

BRA APPROVAL: 4/27/04
ZC APPROVAL: 5/26/04
EFFECTIVE: 5/27/04

DEVELOPMENT PLAN
FOR
PLANNED DEVELOPMENT AREA NO. 63
THE MUSEUM OF FINE ARTS, BOSTON
BOSTON, MASSACHUSETTS

Dated: April 27, 2004

Development Plan: Pursuant to Section 3-1A and Article 80C of the Zoning Code of the City of Boston, Massachusetts (the "Code"), this plan constitutes a Planned Development Area Development Plan (the "Plan") for renovation and expansion of existing improvements on an approximately 13.6 acre (592,416 square feet) site in the Fenway area of Boston (the "Site"). The Site is located within a Planned Development Area Overlay District measuring approximately 14.17 acres (617,300 square feet) in area and described in Exhibit A attached hereto (the "PDA District"). The Site and PDA District are depicted on the Site Plan attached hereto as Exhibit B. The Site consists of ten (10) parcels of land owned by the Trustees of the Museum of Fine Arts, Boston (the "Proponent"). The Proponent intends to renovate and expand the existing Museum of Fine Arts, Boston (the "Museum"), School of the Museum of Fine Arts (the "School"), and related improvements on the Site in multiple phases, all as more fully described below (the "Project").

This Plan sets forth information on the proposed development of the Site including the proposed location and appearance of structures, open spaces and landscaping, proposed uses of the area, densities, proposed traffic circulation, parking and loading facilities, access to public transportation, and proposed dimensions of structures. This Plan consists of 14 pages of text plus attachments designated Exhibits A through F. All references to this Plan contained herein shall pertain only to such pages and exhibits.

Developer: The Proponent, the Trustees of the Museum of Fine Arts, Boston, is a charitable institution created by special act of the Massachusetts legislature in 1870 for the purpose of "the preservation and exhibition of works of art, of making, maintaining and exhibiting collections of such works, and of affording instruction in the fine arts." The Proponent has an address at the Museum of Fine Arts, Boston, 465 Huntington Avenue, Boston, Massachusetts 02115-5523. Members of the Project team are identified on Exhibit C attached hereto. The Proponent has filed a Disclosure Statement in the form required by Section 80B-8 of the Code with the BRA.

Site Description/Project Area: The Site is approximately 13.6 acres in area and consists of ten (10) parcels of land owned by the Proponent. The Museum and two

surface parking lots with a total of 259 parking spaces are located on a single parcel approximately 11.7 acres in size and bounded by Huntington Avenue to the south, Forsyth Way to the east, The Fenway to the north, and Museum Road to the west (the "Museum Parcel"). The address of the Museum Parcel is 465 Huntington Avenue.

The School and a structured parking facility with a total of 485 parking spaces (the "MFA Garage") are located on nine contiguous parcels approximately 1.9 acres in area in the aggregate to the west of the Museum across Museum Road (the "School/Garage Parcel"). The School/Garage Parcel is bounded by a residential development to the south, Museum Road to the east, Evans Way to the north, and Louis Prang Street to the west. The addresses of these nine parcels are 10 Museum Road; 20 Museum Road; 26 Museum Road; 230 The Fenway; 59 Louis Prang Street; 61 Louis Prang Street; 63 Louis Prang Street; 65 Louis Prang Street; and 67 Louis Prang Street.

The Museum currently includes approximately 533,500 square feet of floor area devoted to art galleries; exhibit space; art storage; an auditorium used for lectures, film screenings, concerts and other performances; curatorial, conservation, and research facilities; uses accessory to the foregoing uses including offices for Museum staff, catering uses, restaurant and bar uses with entertainment, gift shops, retail and wholesale sale of museum- and arts-related merchandise, educational studios, classrooms and study rooms, a seminar and meeting room, libraries, public relations uses and offices, and computer and technical support uses and offices; and related uses, including accessory and ancillary parking (the "Museum Uses"). The maximum height of the Museum is currently approximately 86 feet.

The School currently includes approximately 110,000 square feet of floor area devoted to classroom and instructional space; studios; galleries and exhibition space; trade studios and classrooms for woodworking, carpentry, welding, painting, machine work, pottery, and electronics; uses accessory to the foregoing uses including offices for faculty and staff, an auditorium, an art supply store, a library, seminar rooms, a cafeteria, and storage for customary school materials; and related uses, including accessory and ancillary parking (the "School Uses"). The maximum height of the School is currently approximately 53 feet. The maximum height of the MFA Garage is currently approximately 73 feet.

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.

The Site is currently located in an H-1 zoning district (the "H-1 District"). The Site is also located in the Fenway Interim Planning Overlay District (the "Fenway IPOD"), the Institutional Overlay District, and the Restricted Parking Overlay District. The BRA, working with the Fenway Planning Task Force, recently completed a planning review for the Fenway area, culminating in a report entitled "East Fenway Neighborhood Draft Strategic Plan" submitted to the BRA in November, 2002 (the "Strategic Plan"). This plan recommends permanent re-zoning for an area including the Site that would

supersede the Fenway IPOD, and would designate the Site a zoning subdistrict in which Planned Development Areas (“PDAs”) are permitted. A draft of the re-zoning that would implement the recommendations set forth in the Strategic Plan was issued in October, 2003 (the “Draft Zoning”). The Draft Zoning designates the Site as a Museum of Fine Arts Cultural Facilities Subdistrict (the “Cultural Facilities Subdistrict”), in which PDAs are permitted (a portion of the Site would also be located in a Greenbelt Protection Overlay District). The re-zoning process is proceeding simultaneously with the submission and review of this Plan.

Once this Plan is approved, any proposed project, and the Site and any improvements on the Site, that have received a Certification of Consistency shall be deemed to be in compliance with the requirements of underlying zoning, including such proposed Cultural Facilities Subdistrict and Greenbelt Protection Overlay District (once adopted) and the Fenway IPOD (until superseded by the proposed re-zoning).

The Museum is included in the Inventory of Historic and Archaeological Assets of the Commonwealth. The Museum has also been determined by the Boston Landmarks Commission and the Massachusetts Historical Commission to be individually eligible for listing in the State and National Registers of Historic Places.

General Description of Proposed Development: The Project includes renovation and expansion of the Museum and School, including new construction of up to 551,000 square feet of floor area. The Project also includes landscaping improvements, construction of an underground parking and loading facility, and other Site improvements. The various components of the Project are shown on the plans and other materials attached hereto as Exhibit D (collectively, the “Project Materials”).

As described in more detail below, the Project is intended as a phased development. Anticipated work in each phase of the Project is summarized as follows:

1. Phase One

Phase one of the Project (“Phase One”) includes demolition of up to 72,500 square feet of existing space, rehabilitation and refurbishment of up to 85,000 square feet of existing space, and construction of up to 169,000 square feet of new space in the Museum, together with landscaping and other Site improvements. A plan showing the limits of work in Phase One is attached hereto as Exhibit E-1. It is anticipated that Phase One will include the following:

- A new freestanding steel and glass enclosure will be constructed to sit within the East Courtyard of the Museum and extend as far as the sidewalk on Forsyth Way. This enclosure, known as the “jewel box”, will be the first piece of the glazed “crystal spine” running the full length of the Museum (east-west). This enclosure and the “crystal spine” will measure not more than 75 feet in height.

- A new East Wing with gallery, staff and educational space will be constructed at the east side of the Museum. The new East Wing will include an expansive central building within the “crystal spine” flanked by two smaller pavilions. The pavilions will measure not more than 70 feet in height.
- The entrance to the Museum on The Fenway will be re-opened. This re-opening will contribute to the reinstatement of the strong central axis at the heart of the Museum, which extends from the Huntington Avenue entrance at the south to The Fenway entrance at the north. Various landscaping features will enhance the area around The Fenway entrance.
- Educational facilities in the Museum will be expanded. The facilities will include a 160-seat state-of-the-art film theater, seminar room, and a studio arts classroom and workshop with accessory offices.
- Additional galleries, courtyard areas, and administrative offices in the Museum will be refurbished, and building facilities will be upgraded to provide climate control for new and renovated space.
- Landscaping will be improved along Forsyth Way and in other areas around the Site.
- Conservation and research studios and workshops in the Museum will be enhanced and enlarged.
- Retail shops and restaurant/café uses in the Museum will be enhanced and enlarged.

2. Subsequent Phases

Subsequent phases of the Project (“Subsequent Phases”) include demolition of up to 14,500 square feet of existing space, renovation and refurbishment of up to 535,000 square feet of existing space, and construction of up to 382,000 square feet of new space. A plan showing the limits of work in Subsequent Phases is attached hereto as Exhibit E-2. It is anticipated that Subsequent Phases will include the following:

- A new freestanding steel and glass enclosure will be constructed to sit within the West Courtyard of the Museum, similar to the courtyard to be constructed within the East Courtyard as part of Phase One (see above). This enclosed courtyard will complete the centralized circulation pattern of the Museum, provide additional space for special exhibition galleries, and establish a formal entrance to various galleries.
- Additional galleries, exhibition space, and wings of the Musuem will be renovated and refurbished. The renovations will improve life-safety systems

(including the addition of sprinklers to currently non-sprinklered areas) and provide new egress stairs.

- A new underground parking and loading facility will be constructed on the south side of the Site. The facility will include up to 410 parking spaces, and have entrance and exit ramps for passenger vehicles and delivery trucks off Museum Road. The parking and loading facility is described in more detail below.
- The Huntington Avenue entrance to the Museum will be renovated. Renovations will integrate the Museum entrance and pedestrian plaza, create seating areas flanking the front entrance, provide a gently sloping ramp access to the entrance for handicap access, and include other landscaping improvements.
- The White Wing and West Wing will be renovated and expanded to include a new wing on the west side of the Museum. It is envisioned that the new wing will include art galleries and exhibition space, as well as a new restaurant and restaurant terrace overlooking the Back Bay Fens.
- A new Study Center will be constructed on the west side of the Museum. The Study Center will support curatorial, library, conservation, research, and collection storage functions.
- The School will be renovated and expanded, and landscaping will be improved around the School.
- Landscaping will be extended and enhanced in various areas around the Museum, including the area where surface parking lots are currently located (such lots will be decommissioned after construction of the underground parking facility).

Proposed Location and Appearance of Structures: Under the Draft Zoning, there are no requirements for street wall height or setback above street wall height, minimum lot size, minimum lot width, minimum lot frontage, or minimum front or side yards in the Cultural Facilities Subdistrict. The minimum rear yard for lots abutting residential subdistricts is 20 feet. The proposed location, dimensions, and appearance of the structures on the Site after completion of the Project are shown on the Project Materials attached hereto as Exhibit D (the limits of work on Phase One and Subsequent Phases are shown on Exhibit E-1 and E-2, respectively). The final location and appearance of these structures may change during final BRA design review of the Project, or as a result of review by other governmental agencies and authorities.

Use Allocation: After completion of the Project, the Museum will continue to be used for all existing Museum Uses as well as a film theater, study center, and studio arts classroom and workshop. After completion of the Project, the School will continue to be used for all existing School Uses. Certain of the Museum Uses and School Uses will be expanded and/or relocated. The existing parking lots and MFA Garage and, after completion of the Subsequent Phases, the new underground parking garage will be used

as they are currently used for employee, volunteer, and visitor parking, and for the other uses described in this Plan.

Density of Structures: Pursuant to Article 13, Table B of the Code, the applicable maximum Floor Area Ratio (FAR) in the H-1 District is 1.0. As noted above, the Draft Zoning would re-zone an area including the Site as a Cultural Facilities Subdistrict (a portion of the Site would also be located in the Greenbelt Protection Overlay District as indicated above) with a maximum FAR of 4.0 in which PDAs with a maximum FAR of 5.0 are permitted. The current FAR on the Museum Parcel is approximately 1.04, and the current FAR on the School/Garage Parcel is approximately 3.17. After completion of the Project, the FAR on the Museum Parcel is anticipated to be 2.12 and will not exceed 2.2, and the FAR on the School/Garage Parcel is anticipated to be 4.23 and will not exceed 4.3.

