RESERVED CHANNEL DEVELOPMENT

OXFORD PAPPAS ENTERPRISES, INC.

BCDC Meeting #4
October 6, 2026

1 | Re-cap Master Plan

Project Location



Mtg #1 Summary

Site and Team Introductions















Mtg #1 Summary

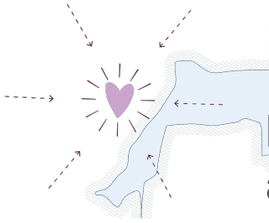
Project Key Drivers & Process



01

A waterfront for all

Transform the Reserved Channel into a distinctive waterfront which fosters community and well-being.



02

From an edge to a center

RCD is stitching South Boston together with the waterfront and surrounding neighborhoods.



03

A welcoming place

Setting the stage for moments of discovery, chance encounters and a variety of experiences.



04

Springboard for success

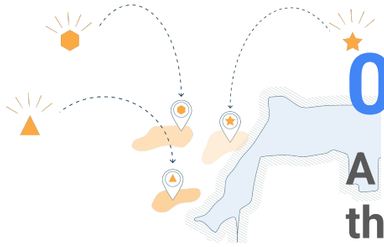
RCD is making a launch pad for opportunity: a place for diverse home grown businesses to experiment and thrive.



05

A global leader in resilience

RCD isn't just one step ahead of climate change — it's looking generations into the future.



06

A showcase for the best of South Boston

RCD sets the stage for local talent to shape the future of the neighborhood.



07

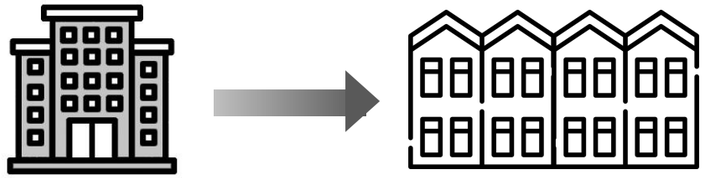
A partner in it together

We are in it for the long haul. We want to work together to meet the evolving needs and aspirations of all neighbors.

Mtg #2 Summary

Project Update Since PNF

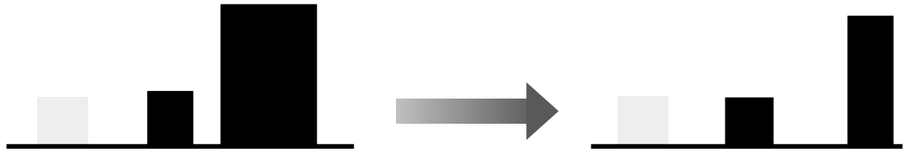
1 Program and Uses



From commercial buildings near West First St…

… to Residential only

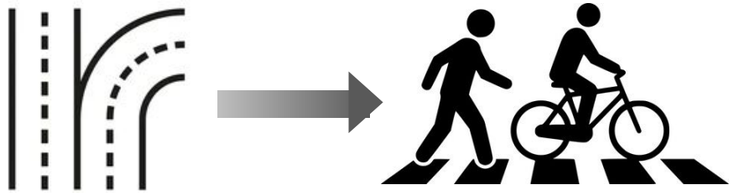
2 Building Scale



Shift the density…

…away from the neighborhood and increase setbacks

3 Mobility Network



On West First Street…

On Pappas Way…

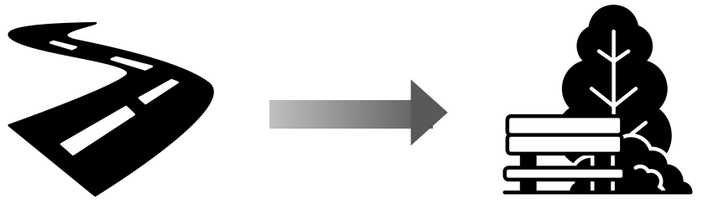
On F Street…

… Add bike lanes

… Limit car traffic

… Support a transit oriented future

4 Open Space Strategy



Turn Pappas Way / West First Intersection…

… Into long term Pappas Way Open Space

Mtg #2 Summary

Old Framework



Planning Foundations, The Big Ideas

- F Street – *Road to nowhere?*
- Pappas Way – *long term future?*
- Massport Area Planning – *next door?*
- Access to Transit

BCDC Lens

- Urban design before buildings
- Intrigued by zooming out
- Connections beyond the project
- What's close for transportation

The What and the Where

- Program - *Priority Commercial?*
- Heights and Building Density
- West First Street - *ROW and setbacks*
- West First Park Location

Amenities / Retail
Lab / Office
Residential / Hotel

Mtg #2 Summary

Updated Framework



AREA SUMMARY	SF	UNITS	%
PHASE 1 - ENF	**1,739,000**	**205**	**100%**
Commercial *	1,448,500		83%
Residential	200,500	205	**12%**
Retail / Civic	90,000		5%

AREA SUMMARY	SF	UNITS	%
PHASE 1 - Revised	**1,559,500**	**935**	**100%**
Commercial *	567,000		37%
Residential	908,500	935	**58%**
Retail / Civic	84,000		5%

* Block C remains a part of the Phase 1 Commercial program, unchanged from previous filing

Removed life sciences from Block A & B, replaced with residential

Further widened West First Street, adding 2-way bike lanes

Moved taller building further back from existing community

Added long term Pappas Way Open Space, closing existing intersection

Long term realignment of Pappas Way, and downgrading it to a limited traffic street

- **Amenities / Retail**
- **Lab / Office**
- **Residential / Hotel**

Mtg #3 Summary

Response to Feedback



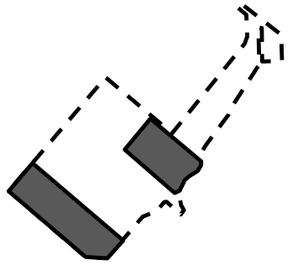
Connectivity & Context

Include broader context in diagrams to better visualize site integration and urban design big moves



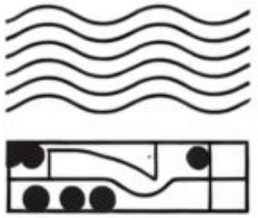
Street Design

Request for more information on F St., Pappas Way details and look and feel



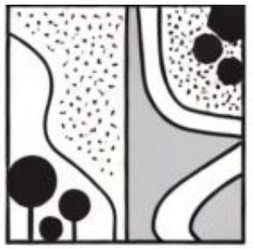
Documentation

Consistent orientation on plans and inclusion of block and open space dimensions



Waterfront

Share waterfront open space programming strategy, landscape design, and dimensions



Edges

Better explain grade transition along West First St and scape of the open spaces affected



Phasing

Overall master plan phasing and open space phasing



Resiliency

More information regarding resiliency assumptions



Site Elevation

More sections to clarify site elevation and relationship to surrounding

Mtg #3 Summary

Existing Site and Context



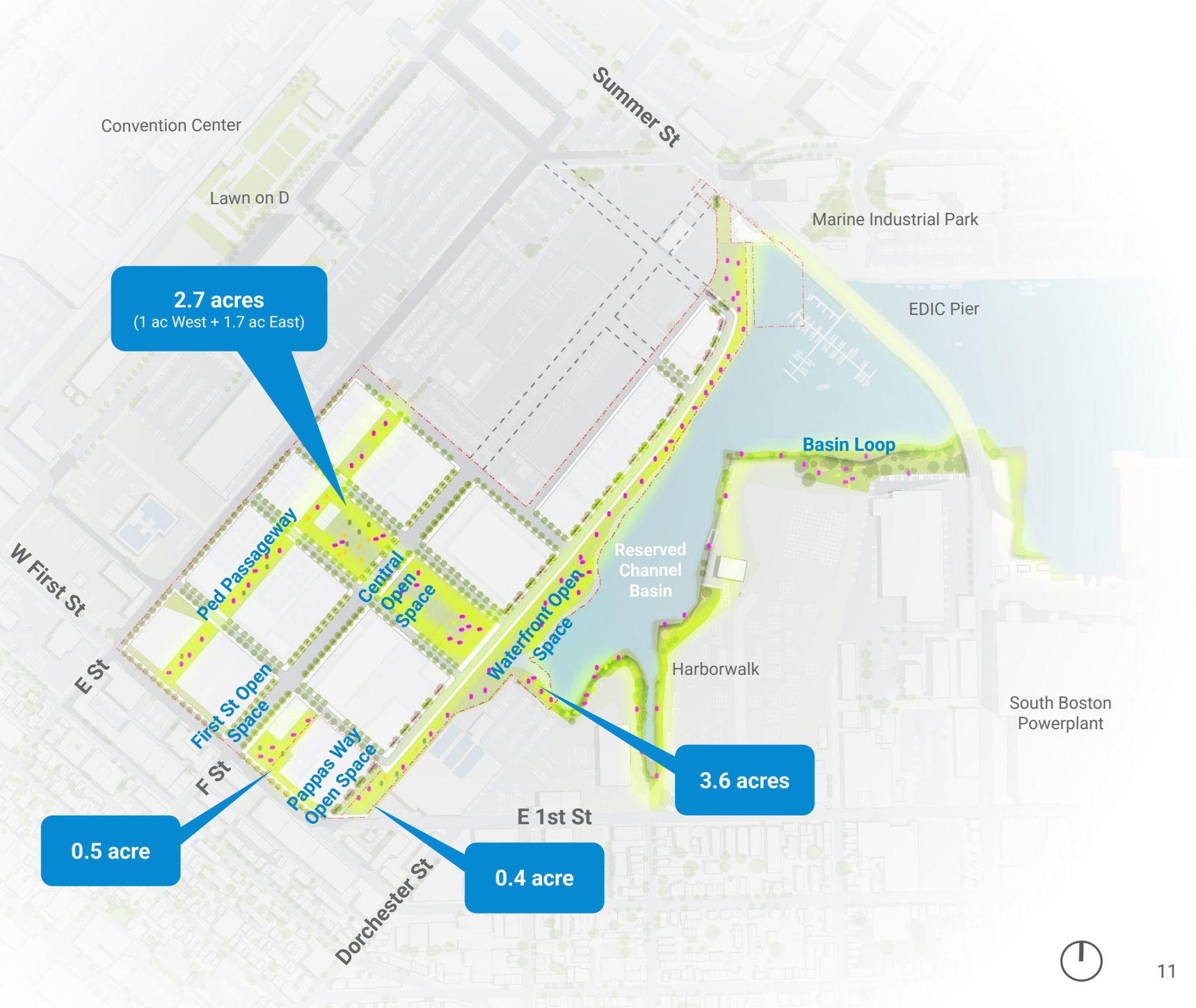
Mtg #3 Summary

Key Open Space

Existing **2.9 Acres** of Open Space (7%)

Proposed **11.2 Acres** of Open Space (27% of Site)

+8.3 Acres of New Open Space (20% increase)



