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BOSTON REDEVELOPMENT AUTHORITY

MASTER PLAN

for

PLANNED DEVELOPMENT AREA NO. 51

HOOD BUSINESS PARK

October 12, 2000

PLANNED DEVELOPMENT AREA MASTER PLAN ("PDA MASTER PLAN"):

Pursuant to Article 3, Section 3-1A and Article 80, Section 80C of the Boston Zoning Code (the "Code"), this PDA Master Plan constitutes a Planned Development Area Master Plan, sets forth a statement of the development concept for the preservation, rehabilitation and redevelopment of an approximately twenty-acre site which is the former Hood Dairy Plant located on the west side of Rutherford Avenue in the Charlestown section of Boston, Suffolk County, Massachusetts (the "Site") within a Special Purpose Overlay District Planned Development Area ("PDA"), including the planning objectives and character of the development, the proposed uses of the area, the range of dimensional requirements contemplated for each of the proposed uses and the proposed phasing of rehabilitation and construction (the "Development").

One or more PDA Development Plans for phases of the Development may be submitted to the Boston Redevelopment Authority (the "Authority") either simultaneously with or subsequent to the submission of this PDA Master Plan. This PDA Master Plan, without need for a PDA Development Plan, governs the continued use of buildings existing on the Site on the date of approval of this PDA Master Plan.

DEVELOPMENT PARTICIPANTS: The owner of the Site is Hood Business Park, LLC, a Massachusetts limited liability company (the "Owner"). The developer of the Site is Nordic Properties, Inc., a Massachusetts corporation (the "Developer" and together with the Owner, the "Development Participants" which term shall include their respective successors and assigns).

LOCATION AND DESCRIPTION OF THE SITE: The Site now consists of the approximately twenty-acre former Hood Dairy Plant parcel in Charlestown, bounded generally by Interstate Route 93 (I-93) to the west, Rutherford Avenue (Route 99) to the east, Sullivan Square to the North and the Bunker Hill Community College campus to the south. More specifically, the site fronts directly on Rutherford Avenue to the east, and is surrounded by access roads to the north and west. The Site is more particularly bounded and described in Appendix A annexed hereto and incorporated herein by this reference.

The Site lies in the Charlestown Neighborhood District established by Article 62 of the Code, and more particularly within a Local Industrial Subdistrict in which Planned Development Areas are allowed (the "Zoning District").

Four buildings, totaling approximately 400,000 gross square feet, currently occupy the twenty-acre site. The four existing buildings on the Site are currently used for a combination of office¹ and warehouse space. The main building, 500 Rutherford Avenue, contains approximately 309,000 gross square feet, of which approximately 180,000 gross square feet are on the ground floor of the building. The two upper floors of 500 Rutherford Avenue total 80,000 and 40,000 gross square feet of office space, respectively. Other buildings include a cooler facility, referred to as the "Cooler Building" (55,000 gross square feet), a distribution building, referred to as the "Rosev Building" (26,550 gross square feet), and a former power plant, referred to as the "Power House," (9,450 gross square feet) that is currently vacant.

The Site currently contains approximately 569 marked surface parking spaces for cars and 206 spaces/bays for trucks. It is estimated that the Site would accommodate up to 1,500 parking spaces for cars if the existing truck spaces were instead used for cars.

STATEMENT OF DEVELOPMENT CONCEPT: The development concept for the Site is to retain, rehabilitate and enlarge the existing facilities on the Site, and to construct up to three new office buildings and three new parking structures, resulting in an approximately 1,168,820 square foot mixed-use development of which approximately two thirds (approximately 777,149 gross square feet) will be dedicated to office space, approximately one third (approximately 380,638 gross square feet) will be dedicated to research and development space; and approximately 11,033 gross square feet will be dedicated to accessory retail and restaurant space. At full build out, a total of nine structures will exist on the Site and parking capacity will be provided for up to 1,765 vehicles, approximately 1,638 in parking garages and approximately an additional 127 surface parking spaces. By maintaining the majority of the existing buildings on the Site and proposing similar in-fill structures, the PDA Master Plan for the Site demonstrates how Boston's outmoded industrial building stock can be creatively and sensitively renovated and adapted to meet the needs of the new driving forces in the regional economy (research and development, high technology and services). This concept for the Development is consistent with the Boston Landmarks Commission's 1998 survey of industrial buildings, and the workshop conducted by the Boston Landmarks Commission to encourage the retention and adaptive reuse of such buildings.

The Development also includes the creation of a large landscaped plaza in the interior of the Site, at the center of the business park. This open space will be framed by the rehabilitated and newly constructed buildings of the Development. Retail spaces planned for the ground floor of several of the buildings will be visible from this plaza. The plaza will provide an open space amenity not only for the tenants and occupants of the Development, but also for neighborhood residents. In addition to the central plaza, ample landscaping will be provided throughout the Site. More specifically, the following landscape improvements are contemplated:

¹ A portion of the existing office space is occupied by tenants in the telecommunications industry, whose use of such space may be characterized for purposes of the Code as "Automatic Telephone Exchange."

A landscaped street edge that uses a combination of metal fence and a continuous row of street trees planted 20 feet on center, similar to the Schrafft Center Development further north on Rutherford Avenue;

Landscape screening will be provided to create visual buffers for the interior loading areas;

Pedestrian pathways will be organized through a series of open spaces focused on the central plaza. The streetscape will be strongly pedestrian with street furniture, lighting and a combination of soft and hardscape areas;

Street trees will be provided along the fronts of the Proposed Projects; and

Parallel parking will be worked into the urban character of the streetscape and neck downs with traffic calming methods will be included to slow traffic within the Development.

PLANNING OBJECTIVES AND CHARACTER OF DEVELOPMENT: The planning objectives for the development of the Site are (i) to create an appropriately scaled mixed-use commercial environment which meets the evolving needs of the Boston economy while preserving the essential character of the historic industrial buildings on the Site; (ii) to provide sufficient on-site and structured parking suitable for the needs of the Development; (iii) to provide for incidental, accessory, ancillary and auxiliary uses necessary and/or convenient to the principal uses on the Site; and (iv) to create a pedestrian friendly environment both within the Site and along its public edges. This PDA Master Plan allows for the retention and/or creation of the physical facilities to fulfill these planning objectives. Such objectives will enhance and improve the industrial neighborhood in which the Site lies, and improve the Site as a neighbor to the residential neighborhood on the east side of Rutherford Avenue.

These objectives will be met by incorporation of the following principles in the design of the Development:

Respect the 55-foot height limit established by Article 62 of the Code for all buildings having frontage on Rutherford Avenue, confining the zone of taller buildings to the rearmost (westerly) portion of the Site;

Strike the right balance between a degree of consistency in the physical characteristics of scale, materials and massing, necessary for the creation of a coherent neighborhood, while introducing variations in height, massing and surface treatment.

Design parking garages that compliment the office buildings while displaying their own individual architectural character.

Create a street pattern that will serve the immediate development, and also be sustainable as part of the City's street grid over time. In this regard, design buildings abutting the service road to the rear of the Site in anticipation of such service road becoming a true neighborhood street.