Height of Structures: Pursuant to Article 13, Table B of the Code, there is no maximum building height in the H-1 District. The maximum building height in the proposed Cultural Facilities Subdistrict is 75 feet, and the maximum building height for PDAs in the Cultural Facilities Subdistrict is 90 feet. The maximum existing building height on the Museum Parcel is approximately 86 feet, and the maximum existing building height on the School/Garage Parcel is approximately 73 feet. The maximum building height of new construction in connection with the Project is anticipated to be 75 feet and will not exceed 80 feet on the Museum Parcel and the School/Garage Parcel (not including unoccupied space devoted to rooftop mechanical equipment).

Development Schedule: As indicated above, the Project is intended as a phased development. The Proponent currently estimates that construction of Phase One will commence in 2005 and will be completed in 2009. The Subsequent Phases will commence as soon thereafter as fund raising efforts by the Proponent permit, but in no event later than 10 years after completion of Phase One. The delay or non-completion of any phase or portion of the Project included in each phase will not affect the compliance or consistency of any other phase or portion of the Project with this Plan. The Museum and School are expected to remain open during all phases of construction.

Approvals: The Project has completed Large Project Review under Article 80B of the Code, and has completed review under the Massachusetts Environmental Policy Act (MEPA). In accordance with MEPA regulations and Article 80B of the Code, the two impact reviews were coordinated.

The Proponent submitted a Project Notification Form and an Environmental Notification Form to the BRA and MEPA Office of the Executive Office of Environmental Affairs (the "MEPA Office"), respectively, on July 15, 2001. On October 15, 2001 the BRA issued a Scoping Determination outlining the issues to be studied in a Draft Project Impact Report (PIR). On October 9, 2001 the MEPA Office issued a Certificate outlining issues to be studied in a Draft Environmental Impact Report (EIR).

The Proponent submitted a Draft EIR/PIR to the BRA and MEPA Office in March, 2002. On June 13, 2002 the BRA issued a Preliminary Adequacy Determination outlining issues to be studied in a Final PIR, and on June 7, 2002 the MEPA Office issued a Certificate outlining issues to be studied in a Final EIR. On June 16, 2003 the Proponent submitted a Final EIR/PIR to the BRA and MEPA Office. On _____, 2004 the BRA issued a Final Adequacy Determination (the "Determination") for the Project. The Determination states, *inter alia*, that the Proponent has satisfied the Site Plan component of Article 80B. On October 2, 2003 the MEPA Office issued its Certificate for the Project, finding that the Final EIR adequately and properly complies with MEPA and that no further review under MEPA is required.

Several other local and state permits and approvals are anticipated to be required for the Project.

Urban Design Context and Objectives: The Site occupies a unique location in the Fenway area of Boston. The south side of the Site fronts on an active cultural and educational area along Huntington Avenue: Symphony Hall, the Huntington Theater, and the New England Conservatory of Music (Jordan Hall) are located east of the Site, the campuses of Northeastern University and the Wentworth Institute of Technology are located south of the Site across Huntington Avenue, and the Massachusetts College of Art and the Isabella Stewart Gardner Museum are located west of the Site. By contrast, the north side of the Site fronts on the Back Bay Fens, part of the Emerald Necklace Park System. The Muddy River runs through the Fens directly across The Fenway from the Site, and various walking paths and other recreational areas within the Back Bay Fens are located near the Site.

The primary urban design objective of the Project is to complement and bridge the more formal, active character of Huntington Avenue and the parks and recreational areas of the Back Bay Fens. A central feature of the Project is the re-establishment of the entrances on Huntington Avenue and The Fenway as the principal public entrances to the Museum. These entrances will animate and increase pedestrian activity along Huntington Avenue and The Fenway, and encourage visitors to continue their visit beyond the Museum to the paths and recreational areas in the Back Bay Fens.

The Project's landscaping improvements will further strengthen the connectivity of the Museum with Huntington Avenue to the south and Back Bay Fens to the north. The area between the entrance to the Museum and Huntington Avenue will remain as an active public space, and will include additional landscaping, outdoor sculpture, and other recreational features to encourage pedestrian activity along Huntington Avenue. Similarly, the re-opened public entrance to the Museum on The Fenway will include active public spaces and landscaping that complement and highlight the landscaping and recreational features of the Fens. Improvements in this area will include a sculpture garden on the Museum Parcel and a fountain and other water features.

Renovations to the Museum itself will further enhance the area and draw visitors to the Museum and surrounding areas. The Project will add significant new space for

galleries and exhibits, enclose and improve existing courtyards within the Museum, include a multi-purpose auditorium and film theater, classrooms, and other educational facilities, improve and expand restaurant and café uses, and feature a beautiful “crystal spine” that will unite various building elements and serve as a signature architectural element of the Museum. The Project will solidify the Museum’s status as a “pendant jewel” of the Emerald Necklace Park System and attract additional residents, visitors, and students to this area of the City.

The design of the Project has been extensively reviewed during Large Project Review, review of this Plan, and other City review processes. Compliance of the Project with this Plan shall constitute compliance of the Project with the Design Guidelines set forth in Section 00-37 of the Draft Zoning.

Consistency with Strategic Plan: As indicated above, recent planning review of the area around the Site culminated in preparation of the Strategic Plan. The Project will comport with the various goals and objectives as set forth in the Strategic Plan:

1. Land Use Goals and Objectives

The land use goals and objectives set forth in the Strategic Plan include retaining and preserving the historic and architectural features of the neighborhood while encouraging progress and development; maintaining and strengthening the existing land use character of particular areas of the neighborhood; and enhancing open space and parks. The Project will preserve the historic and architectural features of the Museum by restoring the simplicity and logic of the original plans for the Museum by the renowned architect, Guy Lowell. At the same time, the Project will encourage innovative new development including the beautiful “jewel boxes” and “crystal spine” running the full length of the Museum. The Project will re-open The Fenway entrance to the Museum and enhance the connectivity between the Museum and Back Bay Fens, and improve landscaping features on the Site.

2. Goals and Objectives for Institutions

Goals and objectives for Institutions set forth in the Strategic Plan include strengthening the identity of the “Avenue of the Arts” cultural district; supporting transit programs and shared solutions to transportation issues; and expanding community relations programs. The Project will strengthen the identity of the cultural district by expanding and enhancing one of the great cultural and arts attractions in the city. The Project will include numerous transportation improvements to be coordinated with the Boston Transportation Department and neighborhood groups. The Project will allow the Museum to continue and expand its commitment to educational and community programming.

3. Housing and Economic Goals and Objectives

Housing and economic goals set forth in the Strategic Plan include supporting development of affordable housing; and encouraging sympathetic and effective development. In accordance with Section 80B-7 of Article 80 of the Code, the Proponent will make a housing contribution grant to the Neighborhood Housing Trust. The Project will also contribute to the vibrancy of the Fenway area, which in turn will make the area a more desirable place to live and work.

4. Transportation Goals and Objectives

Transportation goals and objectives set forth in the Strategic Plan include increasing pedestrian safety; improving transit access, level of service, and traffic flow; developing neighborhood parking solutions; and encouraging use of alternative modes of transportation. As described below, the Project will have a minimal impact on traffic in the area, in particular since the Museum and School are very well served by public transportation and most vehicle trips are not during peak hours. Nonetheless, the Project will include numerous traffic mitigation measures to be coordinated with the Boston Transportation Department and neighborhood groups.

5. Urban Design Goals and Objectives

Urban design goals and objectives set forth in the Strategic Plan include beautifying the neighborhood; protecting and enhancing the underlying historic character of the area; improving maintenance of neighborhood parks and streets; and re-affirming the presence and vitality of one of the City's premier cultural landmarks. As indicated above, the Project will restore the simplicity and logic of the original plans for the Museum while at the same time introducing beautiful new architectural elements. The Project will also enhance the connectivity between the Museum and Back Bay Fens by improving landscaping features and encouraging pedestrian activity along Huntington Avenue and The Fenway.

Open Space and Landscaping: The Project will include considerable new landscaping and open space to enhance the appearance of the Site and strengthen the Museum's connectivity with Huntington Avenue and the Back Bay Fens. After completion of the Project, including the underground parking and loading facility, it is anticipated that there will be a small net increase in landscaped space on the Site. The Project includes landscaping on the Site and just beyond the boundaries of the Site along the streets surrounding the Site.

The area between the re-opened northern entrance to the Museum and The Fenway will be substantially renovated and improved (portions of this area are beyond the boundaries of the Site and not located in the PDA District). It is currently anticipated that this area will include a tree grove with seating and a mix of plantings and landscape features. It is anticipated that the Museum Parcel will include sculpture displays as well.

The area will also include a fountain and other water features to enliven the area and highlight the Museum's proximity to the Back Bay Fens. The effect of the landscaping will be to animate this side of the Museum and provide a welcoming connection between the Museum and Back Bay Fens.

The area between the southern entrance to the Museum and Huntington Avenue will remain as an important open area on the Site. The lawn in this area will be maintained, and in Subsequent Phases landscaping will be improved and additional seating installed in this area. This area will include a grand paved walkway that may be used for outdoor events.

Plantings and landscaping will be improved at the east side of the Site along Forsyth Way (portions of this area are beyond the boundaries of the Site and are not located in the PDA District). In Subsequent Phases, when the underground parking and loading facility is completed and the surface parking lots east of Museum Road are decommissioned, a new lawn and planting area will be established along Museum Road near the northwest corner of the Museum, and landscaping will be enhanced along the full length of Museum Road. The ramps on Museum Road leading to the underground parking garage will be screened at ground level with appropriate plantings.

Proposed Traffic Circulation: Currently, vehicles access the Site from Huntington Avenue and Museum Road. A curb cut on Huntington Avenue leads to a small surface parking lot and loading dock near the southwest corner of the Museum. Another curb cut leads to Museum Road, a two-lane, one-way street that runs from Huntington Avenue to The Fenway. From Museum Road, vehicles can turn left into the MFA Garage or right into the West Wing drop-off circle or the surface parking lot at the northwest corner of the Museum. Vehicles exiting the Site from these parking areas travel north along Museum Road, turn right onto The Fenway, and continue along The Fenway or turn right onto Forsyth Way to return to Huntington Avenue.

Traffic circulation patterns will not change significantly as a result of the Project. Museum Road will remain a two-lane, one-way street extending from Huntington Avenue to The Fenway, and vehicles will continue to access the Site from Huntington Avenue and exit the Site by driving along Museum Road and (except as noted below) turning right onto The Fenway.

As indicated above, in Subsequent Phases an underground parking and loading facility with up to 410 parking spaces will be constructed on the south side of the Site. Upon completion of this facility, the surface parking lots east of Museum Road will be decommissioned (the MFA Garage will continue to be used as it is currently used for employee, volunteer, and visitor parking). At this time, most passenger vehicles and delivery trucks will turn right from Museum Road to a ramp leading to the new underground parking and loading facility. Passenger vehicles and delivery trucks will exit the underground parking and loading facility on the same ramp, turning right onto Museum Road and continuing north to the intersection with The Fenway.

In order to avoid truck traffic on The Fenway, a parkway, the Proponent has proposed making Evans Way, which connects to The Fenway at the intersection with Museum Road, two-way for the short distance from Museum Road to Louis Prang Street for trucks only. This arrangement is shown on the plan attached hereto as Exhibit F. Trucks would then be able to drive west along Evans Way, proceed south on Louis Prang Street to Ruggles Street, and from there proceed to the Southeast Expressway or turn left onto Huntington Avenue to reach the I-90 on-ramps at Copley Square. This proposal requires approval by the City of Boston Parks Department and Department of Public Works. If the proposal is not ultimately approved, trucks would exit the Site by the same route as other vehicles.