Mtg #3 Summary

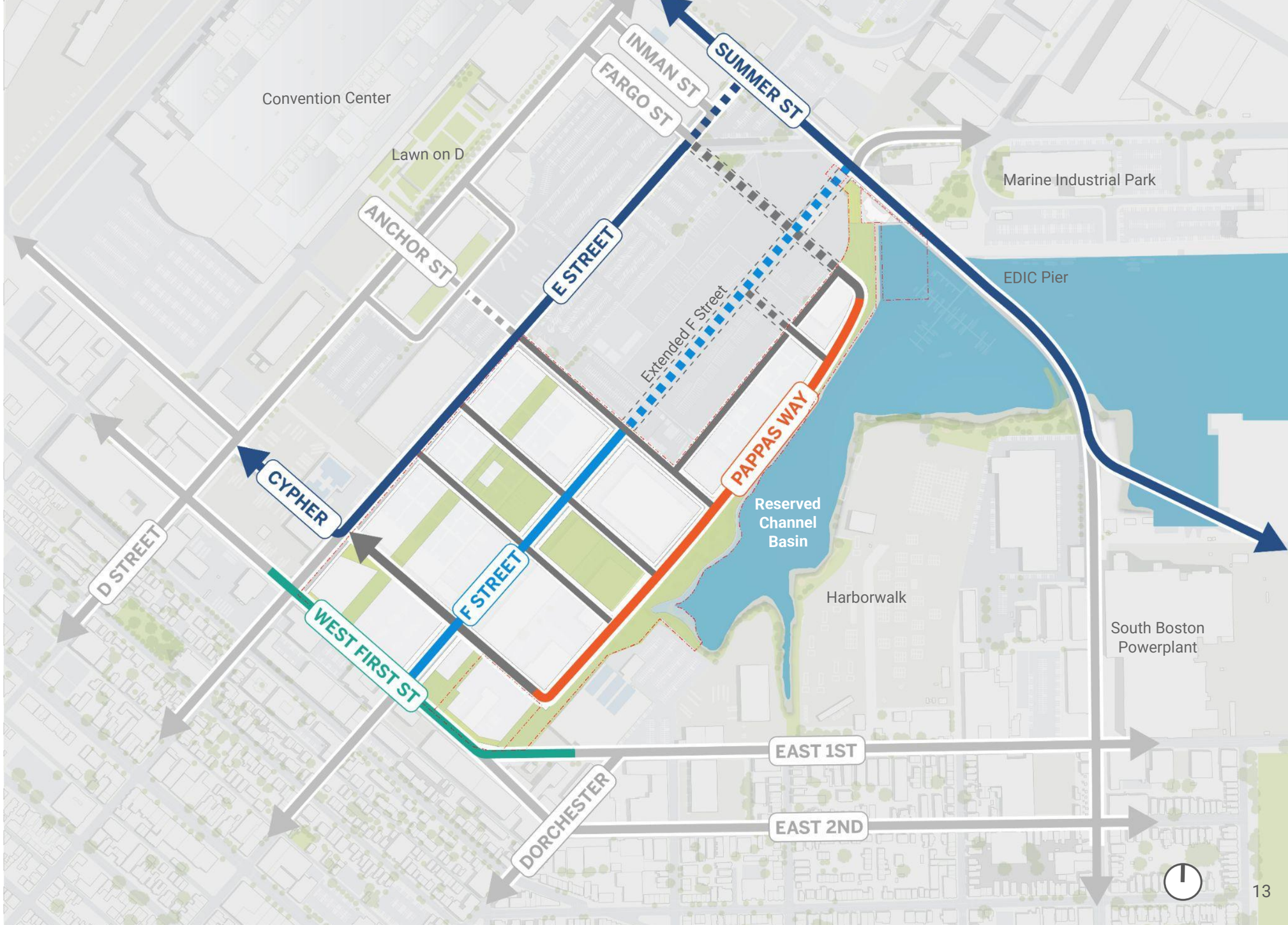
Existing Road Network



Existing Streets

Mtg #3 Summary

Proposed Roads



- Neighborhood Street
- Freight Corridor
- Waterfront Recreational Street
- Main Commercial Street
- Local Streets
- All Other Streets

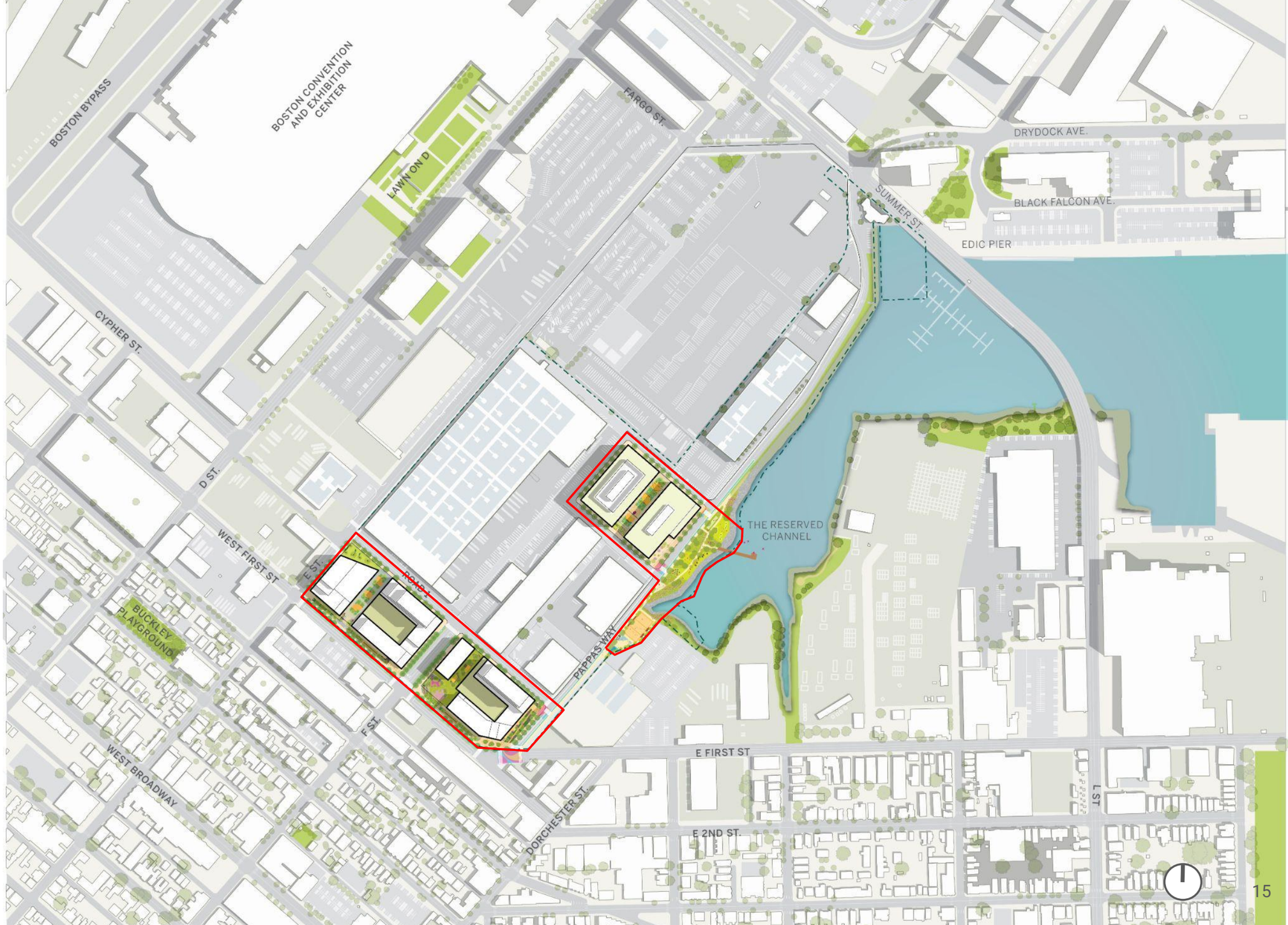
Mtg #3 Summary

Proposed Full Built Out



Mtg #3 Summary

Phase 1 Development



Mtg #3 Summary

Design Guidelines Overview

1. Planning Orientation

- Intent of Design Guidelines
- Background
- Block Plan Parameters

1. Public Realm Design Guidelines

Overview

- Approach
- Character Zones and Programming
- Resiliency Strategy

Open Spaces

- Landscaped Corridors
- West First Gateway
- Pappas Way (Interim Improvements)
- Waterfront Improvements (Interim Improvements)

Streetscapes

- West First Street
- F Street
- Road 1 (Interim Improvements)
- Road A, B, C (Interim Improvements)

3. Building Design Guidelines

Overview

- Height Control
- Massing Expression and Articulation
- Building Height and Mechanical Enclosures
- Access and Pedestrian Prioritization
- Building Frontages
- Design Expression

Block A Guidelines

- Setback and Street Relationship
- Massing
- Ground Floor Activation
- Facade Look and Feel

Block B Guidelines

- Setback and Street Relationship
- Massing
- Ground Floor Activation
- Facade Look and Feel

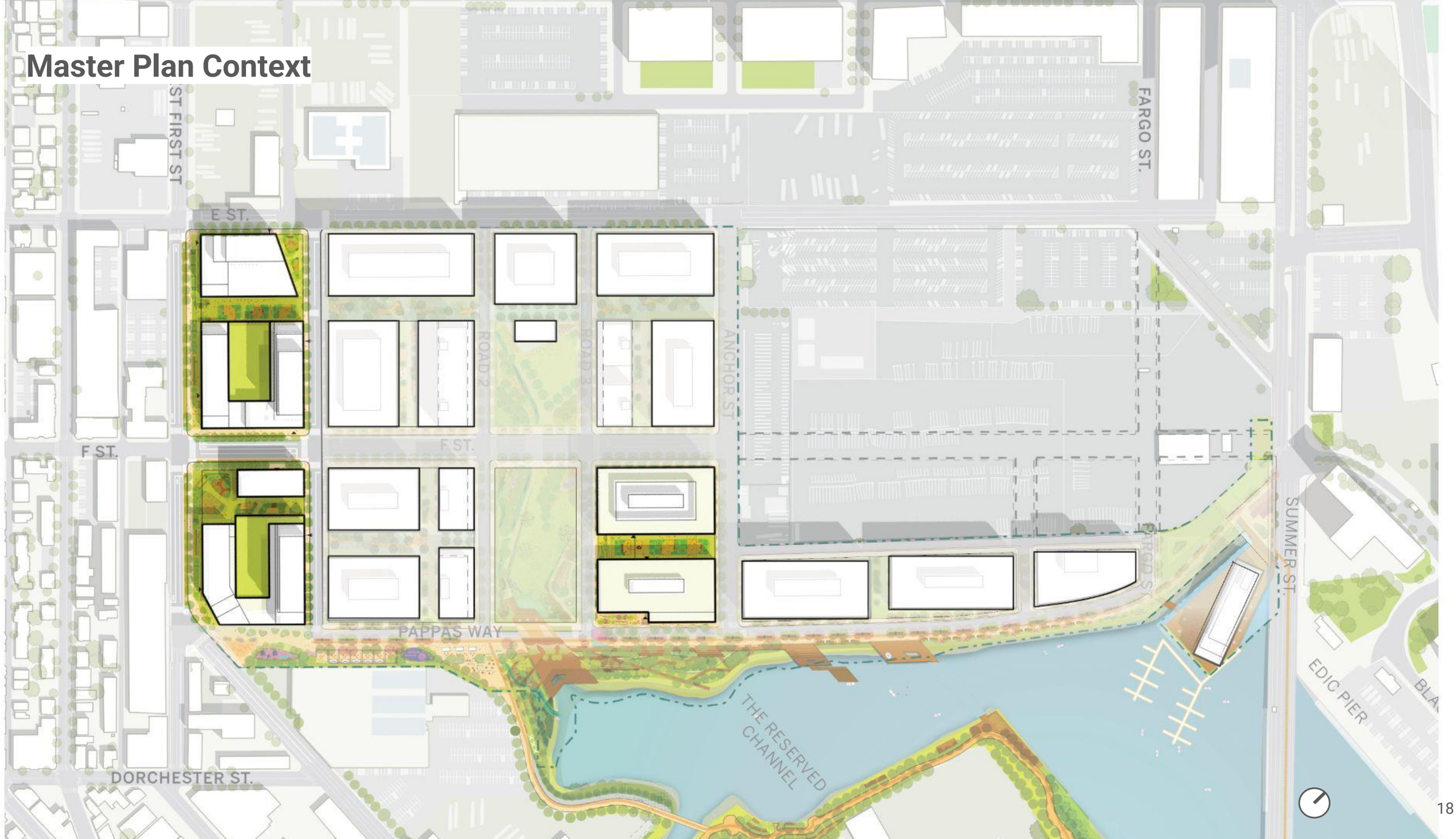
Block C Guidelines

- Setback and Street Relationship
- Massing
- Ground Floor Activation
- Facade Look and Feel