The planning objectives of the Development are consistent with the criteria specified in Article 62, Section 62-23 of the Code for the approval of planned development areas in the Zoning District. These include the "diversification and expansion of Charlestown's economy and job opportunities through economic activity, such as private investment in...commercial uses, or research and development," as well as "improvements to the urban design characteristics and aesthetic character of the development site and its surroundings and the...creation of new open space."

The conceptual plan for the Development is annexed hereto as Appendices B, B-1 and B-2, and incorporated herein by this reference (the "Site Master Plan"). Appendices B-1 and B-2 show two potential alternatives for the Site Master Plan, each showing building alignments which parallel the service road at the rear of the Site, and also showing potential alternative locations for office buildings and parking garages.

PROPOSED USES OF THE SITE: In accordance with Article 80, Section 80C of the Code, the uses of the Site may include the allowed and conditional uses set forth in Article 62 of the Code including without limitation the following uses, described by reference to the definitions set forth in Article 2A of the Code as in effect on the date of approval of this PDA Master Plan, except as otherwise noted, all of which uses, notwithstanding any classification to the contrary in Article 62 of the Code, are expressly allowed within the Site. A description of the major use components is set forth below:

Automatic Telephone Exchange

Bank and Postal Uses

Light Industrial Uses, subject to the Performance Standards

Local Retail Business

Motor Freight Terminal

Office Uses

Research and Development Uses

Restaurant Uses

Scientific Laboratory

Service Uses

Vehicular Uses, limited to parking garage, parking lot, accessory car wash/cleaning within a parking garage, rental agency for cars

Warehousing

Accessory and Ancillary Uses, which shall not be subject to Article 10 of the Code including, without limitation, the following:

- Accessory Keeping of Laboratory Animals
- Accessory Parking
- Accessory Cafeteria
- Accessory Outdoor Cafe
- Accessory Storage of flammable liquids and gases, both small and large

In addition to the foregoing, the following uses and activities, defined in Article 86 of the Code, shall be permitted:

The smokestack of The Power House may be used as an Equipment Mounting Structure.

Wireless Communication Equipment, including without limitation Equipment Mounting Structures, may be installed on any or all of the buildings in the Development.

RANGE OF DIMENSIONAL REQUIREMENTS: Under Article 62 of the Code as now in effect, the only dimensional regulations applicable to the Site are a height limit of 45 feet – which may increase to 55 feet in a PDA – and a maximum floor area ratio (“FAR”) of 2.0. In accordance with the provisions of Sections 80C-3 and 80C-9 of the Code, the Development shall be subject to only the following dimensional requirements, which shall supercede any other provisions of the Code which are at variance with such dimensional requirements.

Dimensional Category	Applicable Limit or Requirement
Maximum Floor Area Ratio	2.0 ²
Maximum Building Height ³	75 feet/115 feet ⁴

² The FAR limitation shall be calculated for the entire Site, without regard to any parcelization or the division of the Site into separate Lots (whether by subdivision, conveyance, or ground lease) for the purpose of the separate ownership and/or financing of one or more phases of the Development.

FAR shall be calculated by excluding the gross floor area of all garages.

Minimum Lot Size	None
Minimum Lot Width	None
Minimum Lot Frontage	None
Minimum Front Yard	None
Minimum Side Yard	None
Minimum Rear Yard	None

Each PDA Development Plan submitted by the Development Participants shall provide an analysis of the gross floor area on the Site, including all previously completed and then proposed Proposed Projects, and shall indicate the resulting FAR.

PROPOSED PHASING OF CONSTRUCTION: This PDA Master Plan contemplates that the Development will occur in multiple phases. The PDA Master plan allows for the creation of separate parcels or lots on the Site in order to accommodate separate ownership and financing of the various buildings on the Site. The timing and sequence of construction of the various phases of the Development will be determined by the combination of two factors: market demand, and availability of portions of the Site based upon termination of existing lease encumbrances (“Phasing Factors”).

With the exception of the Cooler Building (as discussed below) and the existing, already renovated portions of 500 Rutherford Avenue, each of the buildings collectively comprising the Development contemplated in this PDA Master Plan (each a “Proposed Project”) will be subject to separate PDA Development Plans submitted to the Authority for approval in full compliance with Article 80 of the Code. It is contemplated that such Proposed Projects may be separately owned or leased for development or operation, and this may necessitate the establishment of separate zoning parcels or “lots,” one or more of which may be governed by a separate PDA Development Plan.

The following are the Proposed Projects, each of which is shown on the Site Master Plan:

Reuse/Rehabilitation Components:

³ Building Height shall be as defined in Article 2A of the Code as in effect on the date of approval of this PDA Master Plan.

⁴ The 115-foot height limit shall apply only to the that portion of the Site lying to the west of a line drawn parallel to and 300 feet west of the easterly property line of the Site and to the south of a line drawn parallel to and 400 feet south of the southerly sideline of Cambridge Street, as more particularly shown on Appendix D annexed hereto and incorporated herein by this reference, excluding from such portion the area lying within the footprint of the existing 500 Rutherford Avenue Building. Notwithstanding the height limit of 75 feet and 115 feet, the last habitable floor shall not exceed a Building Height of 55 feet and 95 feet, respectively.

570 Rutherford Avenue, the "Cooler Building." (Phase One, Year Complete 2001⁵)

The Development initially proposes the retention of this building, reusing the existing facilities to the maximum extent feasible, coupled with interior tenant improvements. The continued use of this building, anticipated for approximately 10-15 years, is planned for two reasons. First, the immediate environment of the Cooler Building may be affected for several years by the continued warehousing and associated trucking in the 500 Warehouse (hereinafter defined). Second, while the work already completed in the 500 Rutherford Avenue Building has made a substantial stride toward establishing the Site as an appropriate location for office and research and development uses, the addition of another 55,000 gross square feet of such uses, without major capital outlay, will assist in the establishment of the location, thus facilitating investment in the more dramatic rehabilitation and construction elements of the Development.

Planned renovations to the exterior of the Cooler Building include the removal of existing loading bays, bricking in of the loading bay openings, creation of a new entry to the building, painting of the exterior wall, and creation of new window openings in up to fifteen percent (15%) of the wall area of the existing building. Because this element of the Development is an interim re-use of the Cooler Building, not involving any enlargement of the existing building, this PDA Master Plan, without need for any PDA Development Plan, authorizes the planned renovation and reuse of this building. All design plans for the Cooler Building shall be subject to on-going design review in accordance with the Authority's Development Review Procedure, dated 1985, revised 1986 in the form attached to the Cooperation Agreement for the Development, as defined and modified by such Cooperation Agreement. However, if architectural alteration of the existing building materially different in character or degree than the foregoing description is proposed, a separate PDA Development Plan will be required.

510 Rutherford Avenue, "The Power House." (Phase One, Year Complete 2001⁵)

The Development proposes the rehabilitation and enlargement of this building, including the retention and/or reconstruction, and possibly the restoration to original height, of its smokestack, a local landmark. Redevelopment of The Power House is anticipated to increase the size of this building by approximately 21,650 gross square feet, from approximately 9,450 gross square feet to 31,100 gross square feet.