A study of vehicle trips generated by the Project and analysis of nearby intersections is included in the Final EIR/PIR. Traffic impacts of the Project are expected to be minimal. The Museum does not generate significant vehicles trips during peak hours since the Museum currently opens at 10am, closes after 5pm several days each week, and experiences staggered arrivals and departures by visitors and employees. In addition, as summarized below, the Site is well served by public transportation. Nonetheless, the Proponent is committed to implementing various mitigation measures to minimize any traffic impacts related to the Project. These mitigation measures will be coordinated with the Boston Transportation Department and will focus on parking management, demand management, and construction management measures appropriate to the Museum use.

Parking and Loading Facilities: As indicated above, the Site currently includes the MFA Garage with 485 parking spaces, a small surface parking lot near the southwest corner of the Museum with 59 spaces, and a surface parking lot near the northwest corner of the Museum with 200 spaces. The current parking ratio, therefore, is approximately 1.16 spaces per 1,000 square feet of floor area in the Museum and School. During Phase One, these parking areas will remain in use in their current configurations. Upon completion of the underground parking and loading facility in Subsequent Phases, use of the surface parking lots east of Museum Road will be discontinued. The underground parking and loading facility will include up to 410 spaces and include access ramps on Museum Road. The MFA Garage will continue to be used for employee and volunteer parking and overflow visitor parking. After completion of the Project, including the underground parking garage, the parking ratio will be approximately 0.81 spaces per 1,000 square feet of floor area in the Museum and School.

The loading docks for the Museum are currently located at the southwest corner of the Museum, accessible by a curb cut from Huntington Avenue to the surface parking lot at the southwest corner of the Museum. During Phase One, these loading docks will remain in use in their current configuration. Upon completion of the underground parking and loading facility in Subsequent Phases, the loading docks will be relocated to the underground facility. The ramp for the underground loading docks will be immediately to the north of the ramp for visitor parking. To eliminate confusion between the loading and parking ramps, the ramp to the underground loading docks will be appropriately signed and gated. The new underground loading docks will expand

capacity, security, and climate control for general loading and art deliveries, while removing these functions from public view.

The Proponent has also addressed the need for parking spaces for school buses visiting the Museum. The Museum recently re-configured the surface parking lot at the northwest corner of the Site to accommodate 12 buses. When the underground parking and loading facility is constructed and this surface parking lot is decommissioned, the underground facility will also accommodate 12 buses.

The proposed parking spaces may be used for parking accessory or ancillary to any use described in or approved by this Plan, including parking for the Museum Parcel on the School/Garage Parcel and parking for the School/Garage Parcel on the Museum Parcel. The location and design of the parking spaces are shown on the Project Materials attached hereto as Exhibit D.

Access to Public Transportation: The Site is well served by MBTA transit facilities. The MBTA Green Line and Orange Line subways are both within walking distance of the Site. Closest to the Site is the Green Line E branch, which includes a stop directly in front of the Site just north of the intersection of Huntington Avenue and Museum Road. This subway line runs between the Lechmere and Heath Street stations (the MBTA has recently begun design work to restore service to the Arborway/Forest Hills area as well), and connects with the Red Line subway at Park Street, Blue Line subway at Government Center, Orange Line subway via walkways at Haymarket and North Station, and the new Silver Line bus line at Boylston Street.

The Orange Line runs to the southeast of the Site and can be accessed at Ruggles Station near the intersection of Tremont Street and Ruggles Street, a five-minute walk from the Site. The Orange Line runs between the Oak Grove and Forest Hills stations, and connects with the Red Line subway at Downtown Crossing, Blue Line subway at State Street, Green Line subway via walkways at Haymarket and North Station, and the new Silver Line bus line at various stops downtown. Ruggles Station also serves as a stop on the commuter rail, with service to Roslindale, West Roxbury, Hyde Park, Needham, Walpole, and other outlying areas.

In addition, 15 MBTA bus routes service the area around the Site. Most of the bus lines terminate at Ruggles Station. Rush-hour frequencies range from 3 to 30 minutes, with service provided to a large number of cross-town destinations including UMass Boston, Sullivan Square, Central Square, Ashmont, Mattapan, Forest Hills, and others locations. The #39 bus operates frequently between Back Bay and Forest Hills stations and runs parallel to the Green Line along Huntington Avenue (this line will likely be discontinued when the extension of the Green Line E branch to Forest Hills is complete).

Public Benefits: This Plan conforms to the plan for the geographic area in which the Site is located and to the general plan for the City as a whole. The Project's compliance with the Strategic Plan is described in detail above.

In addition, nothing in this Plan will be injurious to the neighborhoods surrounding the Project or otherwise detrimental to the public welfare, weighing all the benefits and burdens. The Project has been reviewed by the BRA under the Large Project Review provisions of Article 80B of the Code, and has been reviewed under MEPA. In the course of these review processes, the impacts of the Project upon the surrounding neighborhoods and upon the public welfare generally have been fully addressed, and appropriate mitigation has been proposed and incorporated into the Project.

The Museum currently sponsors extensive programming with Boston's public schools and colleges. Current programming includes free admission after school hours to youths 17 years and younger, Teen-to-Teen Art Talks, Evenings for Educators, the School Vacation Week Adventures program, and the Fifth Grade Program. The Museum also sponsors community open houses on Columbus Day, Martin Luther King Day, and Memorial Day, Gallery Talks, a Children's Room and Family Place, guided tours for people who are blind and visually impaired, American Sign Language tours for visitors who are deaf and hard of hearing, guided tours for adults with developmental disabilities, chamber music series and concerts in the courtyard, a Community Employment Outreach program, an alliance with the National Center for Afro-American Artists, numerous art classes, workshops, film programs, and lecture series, and numerous volunteer programs.

The Project will significantly strengthen the Museum's mission to exhibit, preserve, study, and restore works of art representing the world's cultures throughout time, and to provide art education through the School and other programs and activities. The Project is also expected to provide the following public benefits:

1. Urban Design

The Project will restore the simplicity and logic of the original plans for the Museum by the renowned architect Guy Lowell; add a signature architectural feature running the length of the Museum in the beautiful "jewel boxes" and "crystal spine", designed by Pritzker Prize-winning architect Sir Norman Foster of Foster and Partners, Ltd.; re-open The Fenway entrance to the Museum and enhance the connectivity between the Museum and Back Bay Fens; and, in Subsequent Phases, relocate parking and loading facilities underground.

2. Landscaping Improvements

The Project will increase and enhance landscaping features on the Site and along the streets that surround the Site. As indicated above, the area between the re-opened northern entrance to the Museum and The Fenway will include a mix of plantings and landscaping improvements to increase the connectivity between the Museum and Back Bay Fens. Plantings and landscaping will be improved at the east side of the Site along Forsyth Way, and in Subsequent Phases a new lawn and planting area will be established along Museum Road. The Proponent will be responsible for maintenance of landscaping improvements in the public right of way along Forsyth Way and The Fenway.

3. Economic Impact

In accordance with Section 80B-7 of Article 80 of the Code, the Proponent will make both a housing contribution grant and a jobs contribution grant to the Neighborhood Housing Trust and the Neighborhood Jobs Trust in accordance with a Development Impact Project Agreement to be entered into with the City of Boston. The amount of the grants will be set forth in the Development Impact Project Agreement; it is currently estimated that the housing contribution grant for the Project will be approximately \$3,238,180 and the jobs contribution grant for the Project will be approximately \$649,440. In addition, the Project will increase the Museum's economic impact by generating additional patrons and visitors to the Museum and surrounding cultural destinations, thereby stimulating the local economy and providing new tax revenues.

4. Employment

The Project will create approximately 70 new permanent jobs, in the curatorial and conservation, visitor services, and community outreach departments. In addition, the Project will create approximately 2,200 construction-related jobs during construction of the Project. A Boston Residents Construction Employment Plan will be submitted in accordance with the Boston Jobs Policy.

5. Transportation

Although the Project will have a minimal impact on traffic in the area, the Proponent will increase its employee MBTA pass subsidy to 35 percent, and will implement additional traffic mitigation and demand management measures in accordance with a Transportation Access Plan Agreement.

6. Quality of Life

The Project will have a less tangible but equally important impact on quality of life. The Project will improve the City's human capital base through extensive programming with Boston's public schools and colleges, and add to the City's creative economy and desirability as a place to live, work, and visit.

7. Sustainable Design

The Proponent intends to include sustainable design elements in the Project to the extent feasible. Such elements will help to minimize the impacts of the Project on the environment.

LIST OF EXHIBITS

Exhibit A	Legal Description
Exhibit B	Plan of Site
Exhibit C	List of Project team members
Exhibit D	Project Materials
Exhibit E-1	Plan showing limits of work in Phase One
Exhibit E-2	Plan showing limits of work in Subsequent Phases
Exhibit F	Roadway Plan

EXHIBIT A

LEGAL DESCRIPTION OF PDA OVERLAY DISTRICT

A parcel of land with buildings thereon located in Boston, County of Suffolk, Commonwealth of Massachusetts, described as follows:

Beginning at the most westerly intersection of Huntington Avenue and Forsyth Way, thence;

S 61°36'23" W, 688.50 feet, along the northwesterly sideline of Huntington Avenue to Museum Road, thence;

N 59°28'37" W, 125.77 feet, along the northeasterly sideline of Museum Road, to a point, thence;

S 30°31'23" W, 129.00 feet, partially through Museum Road, to a point, thence;

N 59°28'37" W, 89.86 feet, to a point, thence;

S 30°31'23" W, 21.00 feet, to a point, thence;

S 59°28'37" E, 7.63 feet, to a point, thence;

S 30°31'23" W, 100.00 feet, to the northeasterly sideline of Louis Prang Street, thence;

N 59°28'37" W, 364.04 feet, along the northeasterly sideline of Louis Prang Street, to a point, thence;

Along a curve to the right with a radius of 20.00 feet and a length of 31.42 feet to a point, thence;

N 30°31'23" E, 381.14 feet, through Museum Road, to a point, thence;

Along a curve to the right with a radius of 650.00 feet and a length of 27.95 feet to a point, thence;

N 61°36'23" E, 820.49 feet, to a curve along Forsyth Way, thence;