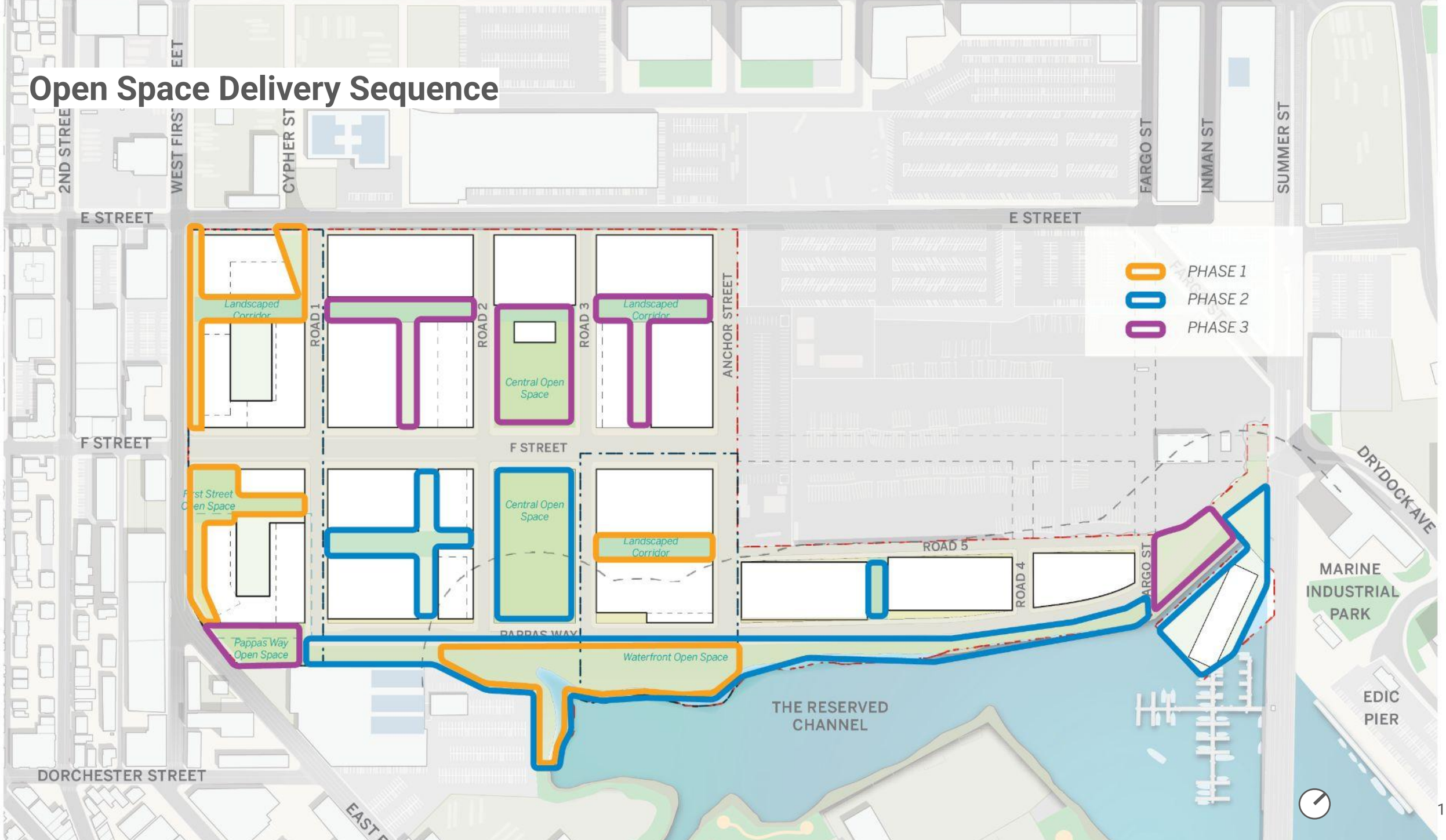


2 | Phase 1

Master Plan Context



Open Space Delivery Sequence



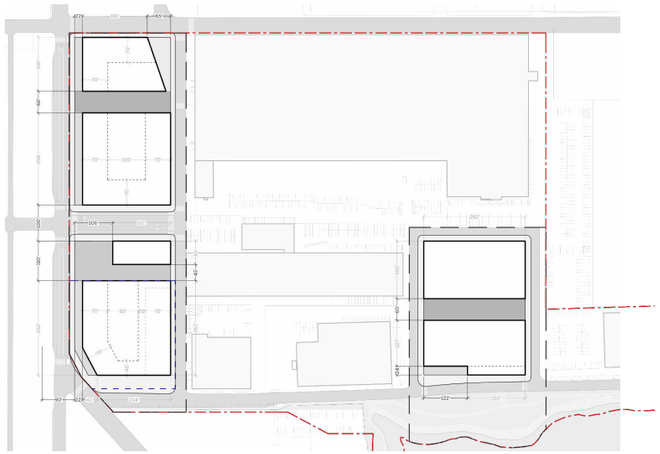
Phase 1 Development

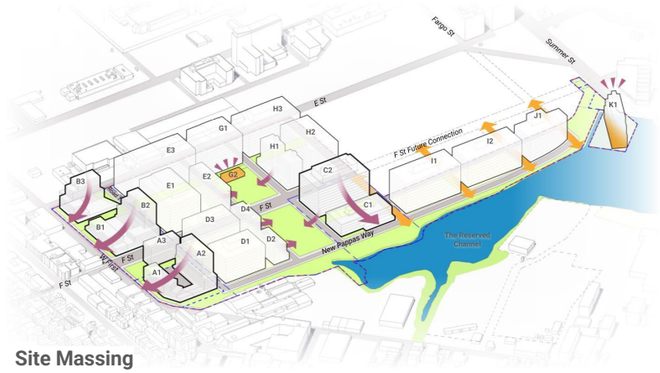
Illustrative Plan



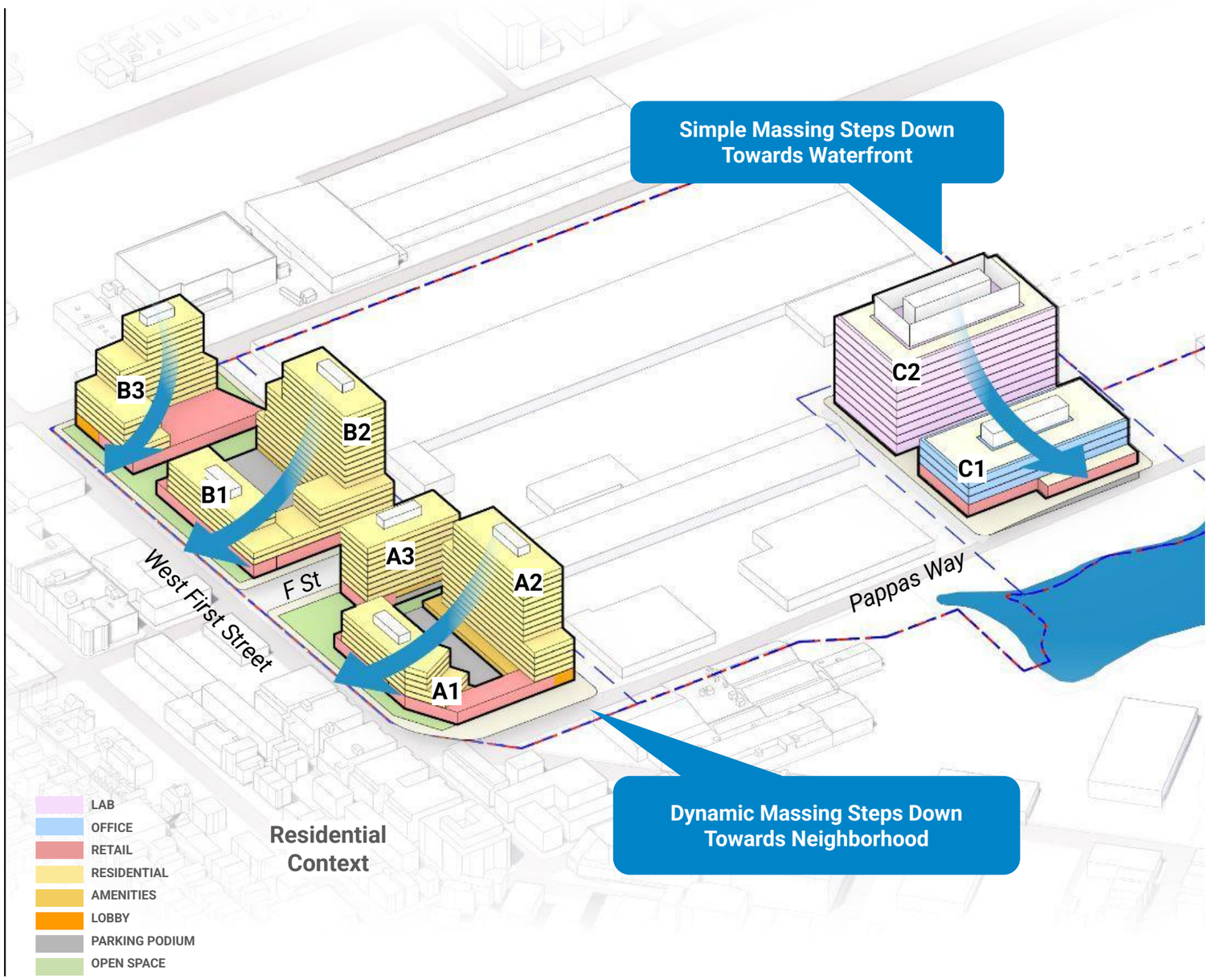
Phase 1 Development

Massing Envelope



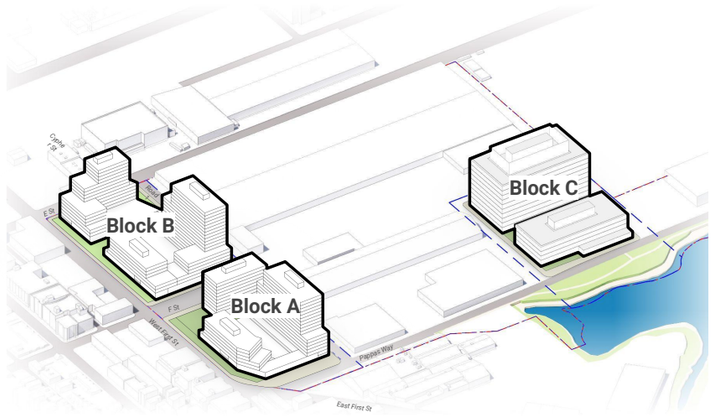


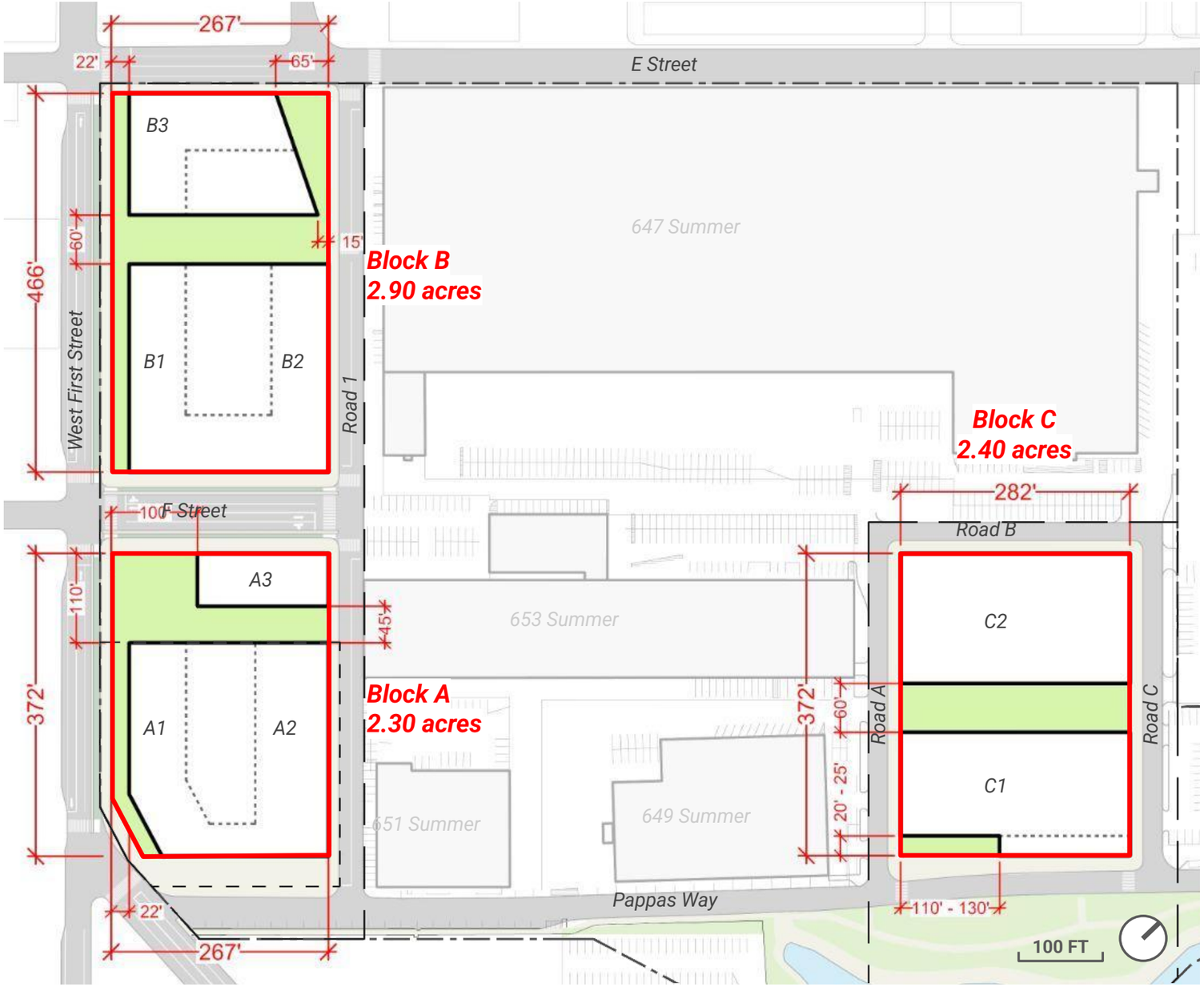
Site Massing



Phase 1 Blocks

Framework





Phase 1 Frontage

Active Frontages and Entrances