480 Rutherford Avenue, the "Rosev Building." (Phase One, Year Complete 2001⁵)

The Development proposes the rehabilitation and enlargement of this building. The rehabilitated portion of the building will retain its two story height (25 feet) at the Rutherford Avenue façade for a setback of approximately eight feet, then will step to a height of four stories (75 feet including twenty feet for mechanical penthouse) in the rear, resulting in an increase in the building size by approximately 79,850 gross square feet, from the current approximately 26,550 gross square feet to approximately 106,450 gross square feet.

500 Rutherford Avenue. (Phase Three, Year Complete 2005⁵) The Development proposes the further renovation and expansion of the former H. P. Hood & Sons headquarters

⁵ Portions of the Development identified to a particular phase may be undertaken in any order within such phase, or may be advanced or delayed to a different phase based on Phasing Factors.

building at 500 Rutherford Avenue. This large building has two distinct elements, the first, the original red brick headquarters building built in 1928-1929, has been completely rehabilitated and is fully leased and occupied. The second building element is a large warehouse addition (the "500 Warehouse"). This substantially windowless structure is currently leased and occupied for uses, such as warehousing, which are consistent with the existing character of the building. The Development includes the further rehabilitation of the warehouse element of this building, changing the exterior facades by the introduction of new window openings, and enlarging the structure by the introduction of a new floor levels, thus increasing the aggregate square footage of the 500 Rutherford Avenue Building from the existing approximately 309,000 gross square feet to approximately 504,000 gross square feet.

New Construction Components include the following new buildings, together with garage parking facilities to meet the needs of the Development.

520 Rutherford Avenue; Garage P1. (Phase Two, Year Complete 2003⁵) The construction of a new six story (105 feet including twenty feet for mechanical penthouse) building containing approximately 218,130 gross square feet, together with a parking garage for approximately 812 vehicles.

550 Rutherford Avenue; Garage P2. (Phase Two, Year Complete 2005⁵) The construction of a new four story (75 feet including twenty feet for mechanical penthouse) building containing approximately 102,160 gross square feet, together with a parking garage for approximately 418 vehicles.

570 Rutherford Avenue; Garage P3. (Phase Four, Year Complete 2013⁵) The construction of a new six story (105 feet including twenty feet for mechanical penthouse) building containing approximately 218,130 gross square feet, together with a parking garage for approximately 408 vehicles.

Landscape Components:

The Development's landscape program will be phased to correspond to the development schedule presented and discussed previously for the Proposed Projects. Each Proposed Project in the Development will provide a sufficient amount of landscaping to create a completed environment for such phase (the "Landscape Phase"). A conceptual allocation of the Development's landscape improvements to each of the Proposed Project's Landscape Phase is annexed hereto as Appendix C and incorporated herein by this reference.

General Provisions Concerning Phasing:

Understanding that changes in the size, location and configuration of Proposed Projects are likely as further planning and design of the Development occurs, which changes will be reflected in PDA Development Plans submitted and approved for Proposed Projects, this PDA Master Plan shall be deemed amended, without need for further documentation, to conform to the more refined planning and design, and to the actually phasing, reflected in PDA Development

Plans for portions of the Site approved from time to time by the Authority and the Boston Zoning Commission in accordance with Article 80.

Without limiting the requirements for a PDA Development Plan otherwise specified in Article 3, Section 3-1A and Article 80, Section 80C of the Code or elsewhere herein, the following materials shall be submitted with PDA Development Plans for a Proposed Projects:

For each Proposed Project in Phase Two or later phases proposing new construction, a qualitative wind study of the impact of such Proposed Project on the pedestrian environment of landscaped plaza in the interior of the Site and the pedestrian access to such plaza, which study shall identify any area where wind velocities are expected to exceed acceptable levels.

For the first Proposed Project in Phase Two, an ambient noise assessment, and for each Proposed Project in Phase Two or later phases, an impact assessment for the Proposed Project's mechanical and exhaust systems, including an analysis of compliance with the City of Boston Noise Regulations. Subsequent Proposed Projects in Phase Two and later phases may, but need not, rely upon the initial ambient noise assessment.

For each Proposed Project in Phase Two or later phases, materials indicating the size and location of all connections to water, sewer, storm drain, electrical and other infrastructure facilities to serve such Proposed Project.

For each Proposed Project which will exceed a height of 55', (i) a Daylight Analysis using the Authority BRADA program, analyzing points of view along the west (rear) road and internal circulation areas, which analysis will contrast the Proposed Project with existing context and with a building in the same location as the Proposed Project at a height of 55'; and (ii) a shadow analysis for existing and build conditions for the hours 9:00 a.m., 12:00 noon, and 3:00 p.m. for the vernal equinox, summer solstice, autumnal equinox, and winter solstice, and for 6:00 p.m. for the summer solstice and autumnal equinox. The shadow analysis shall show net new shadow, contrasting existing shadows from existing buildings on the Site and in the vicinity of the Site with those added by the Proposed Project, and with those added by a building in the same location as the Proposed Project at a height of 55'.

Nothing in this PDA Master Plan shall be construed as an undertaking by the Development Participants to construct or complete the Development or any one or more of the Proposed Projects.

Notwithstanding the fact that (i) the Development and each of the Proposed Projects are described in this PDA Master Plan and in the Article 80B Documents (as hereinafter defined), each of which describe the construction and use of the Proposed Projects, and the mitigation of the impacts from such construction and use; and (ii) the construction and operation of the Proposed Projects are authorized under the Code pursuant to this PDA Master Plan and the Article 80B Documents, if and to the extent that a Proposed Project is undertaken pursuant to an

approved PDA Development Plan, the sole obligation of the Development Participants, as "Developer" under any such PDA Development Plan, is to adhere to the provisions of such Development Plan and the Article 80B Documents applicable to such Proposed Project. Without limiting the generality of the foregoing, upon approval of a PDA Development Plan for a Proposed Project, the Development Participants as "Developer" thereunder shall not be chargeable with any omission, commission, default or delay by any other person, including without limitation the Development Participants as "Developer" of any other Proposed Project, in the implementation of this PDA Master Plan, or any other approved Development Plan, or the undertakings of the Article 80B Documents with respect to any other Proposed Project or any other portion of the Development. This provision to make the undertakings with respect to each Proposed Project severable is included in order to facilitate the separate ownership and/or financing of portions of the Development without concern for any so-called cross-default or zoning non-compliance attributable to the acts of others.

The issuance of any permit for the development or construction of any Proposed Project in accordance with this PDA Master Plan, or any PDA Development Plan approved simultaneously with or subsequent to this PDA Master Plan, as the same may be amended from time to time, shall be deemed to be the issuance of a permit for the entire Development for the purpose of applying Section 5 of Chapter 665 of the Acts of 1956 as amended from time to time. Without limiting the foregoing sentence, the proviso of Section 5 that construction work under the permit proceed continuously to completion shall be deemed satisfied so long as construction on the Development proceeds generally in accordance with the development schedule set forth in this PDA Master Plan.