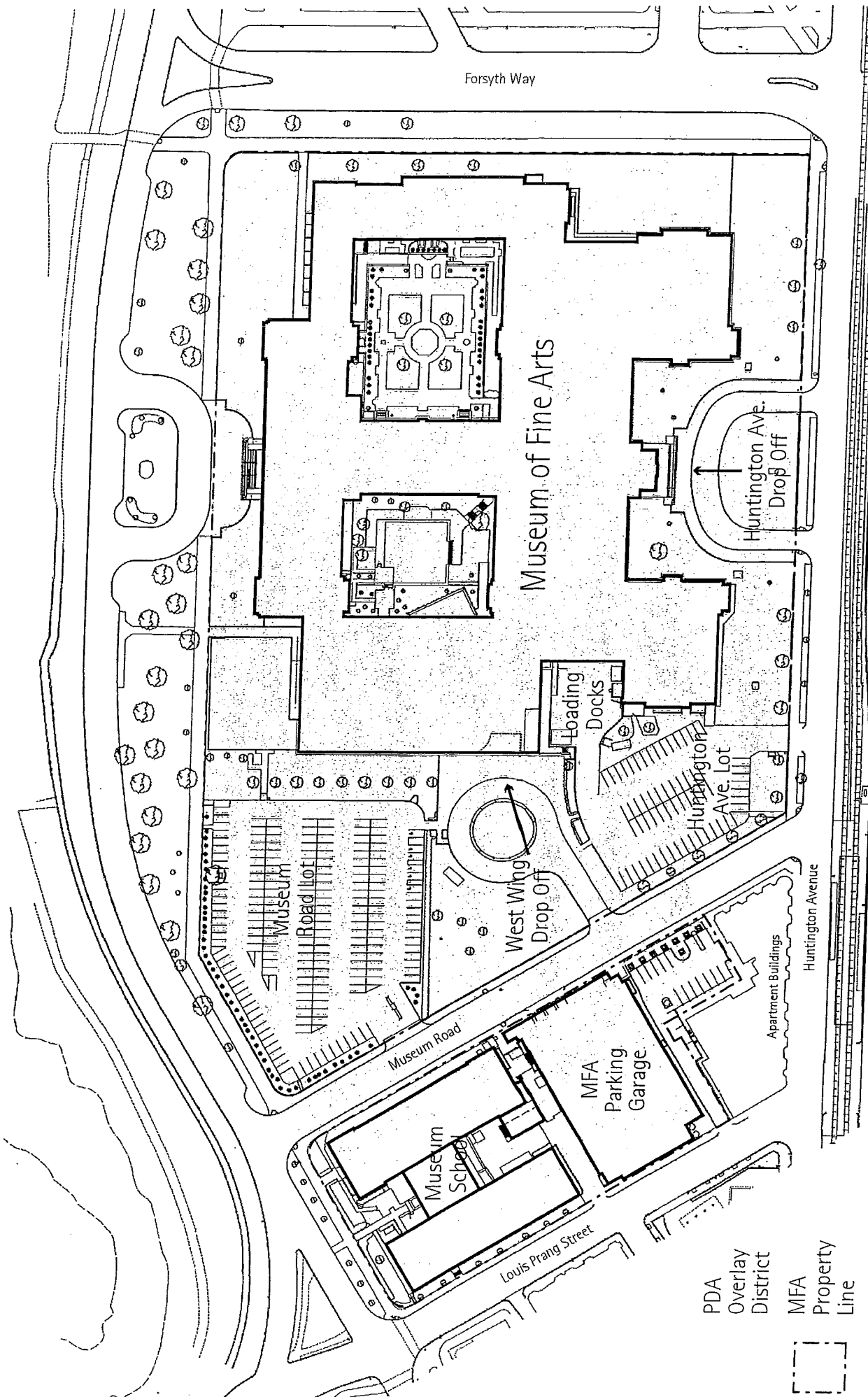
Along a curve to the right with a radius of 20.00 feet and a length of 31.42 feet to a point, thence;

S 28°23'37" E, 579.00 feet, along the southwesterly sideline of Forsyth Way to the point of beginning.

Containing 617,276 square feet ±
14.171 acres

EXHIBIT B

[See attached plan]



Forsyth Way

Museum of Fine Arts

Huntington Ave. Drop Off

Loading Docks

Huntington Ave Lot

West Wing Drop Off

Huntington Avenue

Apartment Buildings

MFA Parking Garage

Museum Road

Museum School

Louis Prang Street

PDA Overlay District
 MFA Property Line
 Property Line

Existing Site Plan and
 PDA Overlay District Boundary
 PDA 02/04
 EXHIBIT B

EXHIBIT C

PROJECT TEAM

Proponent:

Museum of Fine Arts
465 Huntington Avenue
Boston, MA 02115-5523
(617) 267-9300

Malcolm Rogers, Ann and Graham Gund Director
John Stanley, Deputy Director for Operations
Sally K. O'Hare, Project Manager

Design Architect:

Foster and Partners, Ltd.
Riverside Three
22 Hester Road
London, SW11 4AN
United Kingdom
+44 (20) 7738 0455
Lord Foster
Spencer de Grey
Michael Jones

Architect:

CBT/Childs Bertman Tseckares Inc.
110 Canal Street
Boston, MA 02114
(617) 262-4354
Richard Bertman
Christos Coios
Chad Reilly

Landscape Architect:

Gustafson Guthrie Nichol
Pier 55, Floor 3
1101 Alaskan Way
Seattle, WA 98101
(206) 903-6802
Kathryn Gustafson
Marcia West
Rodrigo Abela

Legal Counsel:

Goulston & Storrs, P.C.
400 Atlantic Avenue
Boston, MA 02110
(617) 482-1776

Matthew J. Kiefer
Adam Hundley

Environmental
Consultant:

Epsilon Associates, Inc.
150 Main Street
Maynard, MA 01754
(978) 897-7100

Cindy Schlessinger
Will Donham
Allen Johnson

Civil Engineer:

Judith Nitsch Engineering, Inc.
186 Lincoln Street, Suite 200
Boston, MA 02111-2403
Contact: John Schmid

Stormwater and Ground-
water Consultant:

Eggleston Environmental
55 Old Coach Road
Sudbury, MA 01776
(978) 443-9262

Lisa Eggleston

Transportation Consultant:

Howard/Stein-Hudson
38 Chauncy Street
Boston, MA 02111
(617) 482-7080

Jane Howard
Thomas Stokes

Mechanical, Electrical
and Plumbing Engineer:

SEI Companies
88 Black Falcon Avenue, Suite 210
Boston, MA 02210
(617) 210-1600

Robert Gracilieri
Peter DiPerna

Structural Engineer: Weidlinger Associates, Inc.
One Broadway, 11th Floor
Cambridge, MA 02142
(617) 374-0000
Abdul Hagh
Peter Quigley

Construction Manager: George B.H. Macomber
One Design Center Place
Boston, MA 02210
(617) 478-6200
John Henderson
Dan Lenyo

Wind Consultant: Frank Durgin, PE
19 Payson Road
Belmont, MA 02178
(617) 484-2347

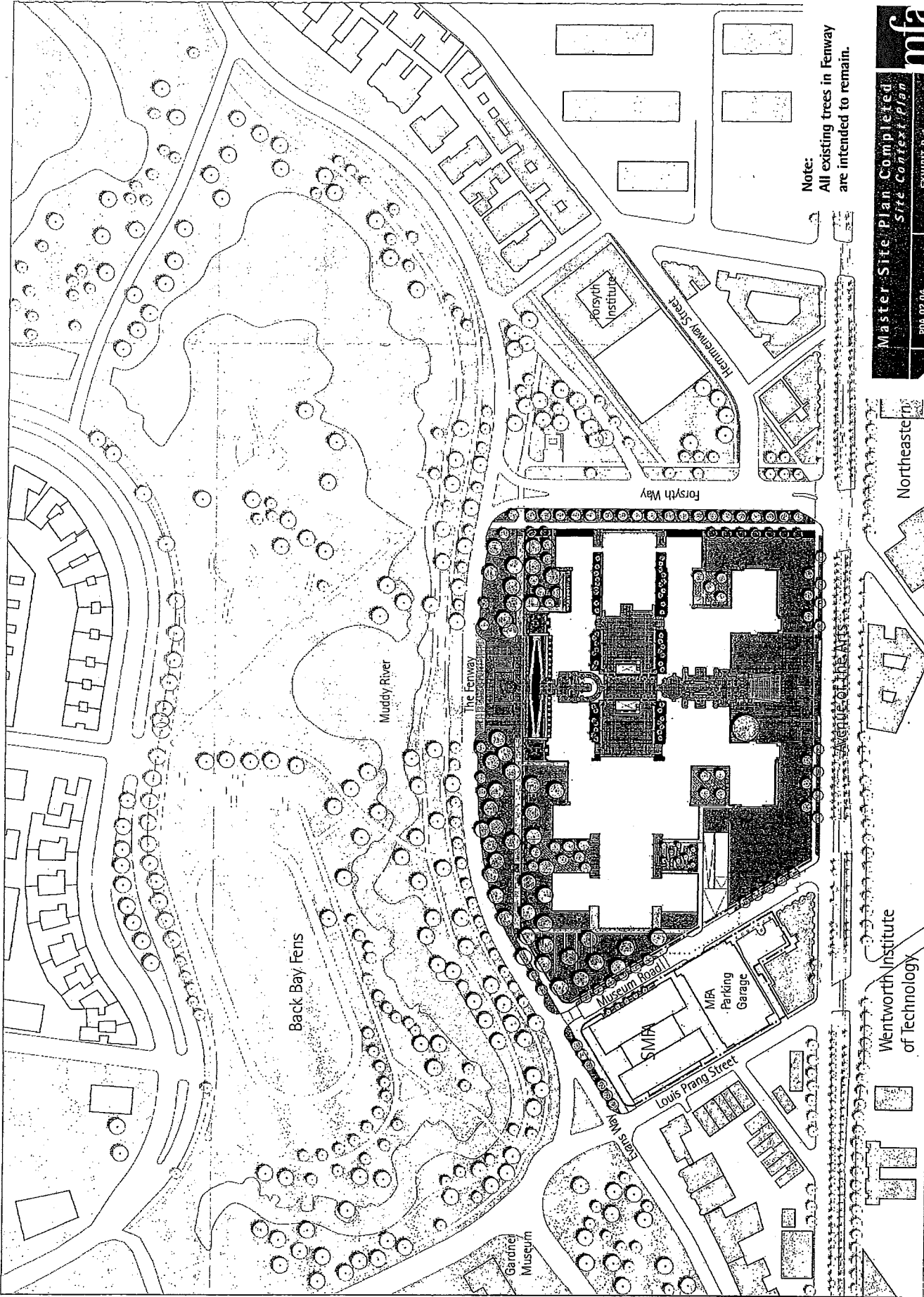
Lighting Designer: George Sexton and Associates
2121 Wisconsin Avenue, NW
Suite 220
Washington, DC 20007-2270
(202) 337-1903
George Sexton
David Tozer

Code Consultant: Hughes Associates Inc.
2 Mount Royal Avenue, Suite 420
Marlborough, MA 01752
(508) 624-7766
Eric Cote

Acoustic Consultant: Acentech
33 Moulton Street
Cambridge, MA 02138
Contact: Carl Rosenberg

