AGENDA

I TEAM INTRODUCTION

II SITE/EXISTING CONDITIONS

III PROPOSED PROJECT DESIGN
   URBAN DESIGN
   SITE DESIGN/LANDSCAPE
   BUILDING DESIGN

IV TRAFFIC

V NEXT STEPS/SCHEDULE

VI QUESTIONS
Proponent: ICCNE LLC (MP Boston / Cargo Ventures)

Lead Architect: Handel Architects
Collaborating Architect: Studio Enée
Landscape Architect: Klopfer Martin Design Group
Traffic Consultant: VHB
Permitting Consultant: Epsilon Associates
Sustainability Consultant: VvS Architects & Consultants
II. SITE / EXISTING CONDITIONS

DISTRICT CONTEXT: EASTERN SEAPORT
II. SITE / EXISTING CONDITIONS

SITE SUMMARY

<table>
<thead>
<tr>
<th>SITE AREA</th>
<th>189,987 SF</th>
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<tbody>
<tr>
<td>4.36 AC</td>
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</table>

EXISTING CONDITIONS PLAN
PROGRAM SUMMARY
- 380,800 SF LAB, LIFE-SCIENCES & OFFICE BUILDING
- 10 LEVELS, 150’
- GATEWAY PEDESTRIAN PLAZA
- 220 BELOW GRADE STACKERS
- 115 SURFACE PARKING
- 325 TOTAL PARKING SPACES

PROPOSED PROJECT
III. URBAN DESIGN
PROPOSED SITE PLAN

III. SITE/LANDSCAPE DESIGN
III. SITE/LANDSCAPE DESIGN

ALL ENTRANCES ARE ACCESSIBLE

PUBLIC ACCESSIBLE ROUTES

SILVER LINE STATION

PEDESTRIAN ROUTES PLAN
III. SITE/LANDSCAPE DESIGN

SITE CIRCULATION PLAN

ALL FIGURES AND ILLUSTRATIONS APPROXIMATE

HANDEL ARCHITECTS / STUDIO ENÉE / KMDG / VHB / EPSILON FOR ICCNE LLC

PAGE 10

2 HARBOR STREET | 30 JANUARY 2020 | PAGE 10
III. SITE/LANDSCAPE DESIGN

SCALE COMPARISONS

2 HARBOR STREET
APPROX 1.5 AC TOTAL

SOUTH BOSTON MARITIME PARK

POST OFFICE SQUARE
CONTEXT, SCALE, AND MATERIALS PRECEDENTS

III. SITE/LANDSCAPE DESIGN
MULTI-PURPOSE OPEN SPACES & DRIVE COURT

III. SITE/LANDSCAPE DESIGN
## III. BUILDING DESIGN

### ELEVATIONS

<table>
<thead>
<tr>
<th>Grade</th>
<th>BCB (ft)</th>
<th>NAVD88 (ft)</th>
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<tr>
<td>Current grade</td>
<td>16.5</td>
<td>10</td>
</tr>
<tr>
<td>Proposed ground level</td>
<td>20.5</td>
<td>14</td>
</tr>
<tr>
<td>Proposed critical equipment</td>
<td>21.5</td>
<td>15</td>
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</table>
COORDINATE WITH CITY ON UPCOMING DESIGN IMPROVEMENTS TO NORTHERN AVE.
BIRD'S EYE VIEW FROM ABOVE NORTHERN AVE @ HAUL RD

III. BUILDING DESIGN
III. BUILDING DESIGN

EYE LEVEL VIEW FROM NORTHERN AVE AT HAUL RD
SITE CIRCULATION PLAN

IV. TRAFFIC

HANDEL ARCHITECTS / STUDIO ENÉE / KMDG / VHB / EPSILON FOR ICCNE LLC

2 HARBOR STREET | 30 JANUARY 2020 | PAGE 20
TRANSPORTATION EVALUATION - STEPS FOLLOWED

IV. TRAFFIC

- Thorough evaluation of traffic, parking, bikes, pedestrians, crashes and loading
- Evaluated existing conditions of the area around the site including review of designated truck routes
- Identified expected contributors to traffic growth
- Estimated future project-specific impacts
- Developed a transportation mitigation plan for 2 Harbor Street
IV. TRAFFIC