PROPOSED VEHICULAR AND PEDESTRIAN TRAFFIC CIRCULATION:

Traffic Circulation:

Currently, the Site has three driveways. Two are located on Rutherford Avenue. The third is located on the northwestern corner of the Site adjacent to the railroad serving the Mystic River Seaport at Charlestown. This driveway primarily serves traffic coming from or heading toward Spice Street. The Site currently contains approximately 569 marked surface parking spaces for cars and 206 spaces/bays for trucks. It is estimated that the Site would accommodate up to 1,500 parking spaces for cars if the existing truck spaces were instead used for cars.

The Site is located on the west side of Rutherford Avenue (Route 99) and just east of Interstate Route 93 (I-93), which runs parallel to Route 99. The Route 99 underpass is adjacent to the Site, with two travel lanes in each direction. The I-93 overpass adjacent to the Site connects Charlestown with I-93 North, with two travel lanes in each direction. Rutherford Avenue itself near the Site is divided into a one-way pair by the Route 99 underpass and I-93 overpass.

The Site can be directly accessed by entering traffic from the I-93 overpass and Rutherford Avenue. Traffic from the Route 99 underpass, however, cannot access the Site directly. Traffic leaving the Site toward the north has to use Rutherford Avenue southbound and

then turn back at the Gilmore Bridge/Austin Street to access either the I-93 overpass or the Route 99 underpass.

A portion of the traffic to the Site can also use Spice Street via Cambridge Street which has two travel lanes in each direction. Spice Street has one travel lane in each direction with parking on both sides of the street.

Under plans for the Development, all of these curb cuts will continue to serve the Site. Two additional curb cuts may be established to serve future parking structures generally as shown on the Site Master Plan.

Pedestrian Circulation:

The major pedestrian route to the Site is the sidewalk on the westerly side of Rutherford Avenue. Within the Site, sidewalks will be included in front of each of the Proposed Projects. Arcades may be incorporated at the base of the Proposed Projects bordering the landscaped plaza in the interior of the Site which will enhance the pedestrians environment. As shown on the Site Master Plan, the landscaped plaza itself will provide pedestrian paths to facilitate pedestrian circulation within the Site.

PARKING AND LOADING FACILITIES:

Parking Facilities:

The Site currently contains approximately 569 marked surface parking spaces for cars and 206 spaces/bays for trucks. It is estimated that the Site would accommodate up to 1,500 parking spaces for cars if the existing truck spaces were instead used for cars.

Pursuant to Article 62, Section 62-29 of the Code, because the Development is subject to and has been reviewed under Article 80, Section 80B, Large Project Review, of the Code, the provisions of Table E of Article 62 are not applicable to the Development. In lieu of conformity with the off-street parking requirements of said Table E, parking will be provided for the Development at a ratio of 1.5 spaces per 1,000 square of gross floor area. Applying this ratio to the approximately 1,168,820 square feet of gross floor area in the full build-out of the Development, a total of approximately 1,753 would be required. The Development proposes to provide parking for approximately 1,765 vehicles, approximately 1,638 in parking garages and approximately an additional 127 surface parking spaces. Such required parking spaces need not comply with any parking stall or maneuvering aisle dimensional requirements of the Code.

Parking spaces will be provided in the ratio of 1.5 per 1,000 square feet of gross floor area as each of the Proposed Projects proceeds. Prior to the completion of the Development, but subject to completion of the Landscape Phases associated with the respective Proposed Projects, the required parking spaces may provided be in any combination of surface parking areas and parking garages. Each PDA Development Plan submitted by the Development Participants shall provide an analysis of the required parking spaces for all previously completed and then

proposed Proposed Projects, and shall indicate the locations of sufficient parking spaces to meet the parking ratio. A plan showing the location and layout of surface parking areas to serve the full build-out of Phase One of the Development is annexed hereto as Appendix E and incorporated herein by this reference.

At any time after the completion of Phase Two of the Development the Development Participants may, but in any event prior to construction of the final phase of the Development, that being the new construction of 570 Rutherford Avenue and its related parking, the Development Participants shall, undertake an analysis of the actual demand for off-street parking spaces then experienced in the Development. Such analysis shall be for the purpose of ascertaining whether a ratio of parking spaces to built space of less than 1.5 spaces per 1,000 square feet of gross floor area would be adequate to meet the needs of the Development. Such analysis shall be presented to the Authority with the PDA Development Plan for either Phase Three or Phase Four, as the case may be. If such analysis demonstrates that a lesser ratio is adequate to meet the needs of the Development, then the remaining phases of the Development shall be adjusted to eliminate excess parking spaces and/or increase gross floor area, in order to conform the parking supply in the Development to such lesser ratio. Such lesser ratio shall be specified in the PDA Development Plan then under review, and upon its approval shall also be deemed an amendment of this PDA Master Plan. The required parking ratios specified in all Development Plans for Proposed Projects theretofore approved shall be automatically amended, without need for further documentation, to permit such lesser parking ratio. In no event shall the ratio be increased as a result of any such analysis.

Loading Facilities:

All existing loading facilities on the Site serving existing buildings may continue to be accessed and used for such purposes. Without limiting the generality of the foregoing, the landscaped plaza to be included in the Development may be designed and constructed in such a manner as to continue to provide access to certain of the off-street loading facilities of the 500 Rutherford Avenue building.

Pursuant to Article 62, Section 62-29 of the Code, because the Development is subject to and has been reviewed under Article 80, Section 80B, Large Project Review, of the Code, the provisions of Table F of Article 62 are not applicable to the Development. In lieu of conformity with the off-street loading requirements of said Table F, loading facilities will be provided for Proposed Projects in accordance with the definitive plans for such Proposed Projects as approved in the respective PDA Development Plans.

ACCESS TO PUBLIC TRANSPORTATION: The Site is located within convenient distance of the MBTA public transportation system. The Orange Line Sullivan Station is located to the north, at a 5-10 minutes walking distance from the Site. Sullivan Station is also a major MBTA bus hub. Eleven bus routes go through the station, including bus routes #86, # 89, #90, #91, #92, #93, #95, #101, # 104, #105 and # 109. However, these buses do not stop on Rutherford Avenue in front of the Site. The following table illustrates both MBTA subway and bus service in the area:

Subway/ Bus Route	Origin-Destination	Rush Hour Headway (Min.)
Orange Line	Oak Grove-Forest Hills	5
#86	Sullivan-Cleveland Circle	20
#89	Sullivan-Clarendon Hill	10
#90	Davis Square-Wellington	35
#91	Sullivan-Central Square, Cambridge	25
#92	Assembly Square Mall-Downtown	13
#93	Sullivan-Downtown	7
#95	Sullivan-West Bedford	15
#101	Sullivan-Malden Station via Salem Street	12
#104	Sullivan-Malden Station via Ferry Street	15
#105	Sullivan-Malden Station via Faulkner Street	30
#109	Sullivan-Linden Square	15

ARTICLE 80B, LARGE PROJECT REVIEW: The undertaking of the Development (including without limitation each of the Proposed Projects) has been subject to Large Project Review by the Authority. In accordance with the requirements set forth in Section 80B, the Development Participants have filed a Project Notification Form dated April 18, 2000 (the "PNF") and a supplementary Response to Comments document dated June 27, 2000 (the "Response"). The Authority has issued its Scoping Determination dated _____, 2000 waiving further review of the Development under Article 80, Section 80B (the "Determination," and together with the PNF and the Response, the "Article 80B Documents").