EXHIBIT D

See attached plans and materials

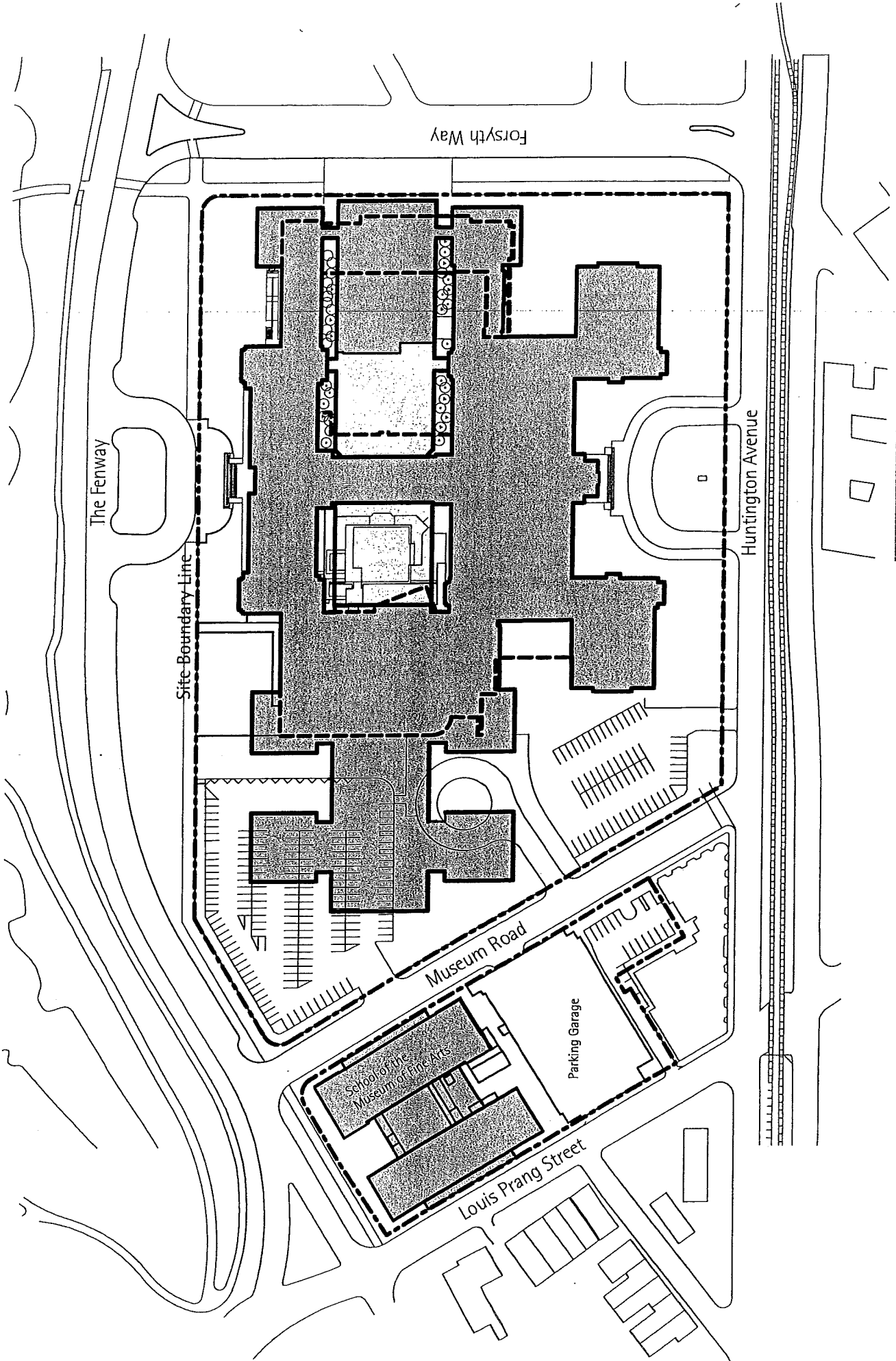


Note:
All existing trees in Fenway
are intended to remain.