TRANSPORTATION STUDY INTERSECTIONS

1. Signalized Intersection
2. Unsignalized Intersection
3. D Street at Congress Street
4. Northern Avenue at D Street
5. Northern Avenue at Congress Street
6. Northern Avenue at Massport Haul Road
7. Northern Avenue at Channel Street
8. Northern Avenue at Harbor Street
9. Massport Haul Road at Pumphouse Road
10. Summer Street at Pumphouse Road
11. Summer Street at Drydock Avenue/Pappas Way
12. Drydock Avenue at Harbor Street/Terminal Street
13. Harbor Street at Channel Street
- Autos, heavy vehicles, pedestrians, bicycles
  - Counted from 7:00 – 9:00 AM; 4:00 – 6:00 PM
  - Counts in mid-June, 2019 and mid-October, 2019
  - 72 hour volumes on Northern Avenue and Massport Haul Road

- Transit ridership and capacity information from the MBTA
  - Silver Line and local bus routes (Routes 4 and 7)

- Crash reports obtained from MassDOT’s online database
  - Relatively low crash frequency and severity
Five (5) years in the future

2024 No-Build Conditions

- Added general background growth (at 1% per year)
- Added 12 background projects in the BPDA pipeline totaling additional 5,900,000 sf

2024 Build Conditions

- Added new project trips onto the 2024 No-Build volumes
- Studied resulting volumes for traffic, parking, and transit impacts
BACKGROUND PROJECTS

IV. TRAFFIC
- How will people travel to/from the 2 Harbor site?
- Relied on mode share information from 2012 – 2016 Census for people who work near the site

**EXPECTED TRAVEL PATTERNS**

**IV. TRAFFIC**

- Auto: 49%
- Transit: 43%
- Walk/Bike/Other: 8%
TRANSIT TRAVEL RADIUS
IV. TRAFFIC

30 Minute
60 Minute
75 Minute

Eastern Seaport

ALL FIGURES AND ILLUSTRATIONS APPROXIMATE
HANDEL ARCHITECTS / STUDIO ENÉE / KMDG / VHB / EPSILON FOR ICCNE LLC
## PROJECT TRIP GENERATION
### IV. TRAFFIC

### Vehicle Trips vs. Transit Trips vs. Walk/Bike/Other

<table>
<thead>
<tr>
<th></th>
<th>Vehicle Trips</th>
<th>Transit Trips</th>
<th>Walk/Bike/Other</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Daily AM</td>
<td>PM</td>
<td>Daily AM</td>
</tr>
<tr>
<td><strong>Entering</strong></td>
<td>1,099</td>
<td>186</td>
<td>37</td>
</tr>
<tr>
<td><strong>Exiting</strong></td>
<td>1,099</td>
<td>30</td>
<td>194</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>2,198</td>
<td>216</td>
<td>231</td>
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**PROJECT TRIP GENERATION**
TRIP DISTRIBUTION - MORNING PEAK HOUR

IV. TRAFFIC
TRIP DISTRIBUTION - EVENING PEAK HOUR

IV. TRAFFIC
- Traffic impacts measured by Level of Service (LOS) - grades traffic operations from A to F

- Key finding: 2 Harbor Street’s impacts on intersection operations are modest due to the site’s proximity to the highway system

- Growth in vehicle trips in the RLFMP and the area are expected to reduce LOS at two intersections in the future:
  - Summer Street/Drydock Avenue/Pappas Way
  - Congress Street at D Street

- Transit system improvement planning underway – A Better Bus program, Focus 2040, South Boston Seaport Strategic Transit Plan
Transportation Demand Management (TDM) Actions
- Transportation Coordinator and loading dock manager
- Seaport Transportation Management Association membership
- 118 bicycle parking spaces on-site (114 indoor/secure, 4 outdoor/public)
- New BlueBikes station near the site

The Project parking supply will be 325 spaces (0.85 spaces per 1,000 sf), priced at market rates to help encourage a shift from single occupancy autos to public transportation, cycling, and walking.

- Aligns with Go Boston 2030 goals.
- The site is accessible by multiple public transportation options including a growing number of water transportation services.
- The project is expected to have modest transportation impacts on the surrounding area.
- Cargo Ventures has committed to contributing $400,000 to support the City’s future transportation improvement plans for the area.
Submit Revised Letter of Intent 10/15/19
Submit EPNF 11/25/19
BCDC Ongoing
BPDA Board Meeting (Anticipated) March, 2020
Start of Construction (Anticipated) Q4, 2020 - Q1, 2021
VI. QUESTIONS
THANK YOU !