PUBLIC BENEFITS: The Development will provide substantial public benefits to the City of Boston and the surrounding neighborhood. These benefits will include:

Adaptive Reuse of an Industrial Site. The Development continues the transformation of the former Hood Dairy plant from an obsolete industrial plant to a state-of-the-art office/research park. This PDA Master Plan contemplates the preservation and renovation of the sturdy and utilitarian industrial buildings on the Site to accommodate the growing space demands for local

office and high technology space. The Development will not only provide urban design elements that will animate the streetscape, but it will also bring the following improvements to the neighborhood:

Through the rehabilitation of the existing buildings along Rutherford Avenue, and the construction of three new buildings on the Site, the Development will further animate this stretch of Rutherford Avenue, which is currently dominated by large gaps between buildings and unscreened parking areas.

The significant landscaping program will provide the neighborhood a new landscaped open space, a buffer around the Site, and a natural screen for the parking areas.

The landscaping program will improve the water quality and runoff in and around the Site by replacing the current expanses of asphalt on the Site with new pervious areas.

The proposed uses of the Development will result in a reduction in traffic impacts (i.e. noise, road infrastructure damages, air quality) by the elimination of uses relying upon trucks and other heavy vehicles that currently service the Site.

The taller buildings to the rear of the Site will provide a visual screen of the heavy industrial activities to the west and of portions of the elevated deck of Interstate Route 93.

The Development will be a catalyst for greater public investment in the maintenance and upgrading of the local infrastructure (street cleaning, sidewalk and road re-pavement, among other improvements).

Linkage Payments. In accordance with Section 80B-7 of Article 80 of the Code, the Development is a Development Impact Project and will make a housing contribution grant to the Neighborhood Housing Trust and a jobs contribution grant to the Neighborhood Jobs Trust. These contributions will total approximately \$3,253,805 in housing linkage and \$650,761 in jobs linkage. This estimate is based upon the estimated gross floor area of all of the Proposed Projects (excluding the 309,000 square feet already completed in the 500 Rutherford Avenue building and the interim renovation of the Cooler Building), reduced by one credit in the amount of 100,000 square feet. Linkage will be payable for each Proposed Project upon issuance of the building permits for each such Proposed Project. The 100,000 square-foot credit will be applied to the first 100,000 square feet of the Proposed Projects (excluding the Cooler Building, which is not subject to the requirements of said Section 80B-7) undertaken by the Development Participants.

Construction Employment. Construction of the Development will create approximately 1,000 construction jobs over the course of construction of all phases. Pursuant to a Boston Residents Construction Employment Plan, the Development Participants will agree to make good-faith efforts to have at least 50% of the total employee work hours be by Boston residents, at least 25% of total employee work hours be by minorities and at least 10% of the total employee work hours be by women.

Permanent Employment. The Development will result in approximately 2,000 to 3,000 jobs, inclusive of the current number of employees on the Site.

Redirected Growth. The Development will enhance a commercial sub-center of Boston, helping to disperse and decongest the commercial density of the downtown area, while still adding needed office and research and development space to the City's building stock.

enlargement of this building by approximately 21,650 gross square feet, from the current approximately 9,450 gross square feet to approximately 31,100 gross square feet.

480 Rutherford Avenue, the "Rosev Building." The rehabilitation and enlargement of this building by approximately 79,850 gross square feet, from the current approximately 26,550 gross square feet to approximately 106,450 gross square feet.

500 Rutherford Avenue. Further renovation and expansion of the of the warehouse element of the former H. P. Hood & Sons headquarters building at 500 Rutherford Avenue, introducing new window openings, and enlarging the structure by adding new floor levels, thus increasing the aggregate square footage of the 500 Rutherford Avenue Building to from the current approximately 309,000 gross square feet to approximately 504,000 gross square feet.

520 Rutherford Avenue; Garage P1. A new building containing approximately 218,130 gross square feet, together with a parking garage for approximately 812 vehicles.

550 Rutherford Avenue; Garage P2. A new building containing approximately 102,160 gross square feet, together with a parking garage for approximately 408 vehicles.

570 Rutherford Avenue; Garage P3. A new building containing approximately 218,130 gross square feet, together with a parking garage for approximately 418 vehicles.

The PDA Master Plan includes all of the zoning elements, including use, dimensional, parking and loading requirements, necessary to authorize both existing and proposed uses and existing facilities and Proposed Projects on the Site.

Each of the Proposed Projects, other than the Cooler Building at 570 Rutherford Avenue (which is substantially and interior renovation) can proceed only after the approval by the Authority, after a new public hearing, of a PDA Development Plan for such Proposed Project.

One such Proposed Project, The Power House at 510 Rutherford Avenue is ready to proceed and is the subject of the PDA Development Plan. The PDA Development Plan (and the PDA Master Plan, with respect to the Cooler Building 570 Rutherford Avenue), contains the detailed information necessary to authorize construction of those two projects.

PDA DEVELOPMENT PLAN –THE POWER HOUSE –510 RUTHERFORD AVENUE:

The Power House – 510 Rutherford Avenue, is one of the Proposed Projects. It

consists of an approximately 25,000 square-foot portion of the Site on which the Development Participants will undertake the rehabilitation and enlargement of the original power plant which served the Hood Dairy Plant, including the retention and/or reconstruction, and possible restoration to original height, of its smokestack, a local landmark. Redevelopment of The Power House will increase the size of this building by approximately 21,650 gross square feet, from approximately 9,450 gross square feet to 31,100 gross square feet, and increase the height of the building to a maximum building height of 55 feet on three levels plus an additional approximately 14-foot, one level penthouse. The Power House is one of the Reuse/Rehabilitation Components of the PDA Master Plan.

PDA MASTER PLAN/PDA DEVELOPMENT PLAN/PROPOSED PROJECTS REVIEW:

The entirety of the PDA Master Plan, the PDA Development Plan, and each of the Proposed Projects, is subject to review under both Section 80C and under Section 80B, Large Project Review, of Article 80 of the Code.

Review of the Development first began under Section 80B of the Code when the Development Participants submitted a Project Notification Form ("PNF") to the Authority on April 18, 2000. The Authority received comments only from City agencies on the PNF; no community comments were submitted. Following the thirty day public comment period, the Authority requested the Development Participants to respond to such comments. A Response to Comments dated June 27, 2000 was submitted in response to the Authority's request. The Authority received further comments from City agencies, and in turn requested further response from the Development Participants. The PDA Master Plan, a supplemental letter dated September 20, 2000, and the Transportation Access Plan submitted to the Boston Transportation Department satisfied the Authority's requests. As a result of these supplemental filings, it was found that the PDA Master Plan's (and each Proposed Project's) impacts can be satisfactorily mitigated such that no further formal review under Section 80B of the Code is required.

Many of the impacts typically reviewed in the Article 80 process analyze the specific characteristics of a proposed building, such as shadow, wind, noise from of mechanical equipment and similar design specific issues. Because the majority of the Proposed Projects are not yet designed, the PDA Master Plan requires that Proposed Projects after the first phase involving new construction of buildings provide such design specific analysis in the further PDA development plans to be submitted to and approved by the Authority.