Master Site Plan Completed
 Site Context Plan
 PDA 02.04
 EXHIBIT D-1
 mfa

Northeastern

Wentworth Institute
 of Technology

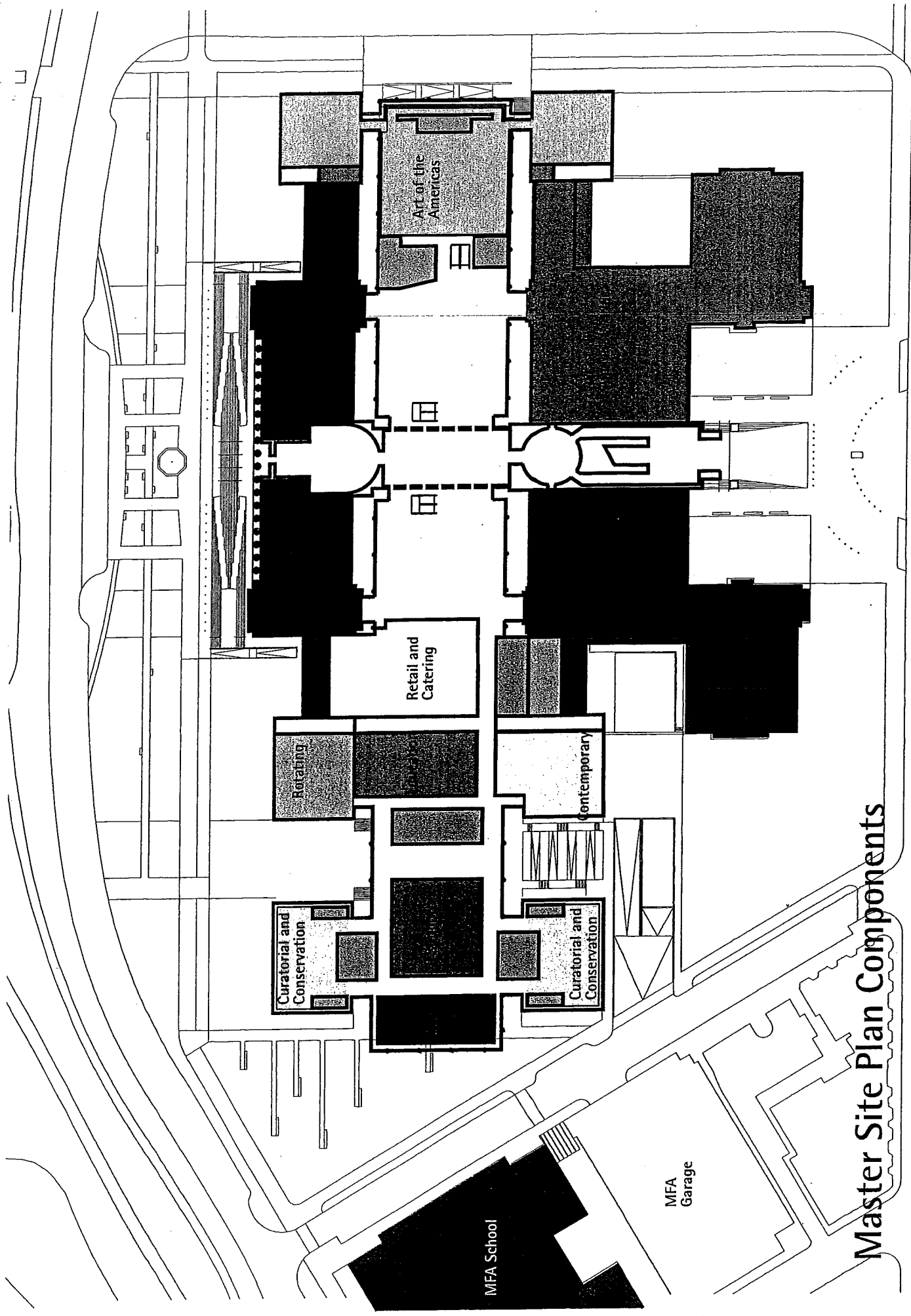


Existing and Proposed Building Footprints

EXHIBIT D-2

PDA 02104

mfa BOSTON



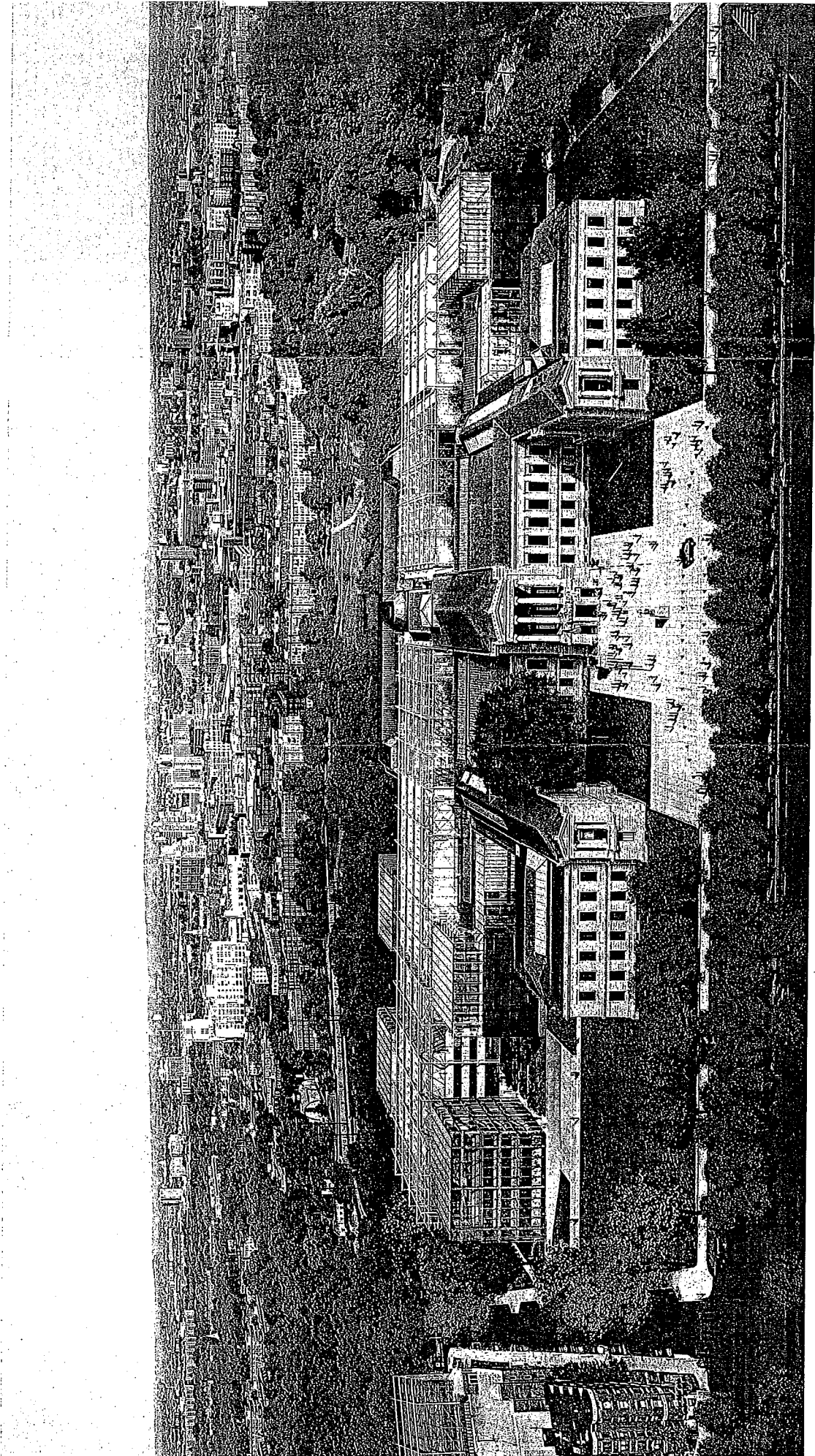
Master Site Plan Components

mfa BOSTON

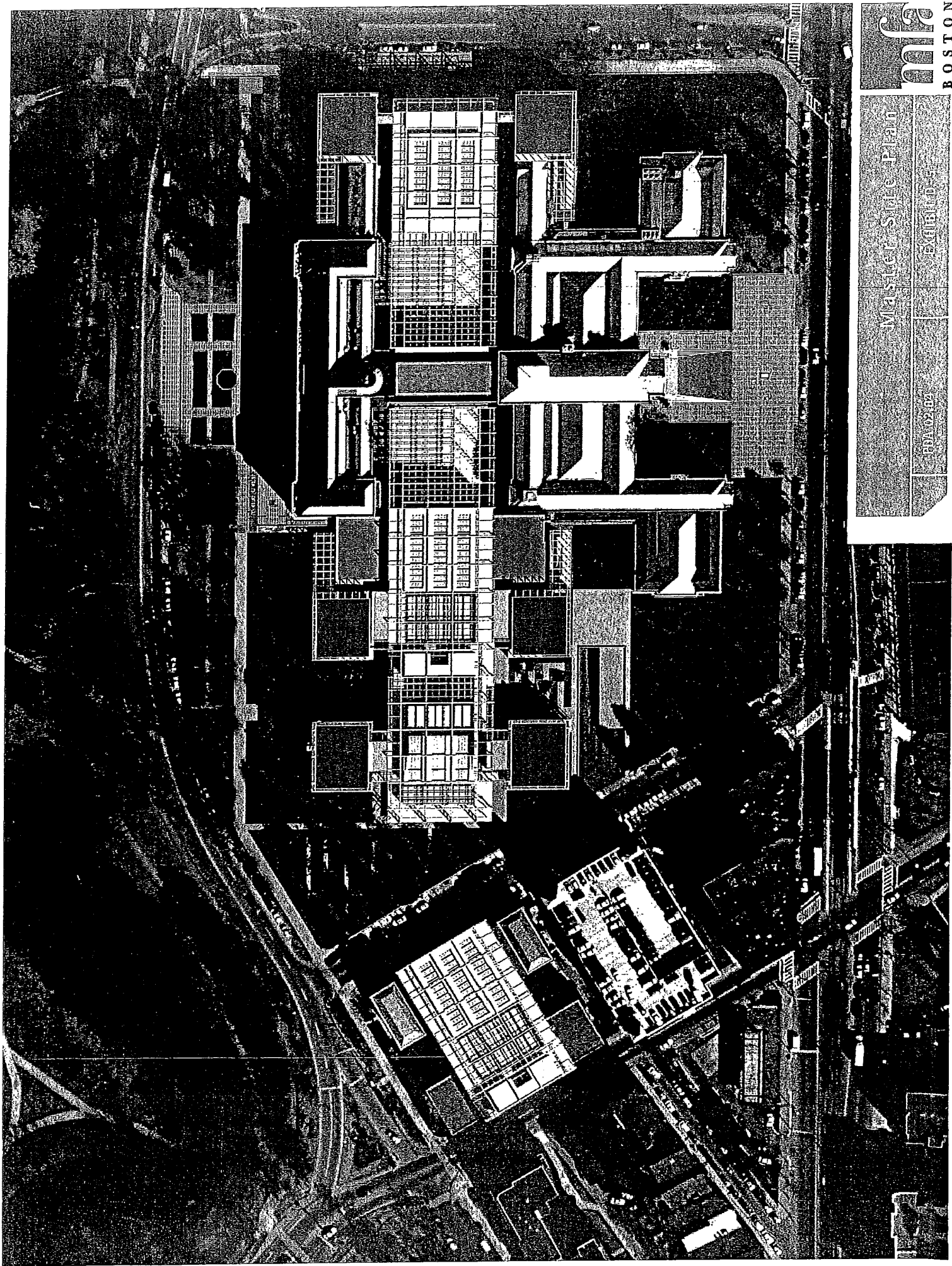
Master Site Plan Components

PDA 02.04

EXHIBIT D-3



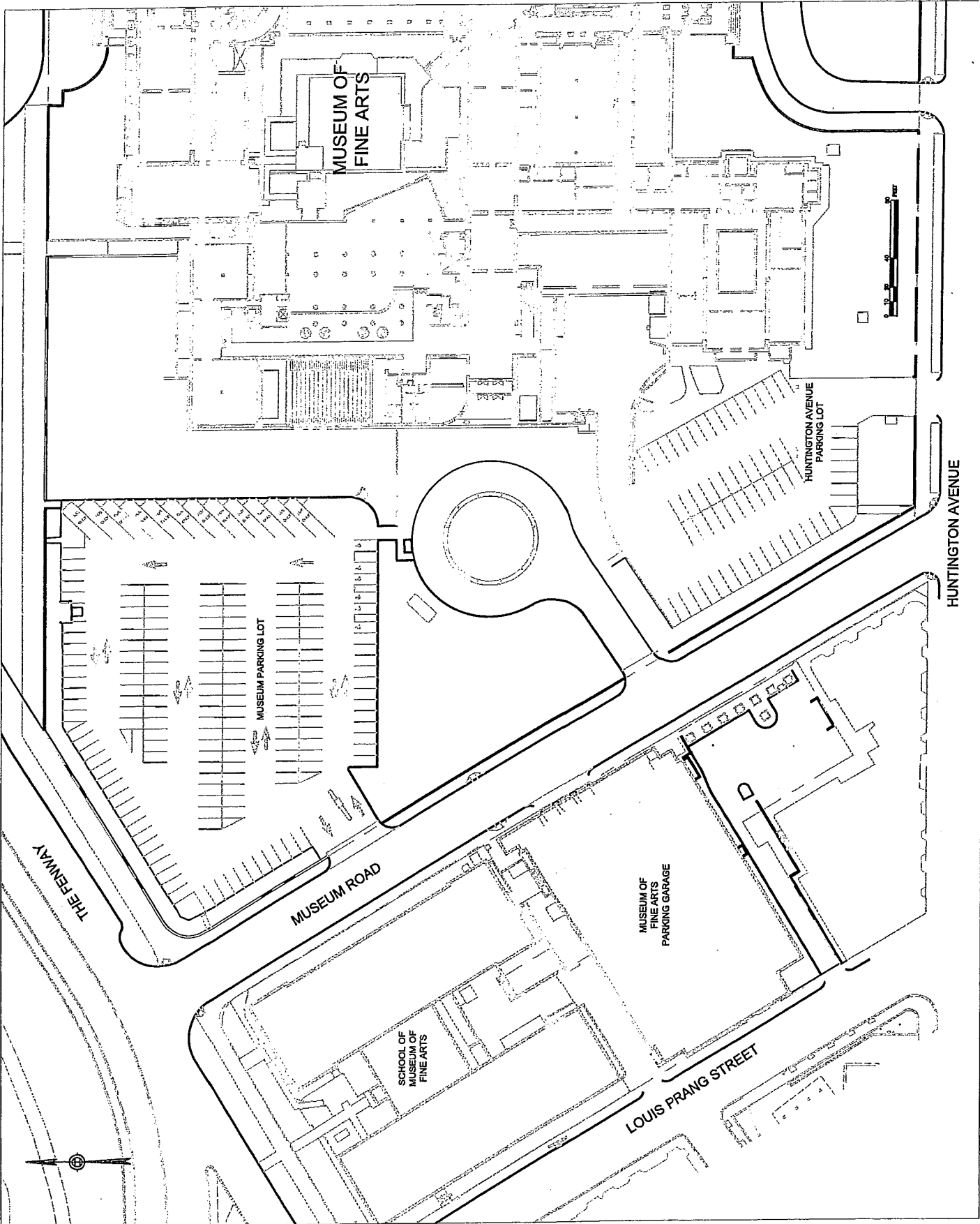
mf



Master Site Plan
EXHIBIT D
CHA 02-62

