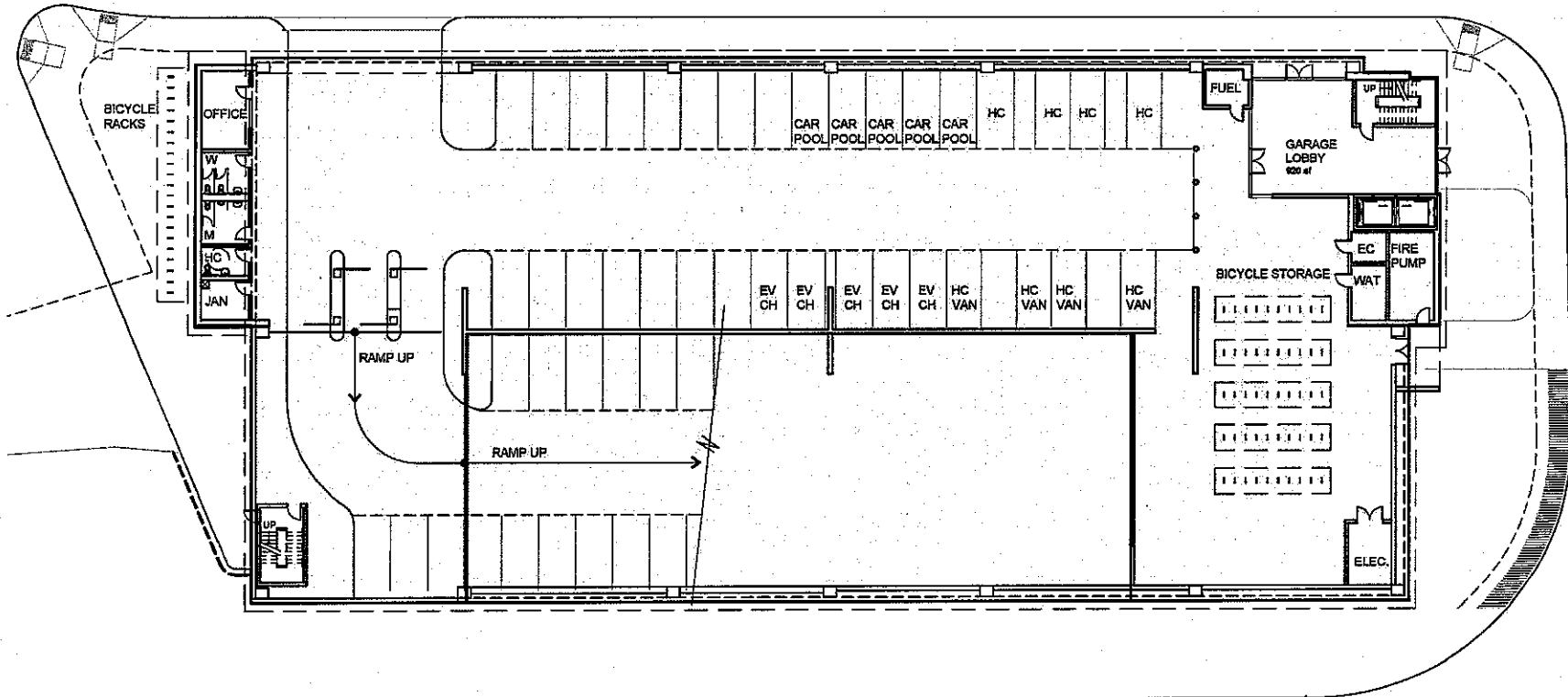
SOUTH BOSTON BYPASS ROAD ELEVATION





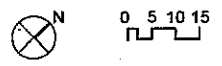


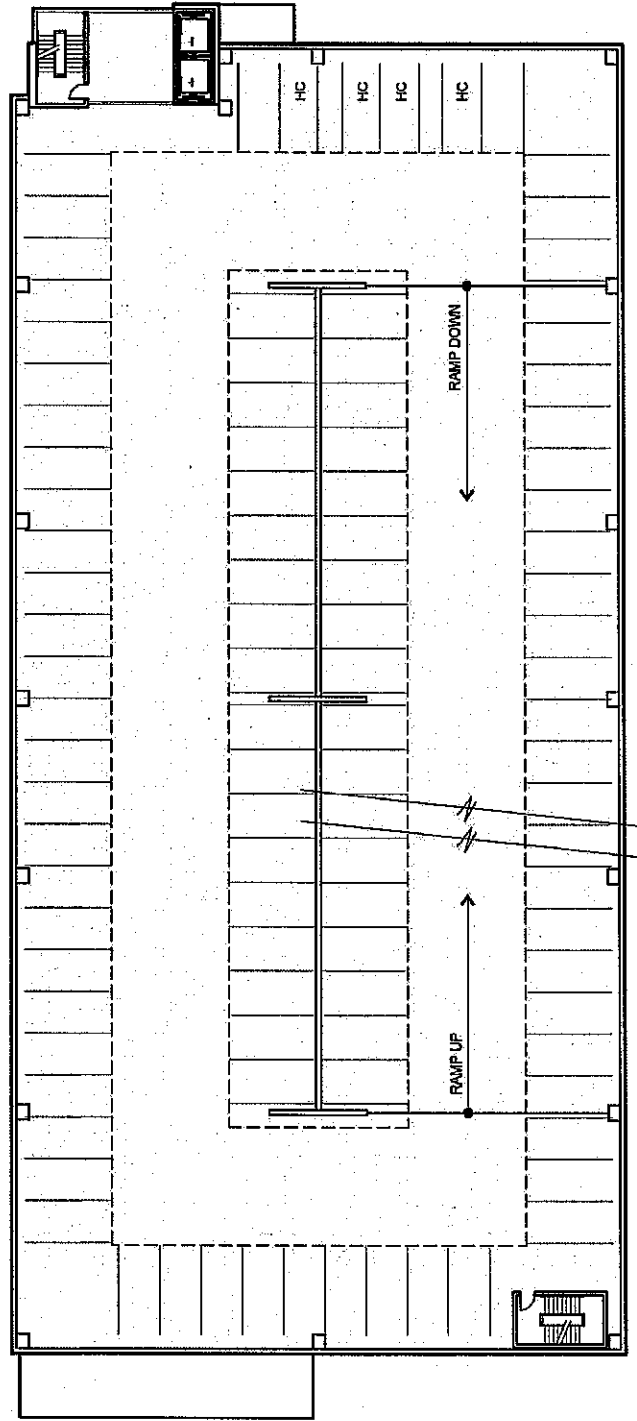