In order for the PDA Master Plan and the Development Plan to proceed to the Zoning Commission, the Article 80 process, particularly the Development Impact Project Agreement to pay linkage, must be completed. Accordingly, the requested votes include the necessary findings to approve all of the Proposed Projects as development impact projects under Article 80B. However, this finding does not negate the necessity for further approval of the Proposed Projects, other than the Cooler Building and The Power House, by the Authority under Article 80C.

BOSTON CIVIC DESIGN COMMISSION REVIEW:

The PDA Master Plan comes under the jurisdiction of the Boston Civic Design Commission (the "BCDC") pursuant to Article 28 of the Code. At its meeting of September 5, 2000 the BCDC voted a recommendation of approval of the PDA Master Plan. At that same meeting, the BCDC voted approval of the design of The Power House – 510 Rutherford Avenue.

PUBLIC BENEFITS:

Adaptive Reuse of an Industrial Site;

Diversification and expansion of Charlestown's economy and job opportunities through economic activity, such as private investment in commercial uses and research and development.

Improvements to the urban design characteristics and aesthetic character of the Site and its surroundings and the creation of new open space.

Linkage Payments - approximately \$3,498,165 in housing linkage and \$699,633 in jobs linkage.

Construction Employment - approximately 1,000 construction jobs over the course of construction of all phases.

Permanent Employment - 2,000 to 3,000 jobs, inclusive of the current number of employees on the Site.

Enhancement a commercial sub-center of Boston, helping to disperse and decongest the commercial density of the downtown area, while still adding needed office and research and development space to the City's building stock.

Execution by the Development Participants of a Transportation Access Plan Agreement which includes programs to mitigate project impacts.

CONCLUSION:

The PDA Master Plan and its Proposed Projects represent a beneficial reuse of industrial site, at a scale and density appropriate for the Site and location, which on balance will be beneficial to the public welfare. In light of the substantial public benefits from the PDA Master Plan and its Proposed Projects, including without limitation the Cooler Building as described in the PDA Master Plan and The Power House as described in the PDA Development Plan, it is recommended that the Authority recommend the adoption a technical amendment to the height limitation imposed on

the Site by Article 62 of the Code; approve the PDA Master Plan and the PDA Development Plan pursuant to Section 80C of the Code; approve each of the Proposed Projects as Development Impact Projects within the meaning of Section 80B-7 of the Code; and authorize the Director to (1) issue a Scoping Determination waiving further review on the Project Notification Form for the Hood Business Park dated April 18, 2000 (the "PNF"), pursuant to Section 80B-5.3(d) of the Code; (2) petition the Zoning Commission of the City of Boston for adoption of a technical amendment to the height limitation for the Site in Article 62 of the Code; (3) petition the Zoning Commission of the City of Boston for approval of the PDA Master Plan and PDA Development Plan pursuant to Section 80C-6 of the Code; (4) issue a Certification of Compliance pursuant to Section 80B-6 for each of the Proposed Projects described in the PNF and the PDA Master Plan; (5) issue a Certification of Consistency pursuant to Section 80C-8 for The Power House – 510 Rutherford Avenue and the Cooler Building – 570 Rutherford Avenue, two of the Proposed Projects described in the PDA Master Plan; and (6) take all actions and execute all documents deemed necessary and appropriate by the Director in connection with the foregoing, including without limitation the execution of a Cooperation Agreement, Development Impact Project Agreement and Boston Residents Construction Employment Plan with Hood Business Park, LLC and/or Nordic Properties, Inc.

Appropriate votes follow:

VOTED: That the foregoing Memorandum, including without limitation all terms defined therein, is hereby incorporated herein by this reference and made a finding of the Authority; and further

VOTED: That the Director is authorized petition the Zoning Commission of the City of Boston for approval of an amendment (the "Technical Amendment") to Article 62 of the Code, deleting the word "55" in Table 2 of Section 62-21 of the Code and inserting in place thereof the following:

75 feet/115 feet*

- * The 115-foot height limit shall apply only in that area to the west of a line drawn parallel to and 300 feet west of the westerly sideline of Rutherford Avenue and to the south of a line drawn parallel to and 400 feet south of the southerly sideline of Cambridge Street. Notwithstanding the height limit of 75 feet and 115 feet, the last habitable floor shall not exceed a Building Height of 55 feet and 95 feet, respectively.

VOTED: That after a public hearing duly held at the offices of the Authority on September 21, 2000 and after consideration of evidence presented at, and in connection with, the hearing, the Authority hereby finds that, upon adoption of the Technical Amendment, the PDA Master Plan for Hood Business Park (a) is not for a location in which Planned Development Areas are forbidden by the Code, (b) each Proposed Project complies

with provisions of underlying zoning that establish use, dimensional design or other requirements for such Proposed Projects; (c) complies with provisions of underlying zoning that establish planning and development criteria for planned development areas; (d) conforms to the plan for the district, subdistrict, or similar geographic area in which the such PDA Master Plan and PDA development Plan are located, and to the general plan for the City as a whole; and (e) on balance, nothing in the PDA Master Plan or the PDA Development Plan will be injurious to the neighborhood or otherwise detrimental to the public welfare, weighing all the benefits and burdens; and further

VOTED the Authority hereby approves the PDA Master Plan for Hood Business Park pursuant to Section 80C of the Code; and further

VOTED the Authority hereby approves the PDA Development Plan for The Power House- 510 Rutherford Avenue pursuant to Section 80C of the Code; and further

VOTED: That after a public hearing duly held at the offices of the Authority on September 21, 2000 and after consideration of evidence presented at, and in connection with, the hearing, the Authority hereby approves each of the Proposed Projects as Development Impact Projects within the meaning of Section 80B-7 of the Code; and further

VOTED: That the Director is authorized to issue a Scoping Determination on the Project Notification Form for the Hood Business Park dated April 18, 2000 (the "PNF"), pursuant to Section 80B-5.3(d) of the Code, for the each of the Proposed Projects which finds that (a) the PNF, as supplemented, adequately describes the potential impacts of the each of the Proposed Projects and provides sufficient mitigation measures to minimize these impacts and (b) waives further review of the Proposed Project under subsections 4 and 5 of Section 80B-5 of the Code in accordance with Section 80B-5.3(d) of the Code, and that such Scoping Determination shall serve as an Adequacy Determination for all purposes under Article 80 of the Code and shall include any conditions that the Director deems necessary to require the mitigation of such impacts; and further

VOTED: That the Director be and hereby is authorized to determine, in his sole judgment, whether any new significant information is submitted in the additional public comment period which follows publication of notice of such Scoping Determination as provided for in Section 80B-5.3(d) of the Code, and, if he shall determine that no such information is submitted, that the Director be and hereby is, authorized to issue a separate Certification of Compliance pursuant to Section 80B-6 of the Code for each of the Proposed Projects when the Director has determined that each respective Proposed Project complies with (a) the conditions of the

Scoping Determination, and (b) to the extent applicable, the following provisions of the Code: (i) Section 80B-7: Development Impact Project Exactions; (ii) Section 80B-8: Disclosure of Beneficial Interests; (iii) Section 80C-8: Planned Development Area Review: Certifications; and (iv) Article 28: Boston Civic Design Commission; and further