ma
BOSTON

PARKING - EXHIBITION
PARKING - FINE ARTS
EXHIBITION



THE FENWAY

MUSEUM ROAD

SCHOOL OF
MUSEUM OF
FINE ARTS

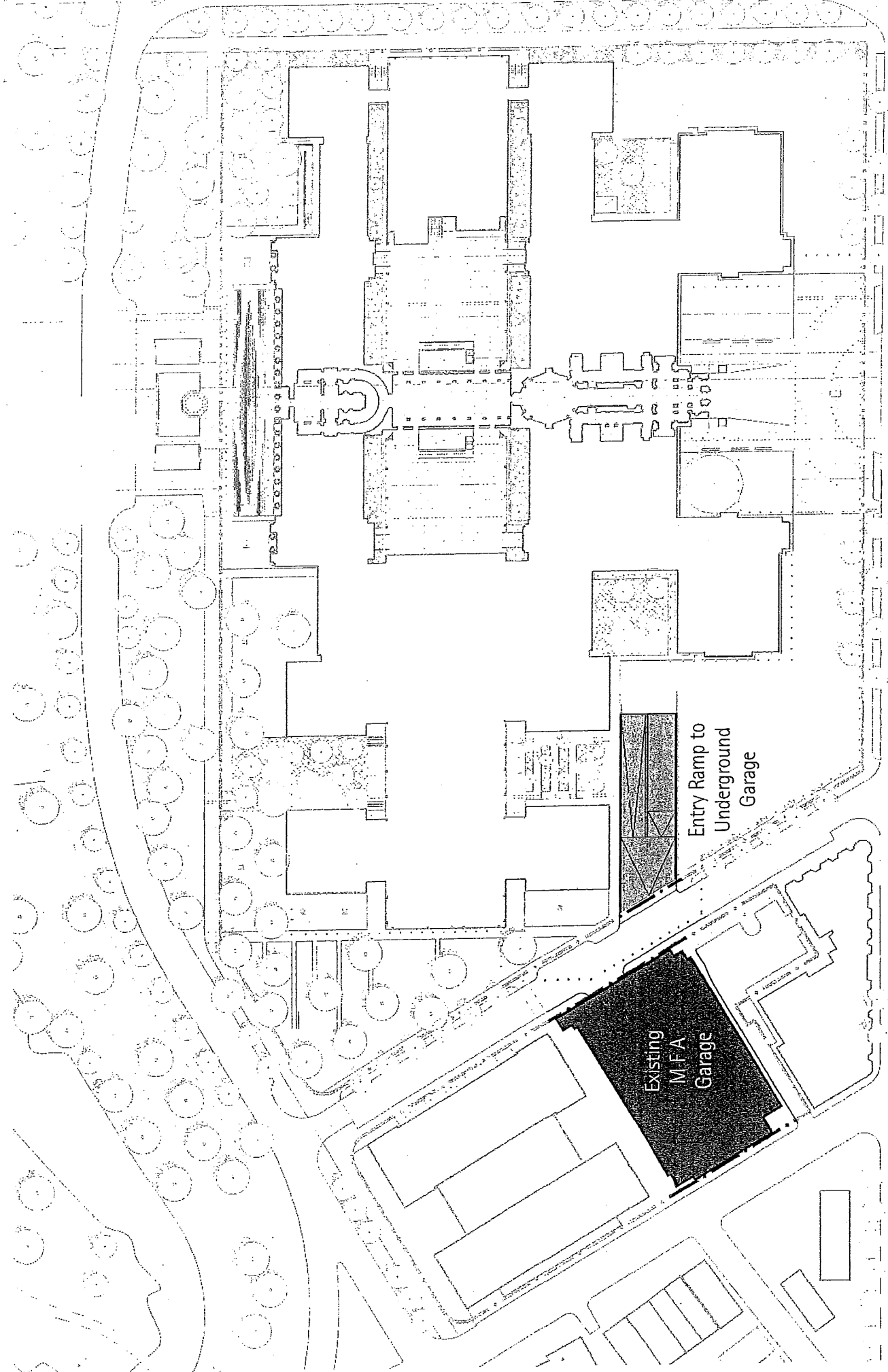
LOUIS PRANG STREET

MUSEUM OF
FINE ARTS
PARKING GARAGE


MUSEUM PARKING LOT

HUNTINGTON AVENUE
PARKING LOT

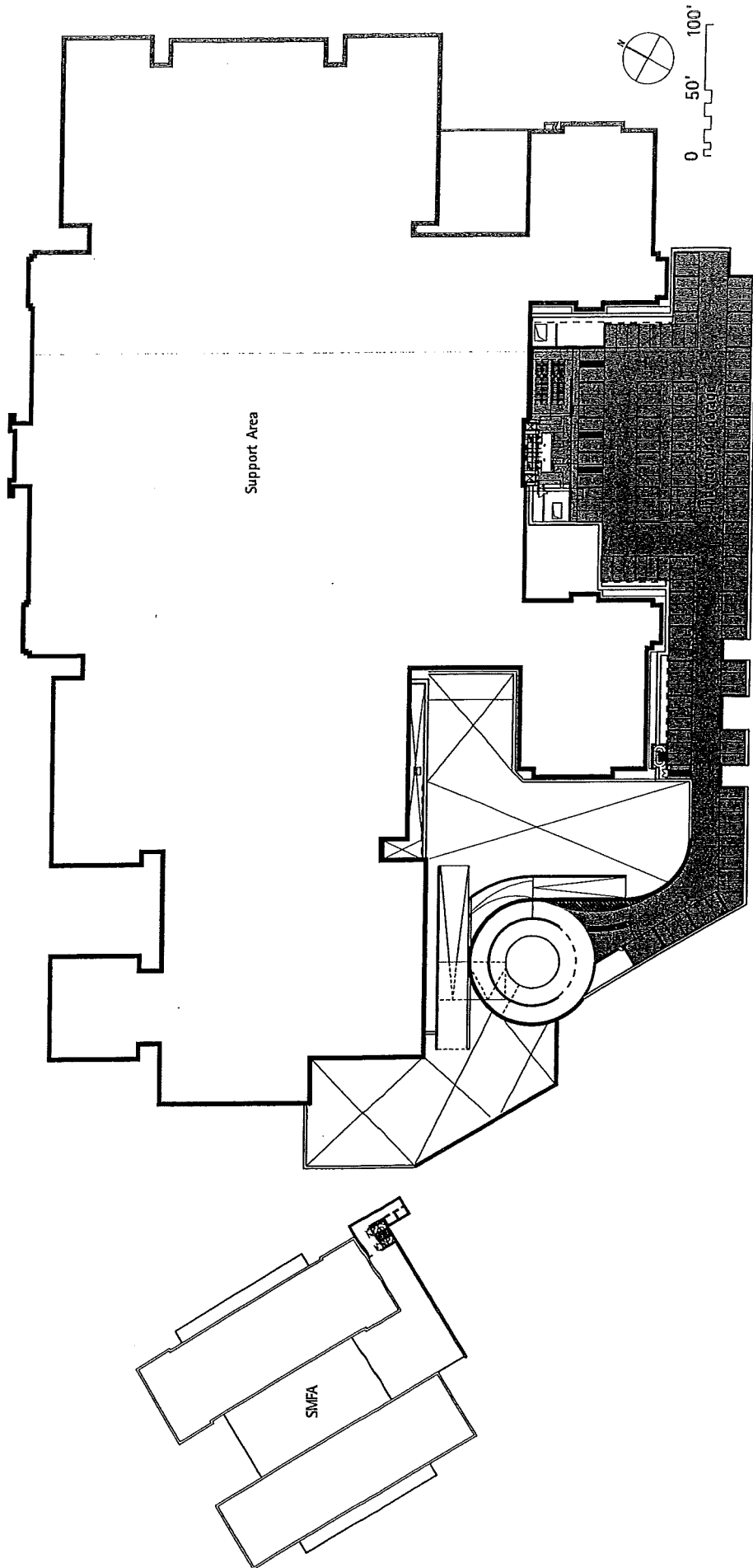
HUNTINGTON AVENUE



Level 1 - Proposed Parking Elevations
1/25/16 5:15 PM
ID: 62204



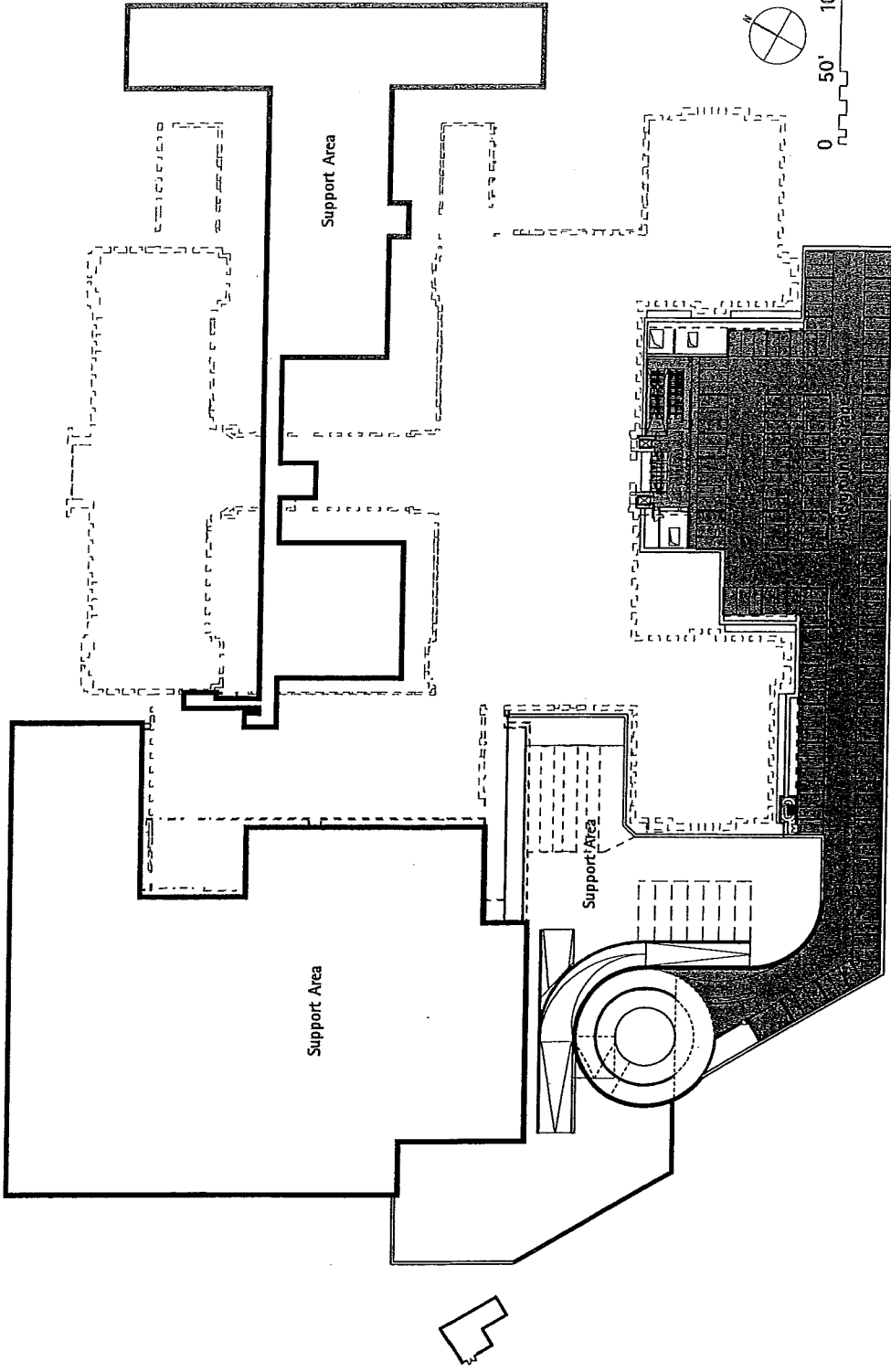
BOSTON



ma BOSTON

Level of Proposed Parking Locations
 (See Site Plan)