Proposed Medallion Avenue



Proposed Richards Street

South Boston Bypass Road





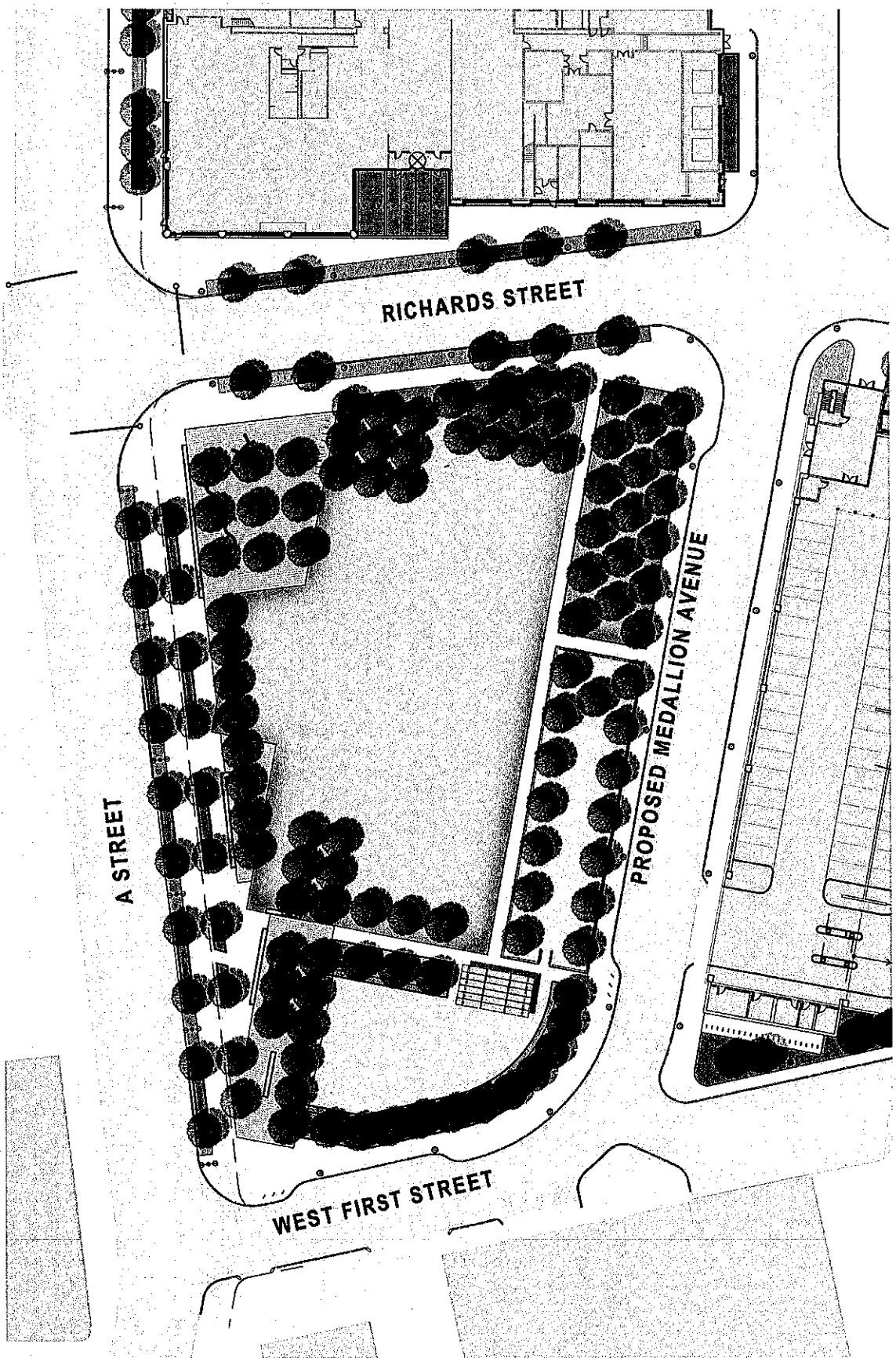
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Exhibit F