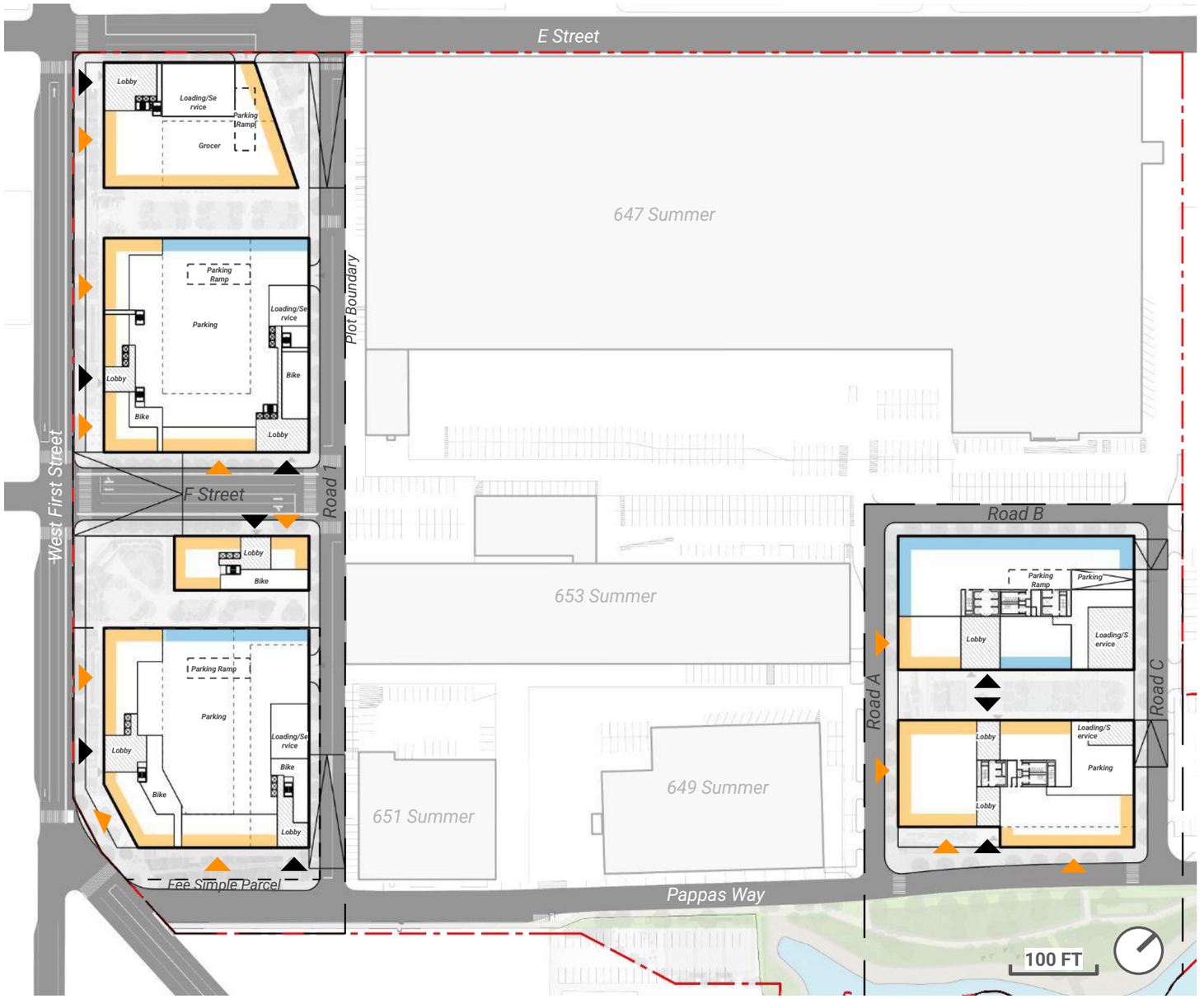
Lobby Entrance
Suggested Retail Entry
Active Frontage
Semi-active Frontage











Phase 1 Public Realm

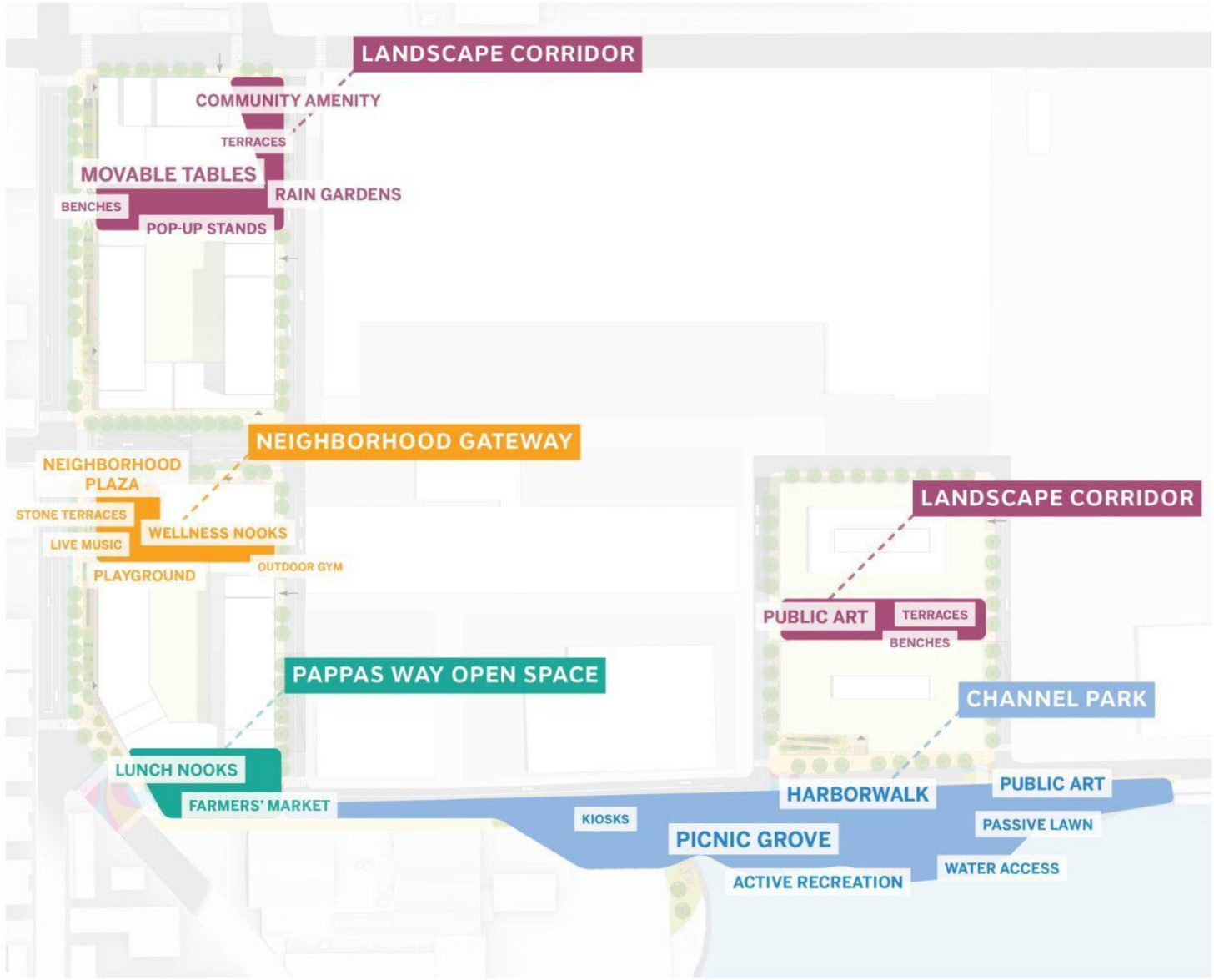
Open Space Program



First Street Open Space



Pappas Way Interim Condition



Phase 1 Public Realm

West First Street Neighborhood Edge



Phase 1 Public Realm

F Street



Note: the rendering depicts post-phase 1 condition, when more of the F Street corridor and adjacent development would be completed