PROPOSED

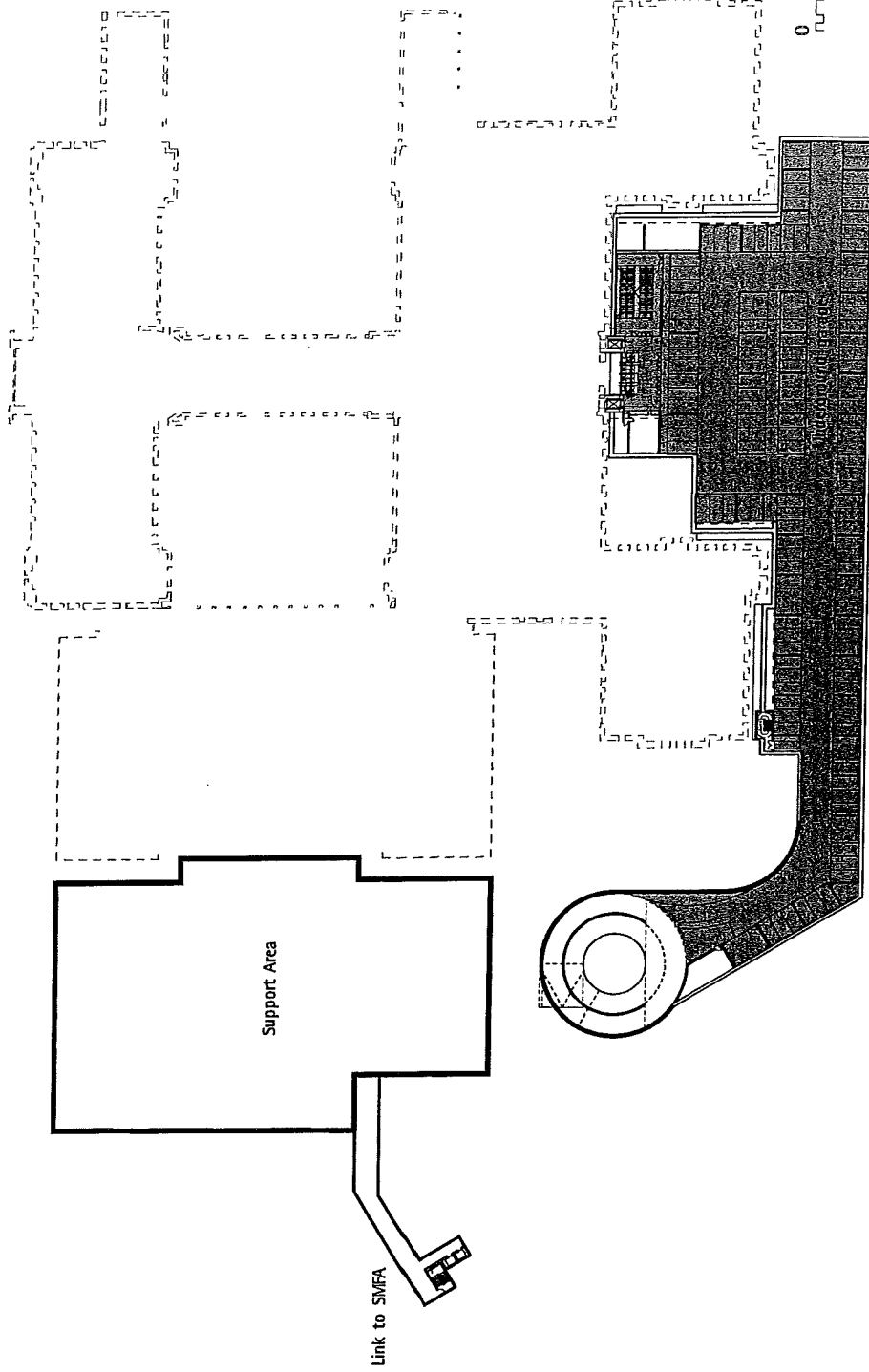


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BOSTON

Level 1 - Production, Packaging, Logistics

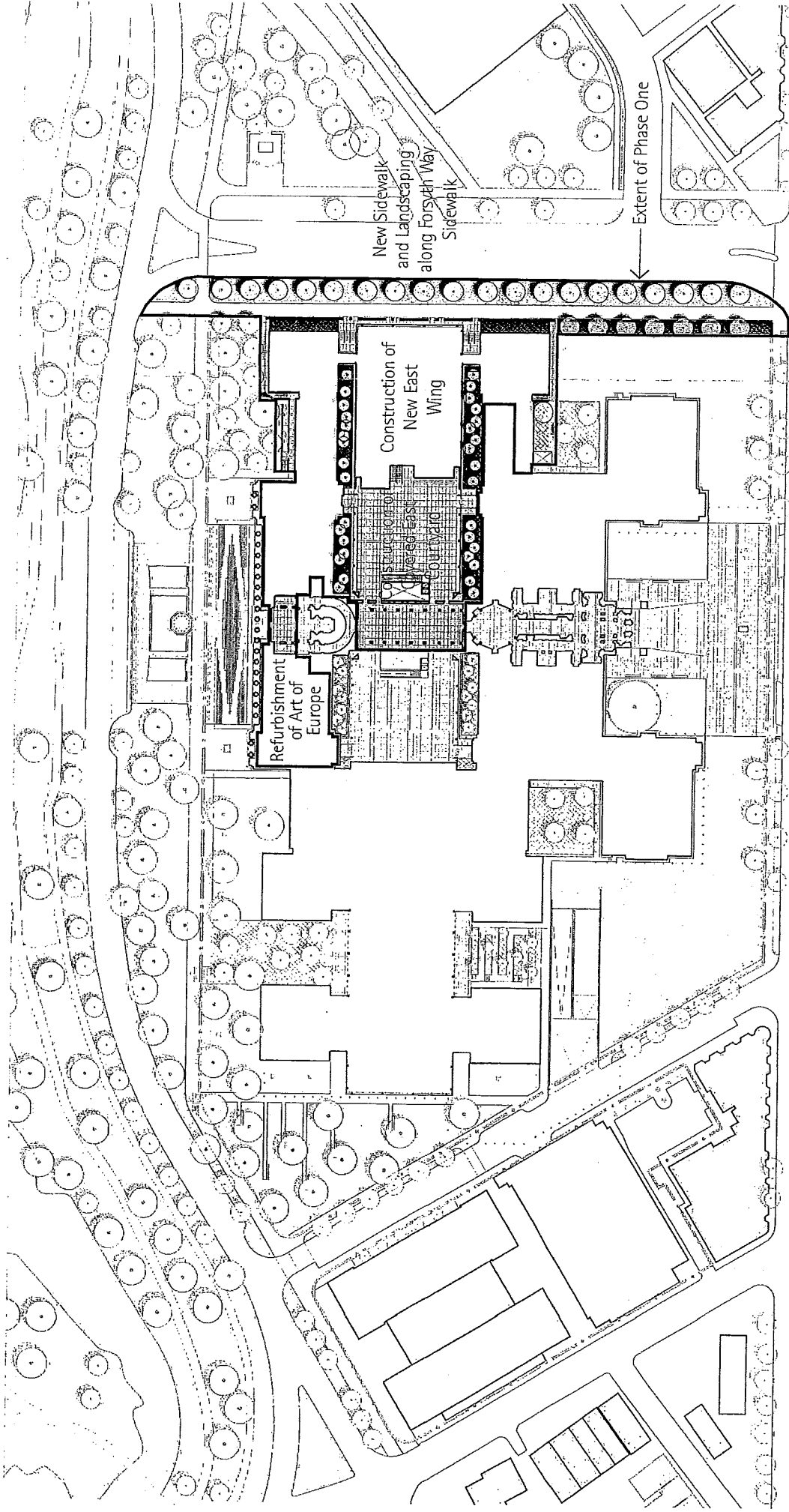
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ES: 000000

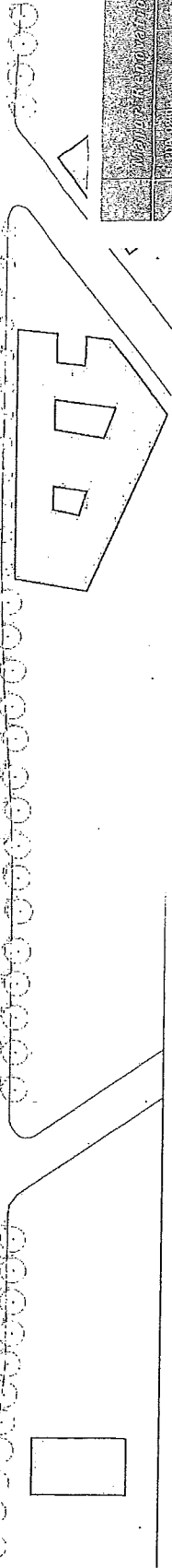


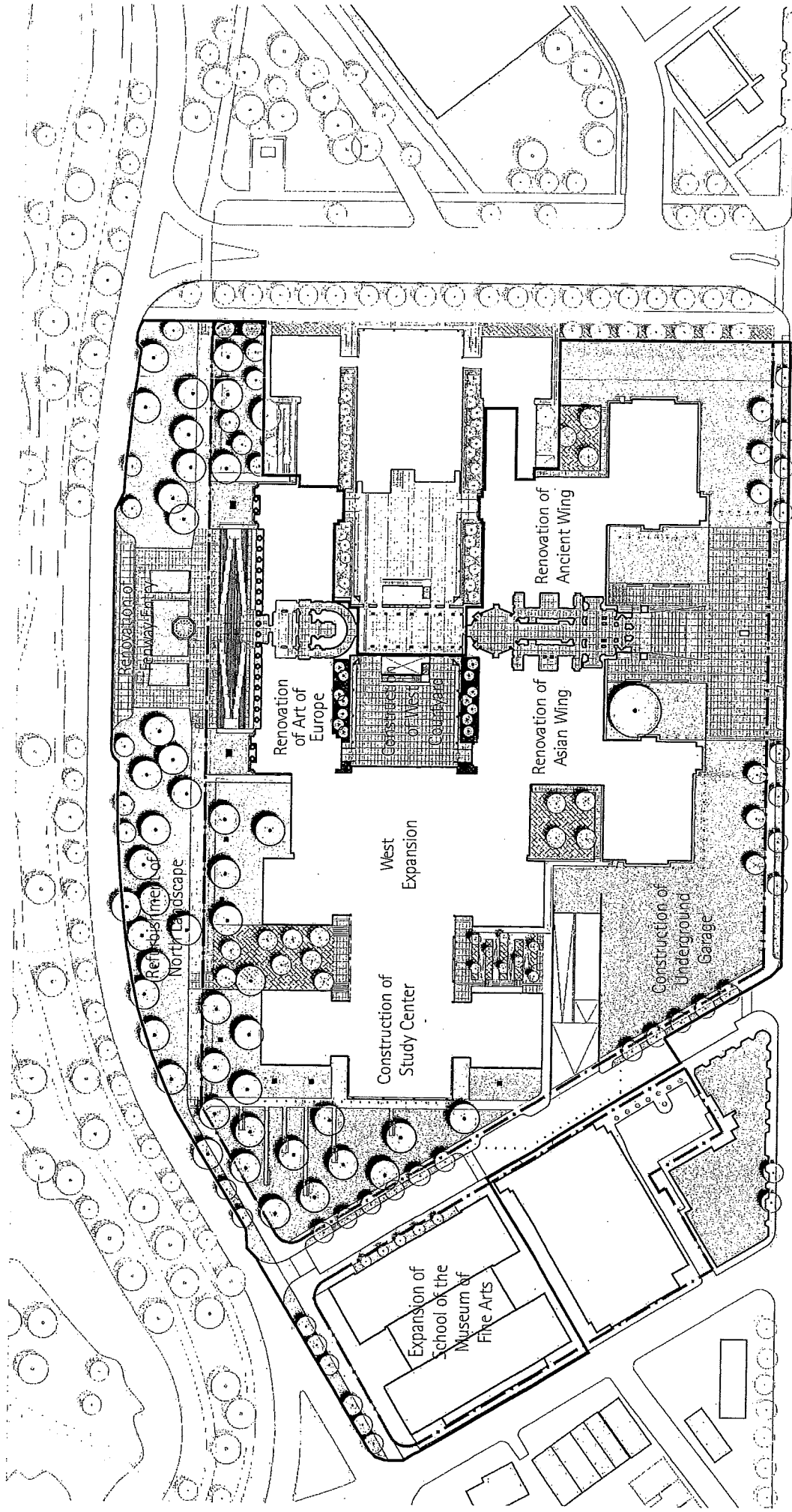
EXHIBITS E-1 and E-2

See attached plans



Note:
 All existing trees in Fenway
 are intended to remain.



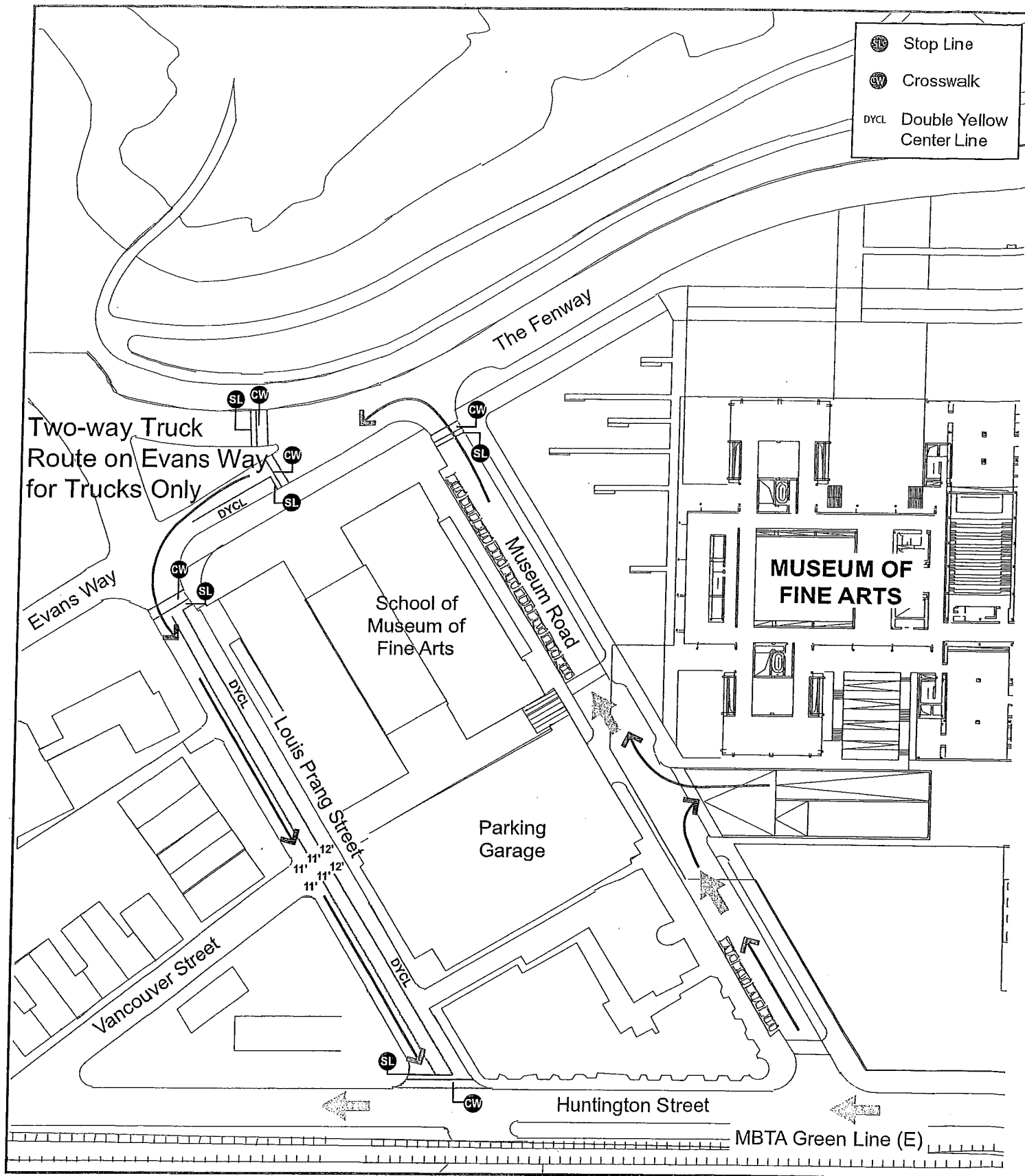


Note:
All existing trees in Fenway
are intended to remain.



EXHIBIT F

See attached plan



Not to Scale