New Park Preliminary Landscape Plan

[See attached]



Development Plan for New Park and Channel
Center Garage within Planned Development
Area No. 69, South Boston/The 100 Acres

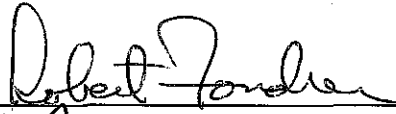
Boston Redevelopment Authority on behalf of
Galvin Capital Partners

DEVELOPMENT PLAN
For
NEW PARK and CHANNEL CENTER GARAGE
Within
PLANNED DEVELOPMENT AREA NO. 69
SOUTH BOSTON/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 Development Plan for New Park and Channel Center Garage, Parcels U8 and WF1 within Planned Development Area No. 69, South Boston/The 100 Acres, dated June 12, 2012. 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.

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.

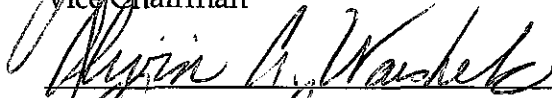
Development Plan for New Park and Channel Center Garage within Planned
Development Area No. 69, South Boston/The 100 Acres



Chairman

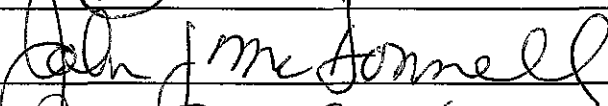


Vice Chairman

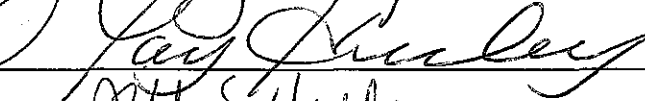


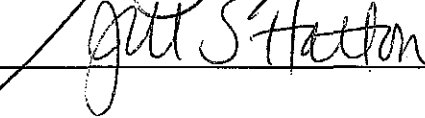












In Zoning Commission


Adopted: July 11, 2012

Attest:



Secretary

Development Plan for New Park and Channel Center Garage within Planned
Development Area No. 69, South Boston/The 100 Acres



Mayor, City of Boston

Date: 2/12/12

The foregoing Development Plan, was presented to the Mayor on July 12, 2012,
and was signed by him on July 13, 2012, whereupon it became effective on
July 13, 2010, in accordance with Section 3 of Chapter 665 of the Acts of 1956, as
amended.

Attest:



Secretary to the Zoning Commission