VOTED: That the Director is authorized petition the Zoning Commission of the City of Boston for approval of the PDA Master Plan for Hood Business Park, and the establishment of an Planned Development Area Master Plan Area within which such PDA Master Plan for Hood Business Park shall apply, pursuant to Section 80C-6 of the Code;

VOTED: That the Director is authorized petition the Zoning Commission of the City of Boston for approval of the PDA Development Plan for The Power House- 510 Rutherford Avenue, and the establishment of an Planned Development Area within which such PDA Development Plan for The Power House- 510 Rutherford Avenue shall apply, pursuant to Section 80C-6 of the Code;

VOTED: That the Director is authorized to issue a Certification of Consistency pursuant to Section 80C-8 of the Code for each of the Cooler Building – 570 Rutherford Avenue and The Power House – 510 Rutherford Avenue, respectively, when the Director finds that (a) each such Proposed Project is described adequately in the PDA Master Plan, (b) each respective Proposed Project is consistent with such PDA Master Plan and in the case of The Power House – 510 Rutherford Avenue, with the PDA Development Plan, and (c) the PDA Master Plan and the PDA Development Plan, with respect to The Power House – 510 Rutherford Avenue, has been approved by Boston Zoning Commission in accordance with the applicable provisions of Section 3-1 A. and Section 80C of the Code; and further

VOTED: That the Director is authorized to execute all documents deemed necessary and appropriate by the Director in connection with the PDA Master Plan, the PDA Development Plan, and each of the Proposed Projects, including, without limitation, as necessary or appropriate, a Cooperation Agreement, Development Impact Project Agreement and Boston Residents Construction Employment Plan with Hood Business Park, LLC and/or Nordic Properties, Inc.

Map Amendment Application No. 443
Planned Development Area No. 51
Boston Redevelopment Authority, on
behalf of Hood Business Park LLC
Map 2E, Charlestown Neighborhood
District

MAP AMENDMENT NO. 382

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 Master Plan for Planned Development Area No. 51, the Development Plan for 510 Rutherford Avenue located within PDA No. 51, and amends "Map 2E, Charlestown Neighborhood District," of the series of maps entitled "Zoning Districts City of Boston," dated August 15, 1962, as amended, as follows:

By adding the designation "D", indicating a Planned Development Area overlay district to the existing zoning of a certain parcel of land being shown as Lot B on a plan entitled "Plan of Land in Boston, Mass.", dated June 7, 1982 by Dana F. Perkins and Assoc., Inc., Civil Engineers and Surveyors, recorded with Suffolk County Registry of Deeds, Book 9971, Page 454, bounded and described as follows:

Beginning at a point on the westerly sideline of Rutherford Avenue, thence running

S 23° 50' 38" E by said Rutherford Avenue, 1143.99 feet to a point at land of now or formerly of David Nassif, Trustee; thence turning and running

S 47° 49' 22" W by said land of Nassif, Trustee and by land now or formerly of W.W.F. Paper Corp., 716.04 feet to a point at land now or formerly of Boston and Maine Corporation ("B & M"), thence turning and running

N 26° 16' 38" W by said land of B & M, 84.52 feet to a point; thence turning and running

N 35° 33' 36" W still by said land of B & M, 134.90 feet to a point; thence turning and running

N 30° 10' 18" W still by said land of B & M, 519.55 feet to a point; thence turning and running

N 26° 23' 18" W still by said land of B & M, 51.62 feet to a point; thence turning and running

N 30° 32' 31" W by said land of B & M, 344.11 feet to a point; thence turning and running

N 49° 53' 49" E still by said land of B & M, 94.19 feet to a point; thence turning and running

N 45° 39' 59" E still by said land of B & M, 170.84 feet to a point; thence turning and running

N 49° 55' 29" E still by said land of B & M, 322.29 feet to a point; thence turning and running

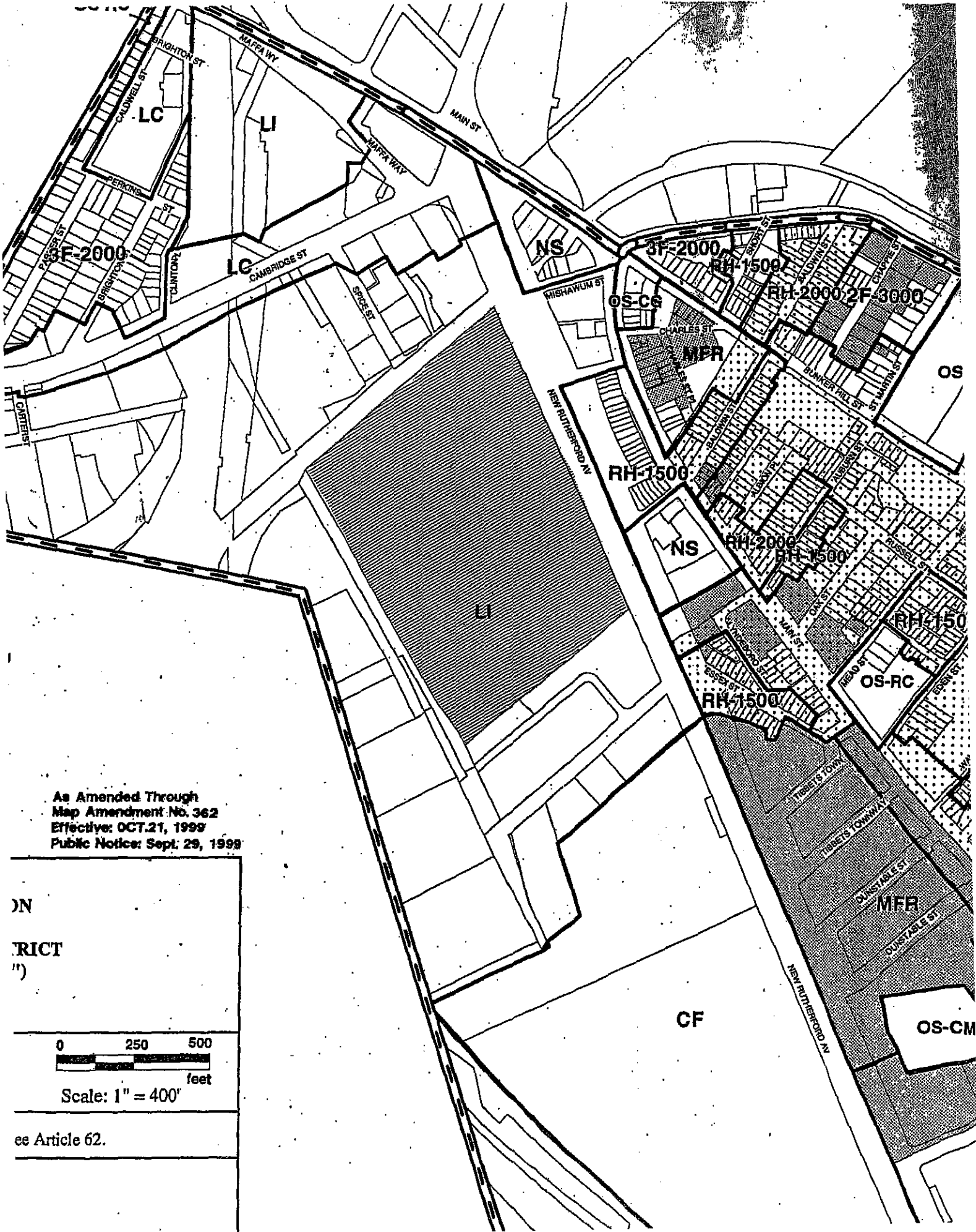
N 51° 14' 19" E still by said land of B & M, 259.17 feet to a point of beginning.