Phase 1 Public Realm

Interim Waterfront



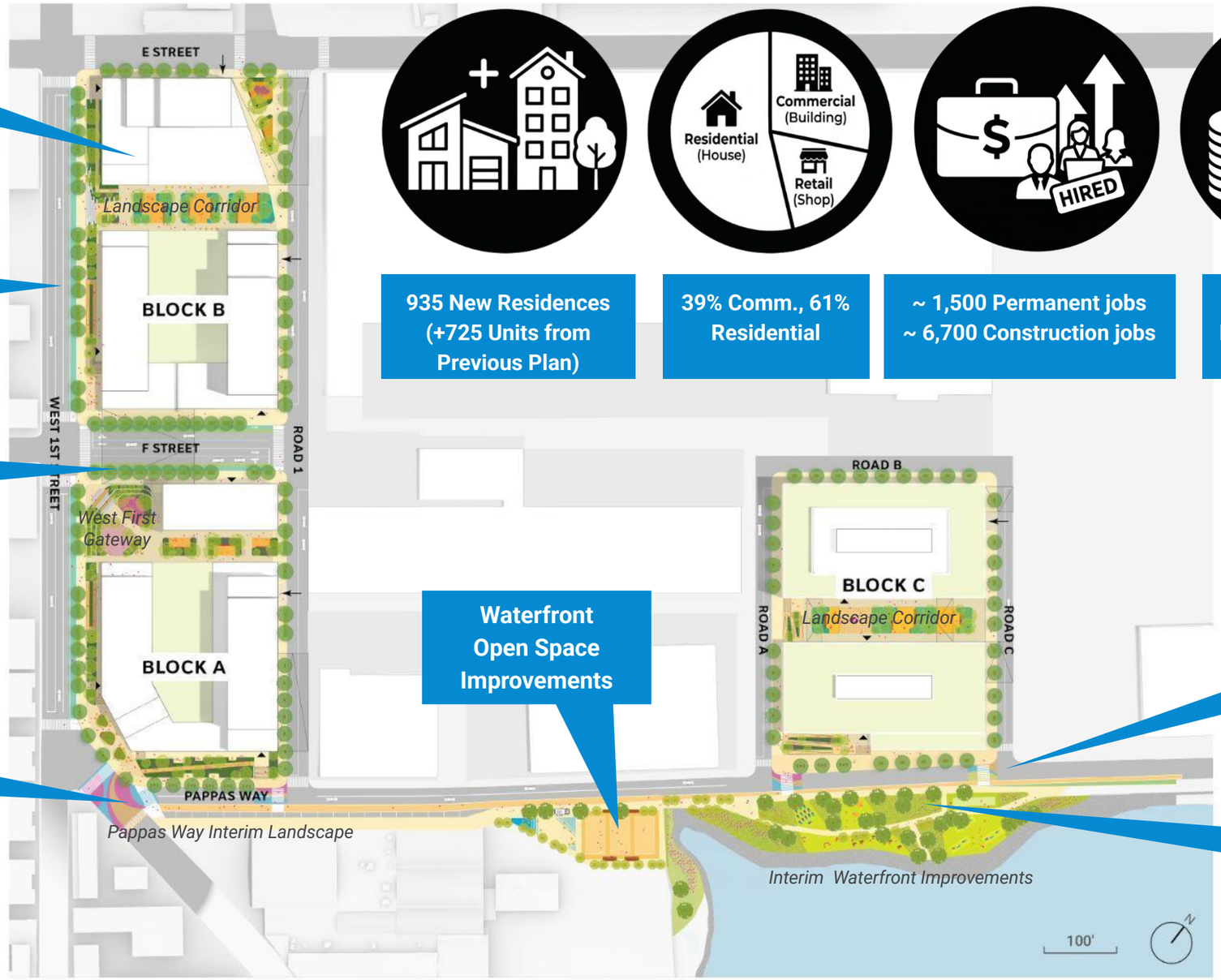
Phase 1 Public Benefits and Mitigation

New grocer use potential

+1,500 LF Bike Infrastructure

4.1 Ac of New Roads and Sidewalks

Interim Intersection Improvement



935 New Residences (+725 Units from Previous Plan)

39% Comm., 61% Residential

~ 1,500 Permanent jobs
~ 6,700 Construction jobs



~ 17 Million in Real Estate Taxes (Annual)



~ 5.3 Million In Housing Linkage
~ 1 Million in Jobs Linkage

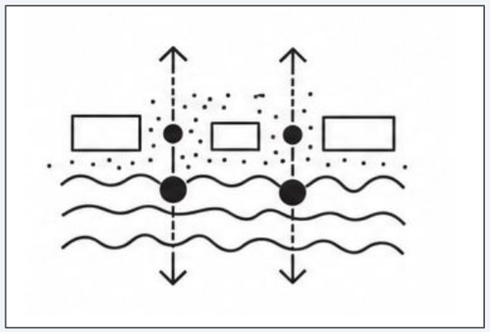
Waterfront Open Space Improvements

2.76 Ac / 21.5% Open Space (excluding roads)

Phased Resiliency
+200 New Trees
+1 Ac of pervious area

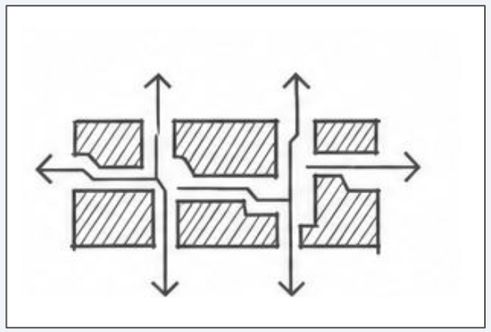
3 | Response to Mtg #3 Comments

Mtg #3 BCDC Committee Feedback



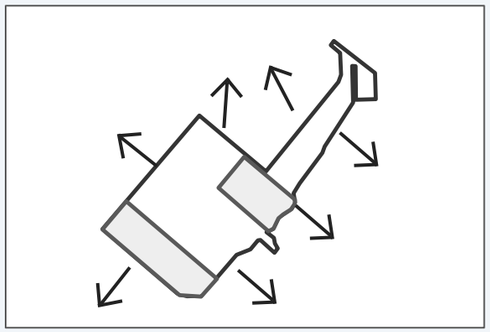
A) Pappas Way & Waterfront

- Touching water
- Demote vehicular traffic
- Integrate with waterfront landscape
- Access to waterfront



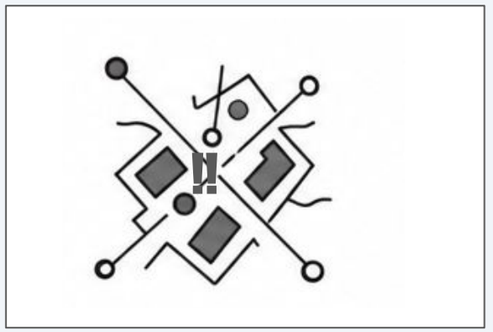
B) Block Connection

- How Block A connects to future phases
- Penetrations through blocks



C) Future Edges

- Retaining wall along Anchor
- Edge conditions on E St

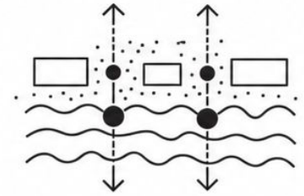


D) Unexpected Moments

- Phase nature provides the opportunity to do unexpected moments
- Nature of the pedestrian passageways
- The idea of “discovery”

Pappas Way & Waterfront

The Partnership is committed to making a more reachable and vibrant waterfront...



Pappas Way Today

Waterfront Today

Pappas Way & Waterfront

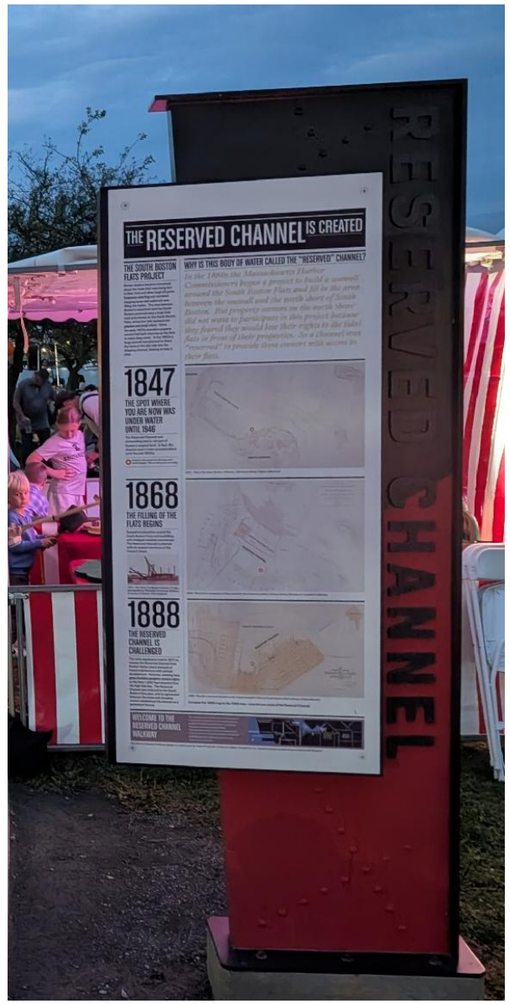
$12M spent in upgrades, ongoing community events







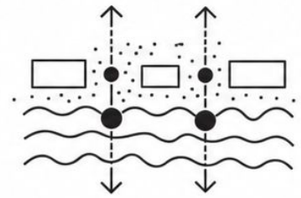




Over 250 guests registered to attend last week's free Pappas Way Event

Pappas Way & Waterfront

Long Term Plan



Vision for Rebuilding Pappas Way

1. Downgrade to limited-traffic waterfront recreational road
2. Detach from West First St in the South and Summer St in the north to limit through traffic
3. Shift the road westward to create larger waterfront landscape space
4. Elevate the road by 6-7’ to align with resiliency planning and maintain waterfront access