Containing 19.92 +/- acres according to such plan.

Included within the bounds of said Lot B is registered land shown on Land Court Plan No. 12912A, dated April 20, 1928, a copy of which is filed with the Suffolk County Registry District of the Land Court with Certificate of Title No. 24288.

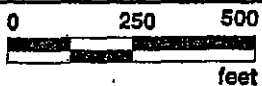
There is appurtenant to said Lot B all rights and easements as may exist of record, insofar as the same are now in force and applicable to be exercised in common with all others lawfully entitled thereto, including, without limitation, those rights and easements set forth or referred to in the following deeds: Deed from Boston and Maine Railroad to H.P. Hood & Sons, Inc., dated July 21, 1960, recorded with Suffolk County Registry of Deeds, Book 7493, Page 233; Deed from David Massif, et al, Trustees of Massif Realty Trust to H.P. Hood & Sons, Inc. dated December 19, 1963, recorded with Suffolk County Registry of Deeds, Book 7810, Page 107; Deed from Boston and Maine Corporation to H.P. Hood & Sons, Inc., dated September 9, 1969, recorded with Suffolk County Registry of Deeds, Book 8310, Page 483; Deed from Whiting Milk Company, Inc. to H.P. Hood, Inc., dated May 31, 1973, recorded with Suffolk County Registry of Deeds, Book 8631, Page 705; Deed from Boston and Maine Railroad to H.P. Hood & Sons, Inc., dated June 16, 1943, recorded with Suffolk County Registry of Deeds, Book 6040, Page 584; Deed from Boston and Maine Railroad to H.P. Hood & Sons, Inc., dated December 20, 1949, recorded with Suffolk County Registry of Deeds, Book 6572, Page 369 and Deed from Boston and Maine Railroad to H.P. Hood & Sons, Inc. dated May 26, 1953, recorded with Suffolk County Registry of Deeds, Book 6873, Page 2.

For Owner's title, see Certificate of Title No. 112697 filed with the Suffolk County Registry District of the Land Court in Book 559, Page 97, and Deed of H.P. Hood & Sons, Inc. to Owner recorded with the Suffolk County Registry of the Deeds in Book 22016, Page 128.



As Amended Through
 Map Amendment No. 362
 Effective: OCT.21, 1999
 Public Notice: Sept. 29, 1999

ON
 TRICT
 ")



Scale: 1" = 400'

See Article 62.

A. R. Mann

Chairman

Robert Foubert

Vice Chairman

William Taylor

Jim

Gus Hutton

Denise A. Dyer

James C. Clark

In Zoning Commission

Adopted: October 20, 2000

Attest:

[Signature]

Secretary

Master Plan for Planned Development Area No. 51, Hood Business Park

R. H. Mew

Chairman

Robert Fauden

Vice Chairman

James C Clark

Deanne A. Deyle

Jim Stutton

[Signature]

William Tubbs

In Zoning Commission

Adopted: October 20, 2000

Attest:

[Signature]

Secretary

Development Plan for 510 Rutherford Avenue within Planned Development Area No. 51,
Hood Business Park

R. R. Mason

Chairman

Robert Jordan

Vice Chairman

William Taylor

Lynn

Jill Stratton

Denise a Deje

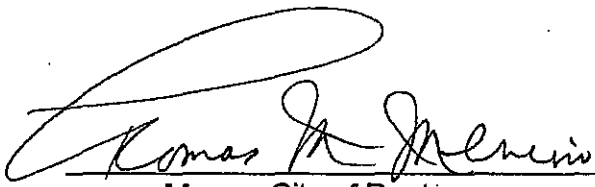
James C Clark

In Zoning Commission

Adopted: October 20, 2000

Attest:

George A. H. [Signature]
Secretary

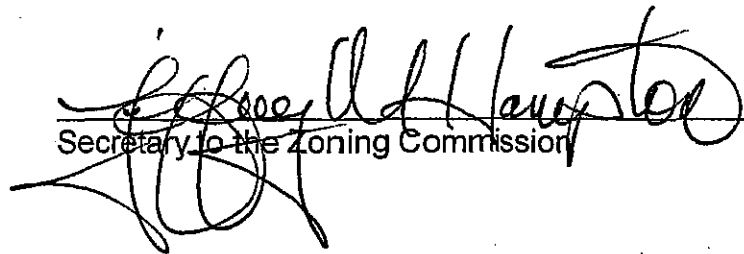


Mayor, City of Boston

Date: 10/21/00

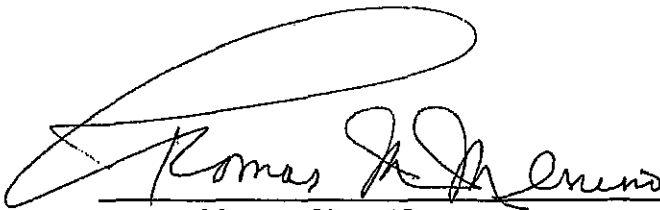
The foregoing amendment was presented to the Mayor on ~~OCTOBER 20, 2000~~, and was signed by him on ~~OCTOBER 20, 2000~~, whereupon it became effective on ~~OCTOBER 20, 2000~~, in accordance with Section 3 of Chapter 665 of the Acts of 1956, as amended.

Attest:



Secretary to the Zoning Commission

Development Plan for 510 Rutherford Avenue within Planned Development Area No. 51,
Hood Business Park

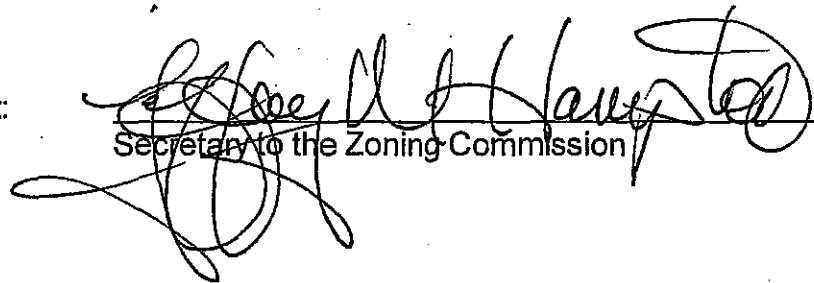


Mayor, City of Boston

Date: 10/20/01

The foregoing Institutional Master Plan was presented to the Mayor on ~~October 20, 2000~~, and was signed by him on ~~October 20, 2000~~ whereupon it became effective on ~~October 20, 2000~~ in accordance with Section 3 of Chapter 665 of the Acts of 1956, as amended.

Attest:



Secretary to the Zoning Commission