Shift road away from waterfront

Downgrade to limited-traffic street

Eliminate current problematic intersection, replace with Parklet

Eliminate current problematic intersection, replace with Parklet

Propose Pappas Way

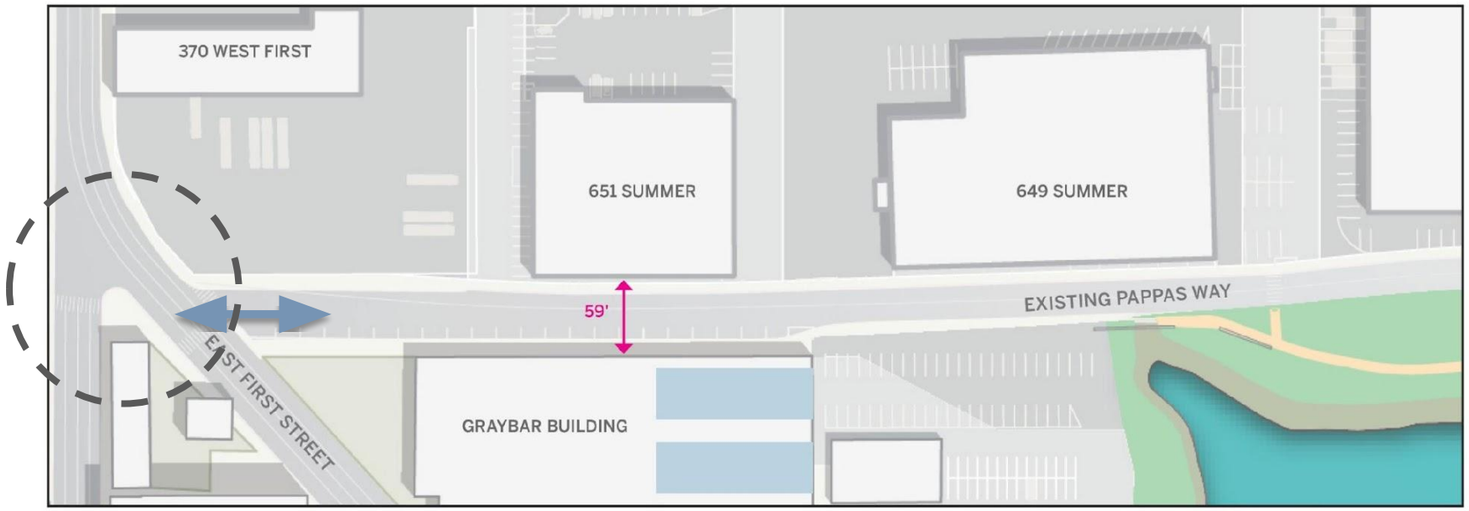
Existing Pappas Way

Existing Pappas Way

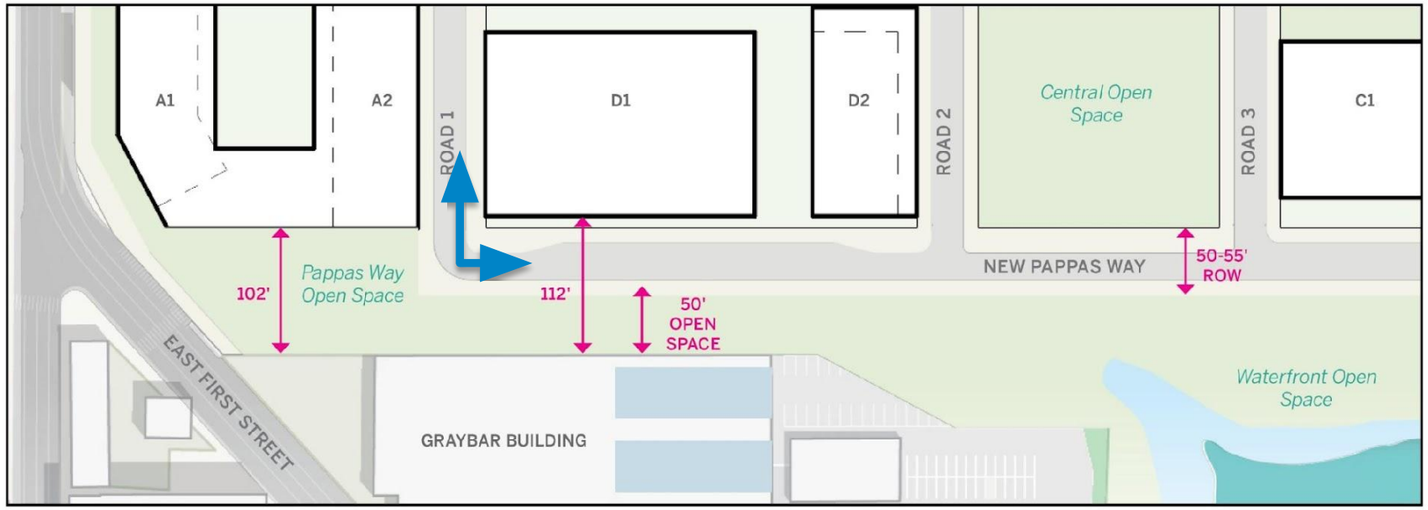
B3 15 FL
E3 10 FL
G1 10 FL
H3 9 FL
Landscaped Corridor
Landscaped Corridor
ROAD 1
ROAD 2
ROAD 3
ANCHOR STREET
B1 6 FL
B2 19 FL
E1 10 FL
E2 12 FL
G2 1 FL
Central Open Space
H1 12 FL
H2 10 FL
A3 11 FL
D3 9 FL
Central Open Space
10 FL
Landscaped Corridor
A1
A2 17 FL
D1 8 FL
D2 8 FL
C1 4 FL
ROAD 5
ROAD 4
I1 10 FL
I2 9 FL
J1 8 FL
K1 13 FL
Waterfront Open Space
E STREET
F STREET
2ND STR
WEST FIRST STREET
CYPHER STREET
DORCHESTER STREET
EAST
THE RESERVED CHANNEL
INDUSTRIAL PARK
EDIC PIER

Pappas Way & Waterfront

Proposed Horizontal Alignment



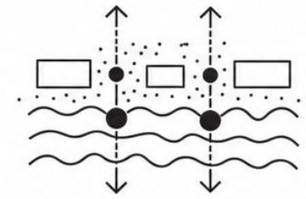
Existing Pappas Way Corridor

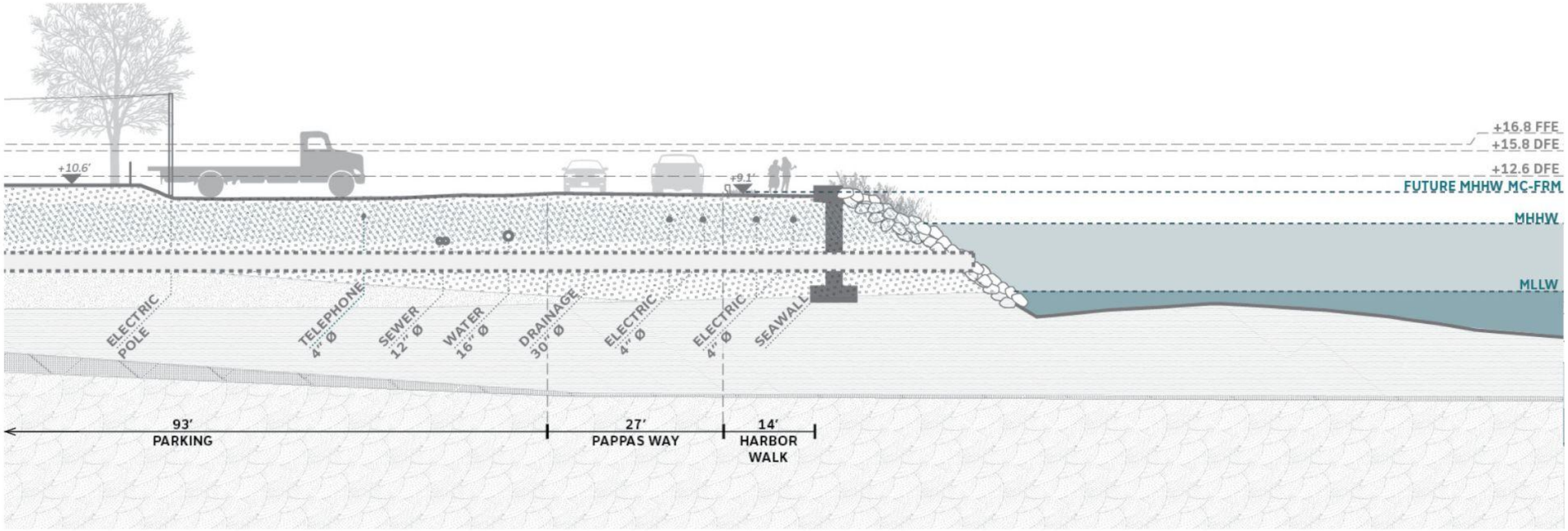


Proposed Pappas Way Corridor

Pappas Way & Waterfront

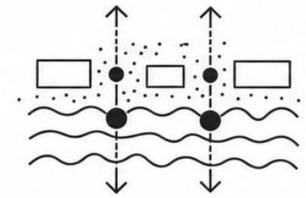
Existing Road at +/- 16’ BCB/9.5’ NAVD88

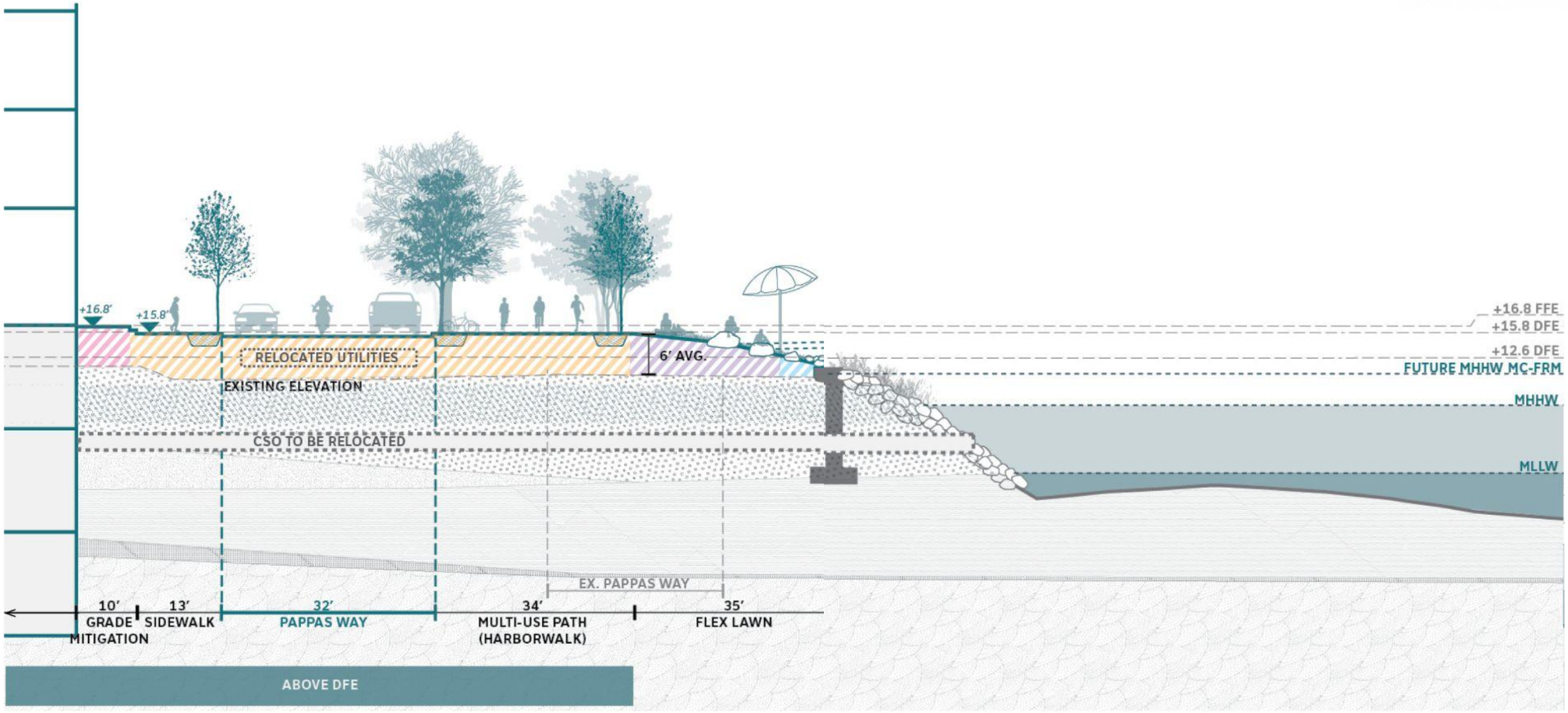




Pappas Way & Waterfront

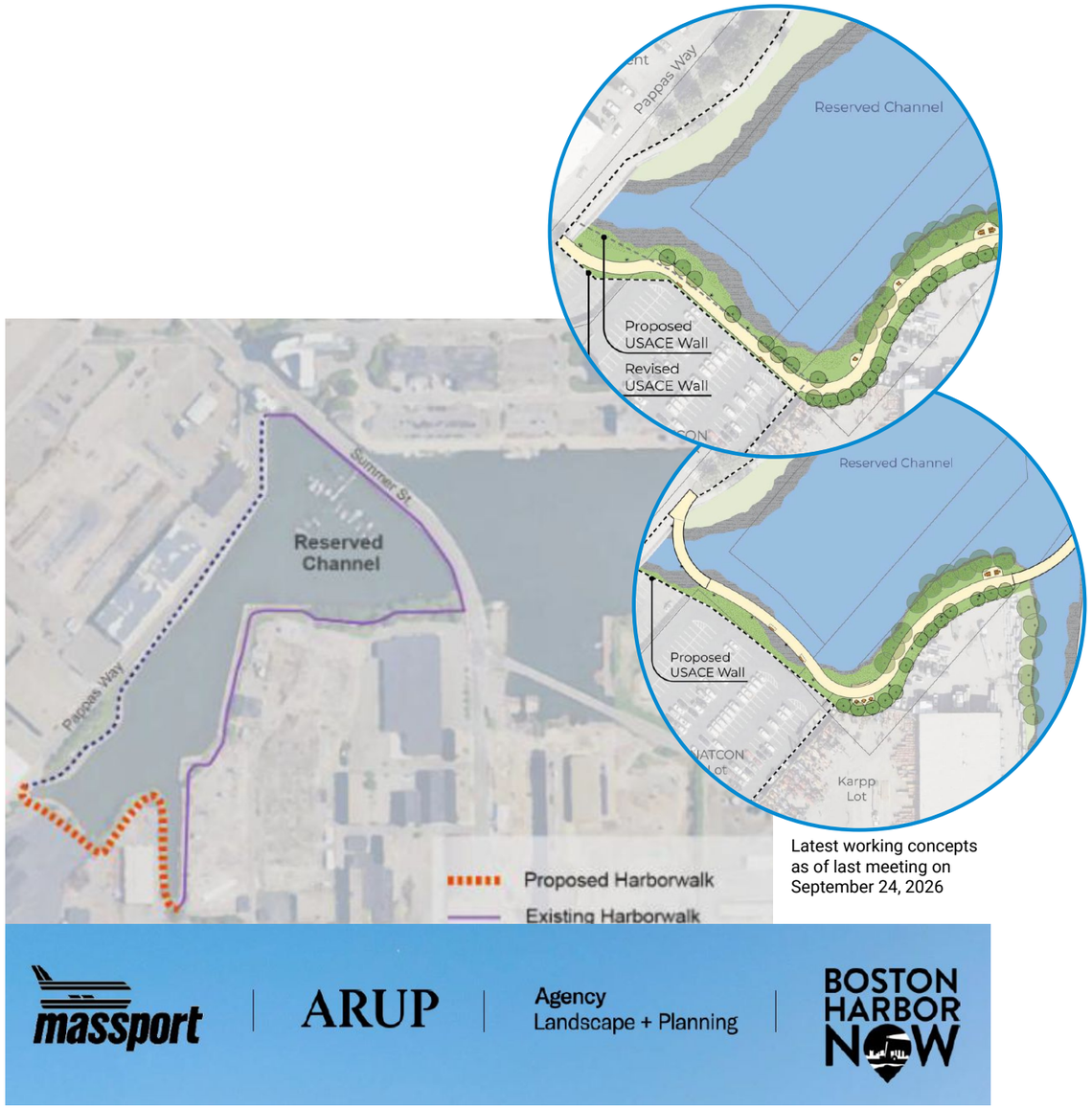
New Road at +/- 22.3’ BCB/15.8’ NAVD88





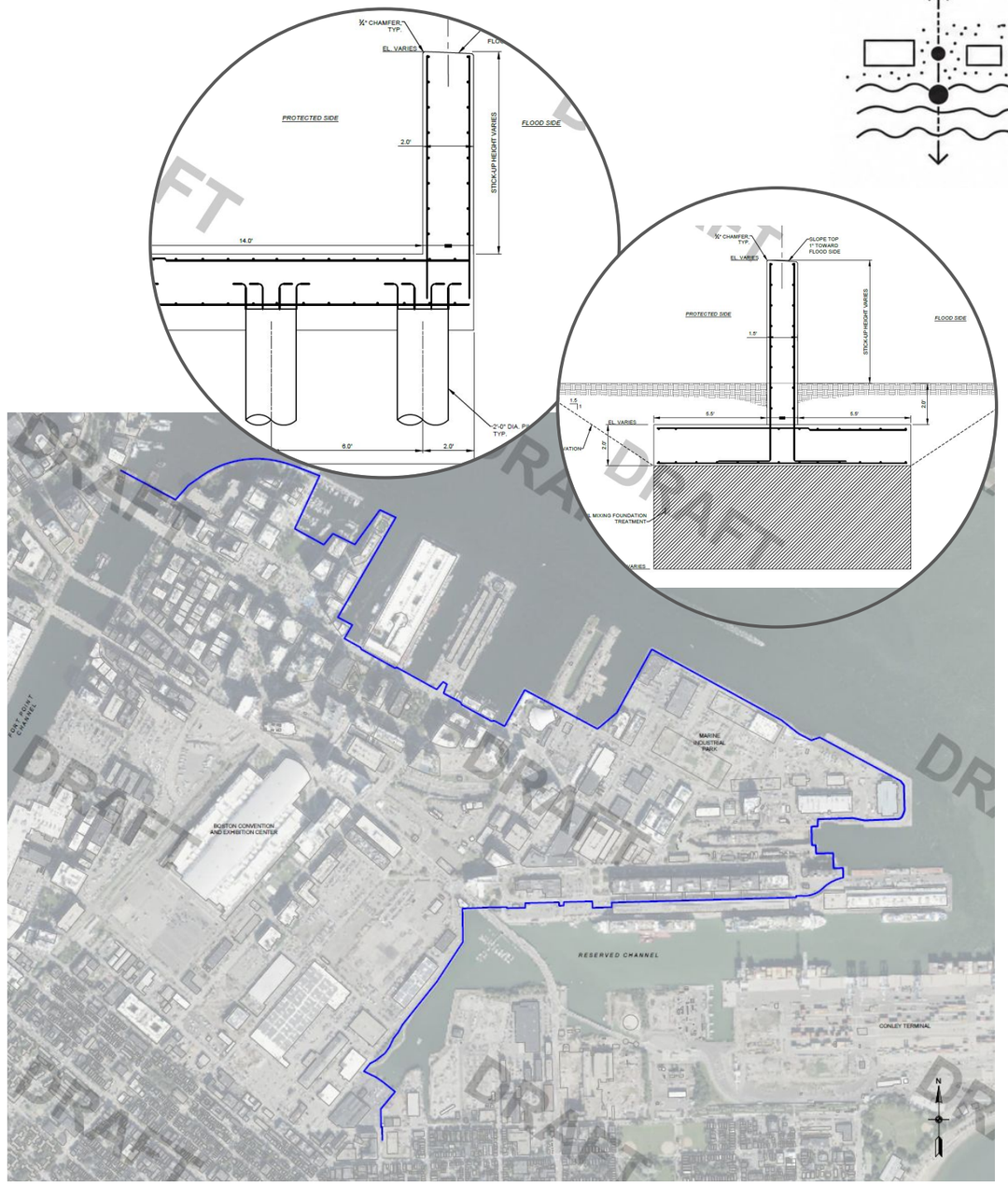
RESERVED CHANNEL DEVELOPMENT SOM / GEHL / SCAPE / HSS

Ongoing Coordinations



Latest working concepts as of last meeting on September 24, 2026

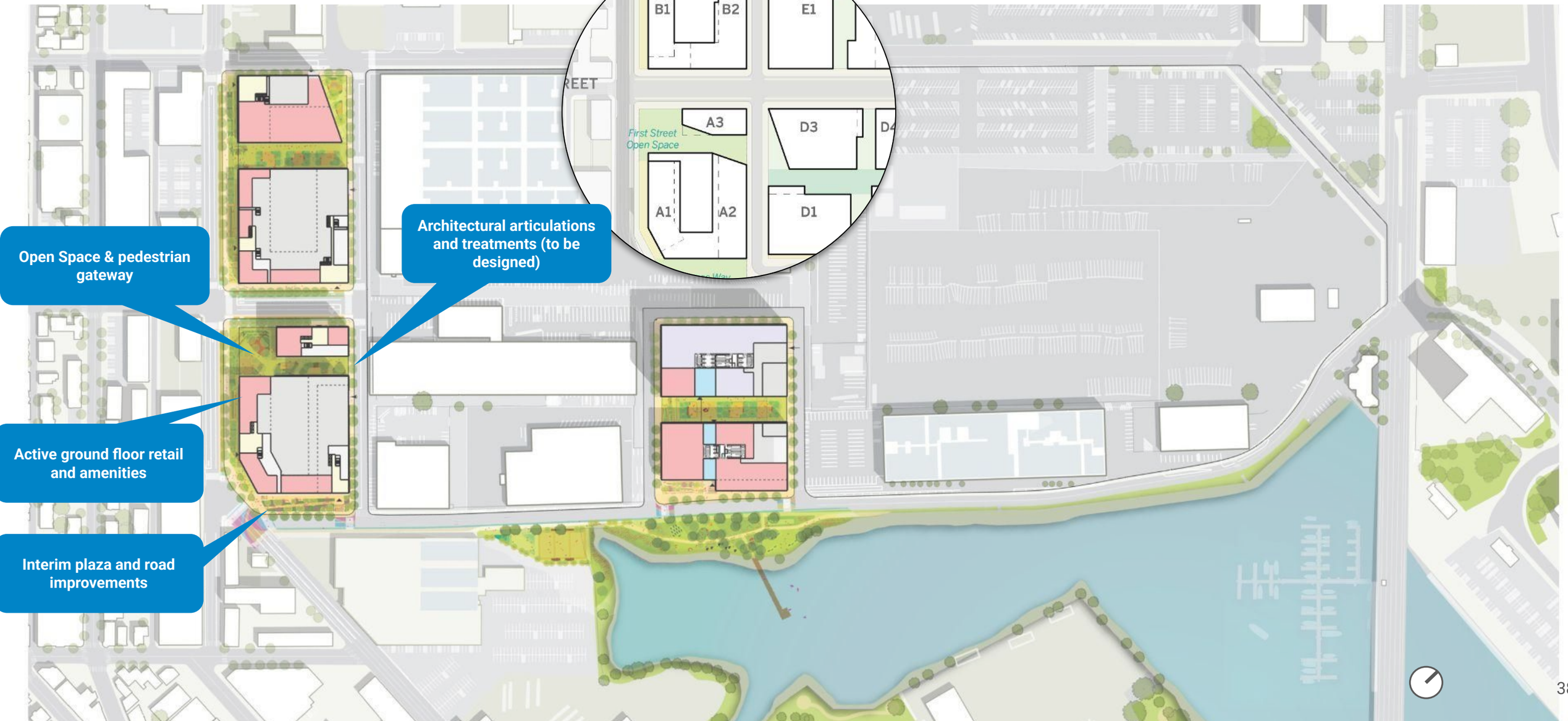
Basin Loop Coordination



US Army Corp Resiliency Plan

Block Connection

Phase 1 Ground Floor Plan



Block Connection

First Street Open Space



Block Connection

Interim West First St and Pappas Way



Future Edges

Site Elevation

RETAINING WALL

SHORELINE RETAINING WALL

xXX/XX ELEVATION BCB/NAVD88

BUILDING EDGE GRADE MITIGATION

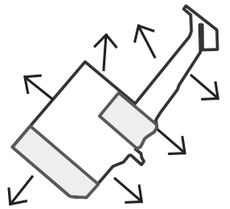
GRADE LEGEND

>23.3 BCB / >16.8 NAVD88
(2070 1% STORM DFE (MC-FRM)+ 1' FREEBOARD)

22.3 BCB / 15.8 NAVD88
(2070 1% STORM DFE (MC-FRM))

19.1 BCB / 12.6 NAVD88
(2070 MHHW (MC-FRM)+3')

<16.1 BCB/9.6NAVD88
EXISTING LOW ELEVATION



x15.2/8.74 x16.2/9.74 x16.2/9.74

B3 E3 G1 H3

x23.3/16.8

B1 B2 E1 E2 G2 H1 H2

Fargo Street Terminal
(Massport)

x16.1/9.64 x23.3/16.8

A3 D3 D4 C2

A1 A2 D1 D2 C1 I1 I2 J1 K1

x23.3/16.8

x22.3/15.8

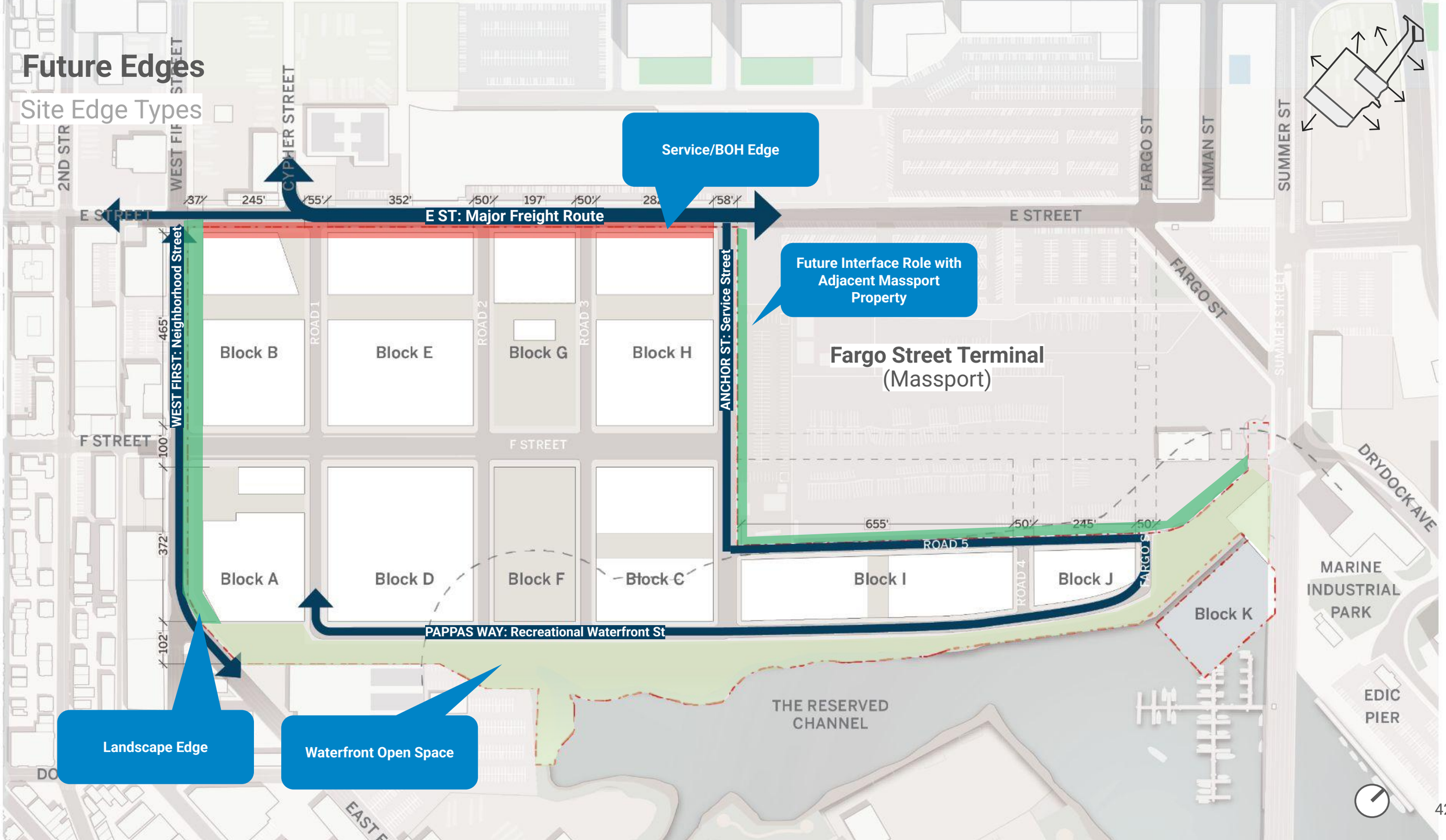
x15.8/9.34

x19/12.54 x22.3/15.8

x14/7.54

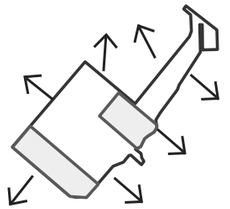
Future Edges

Site Edge Types



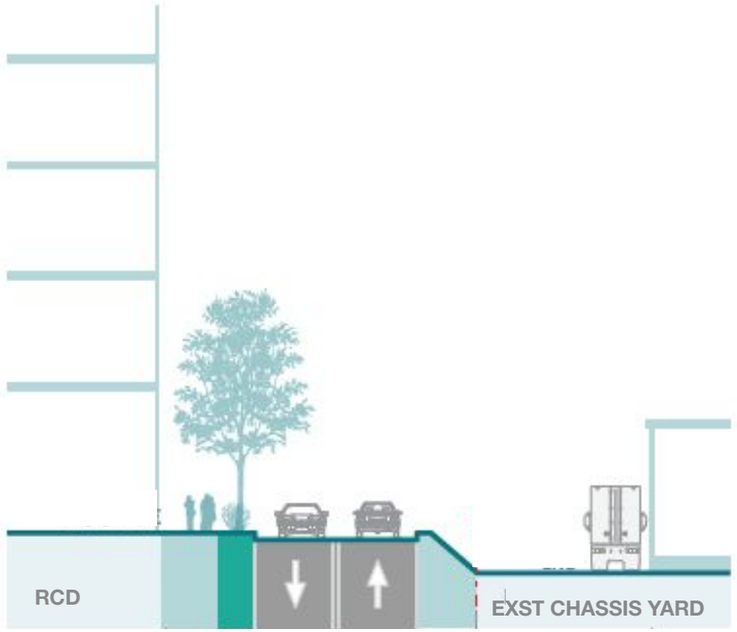
Future Edges

Evolution of Site Edges

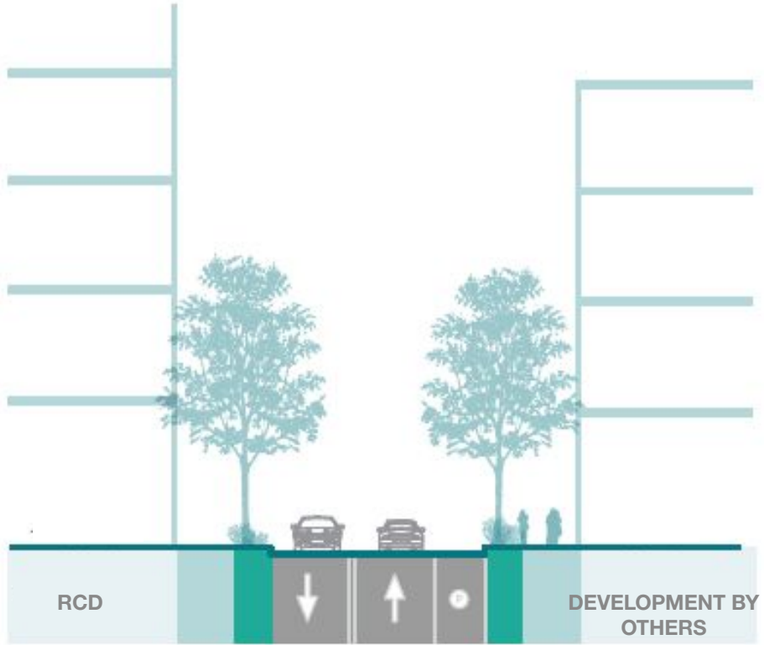




Existing Conditions



RCD Development



Connection to Fargo St Terminal

Unexpected Moments

Framework



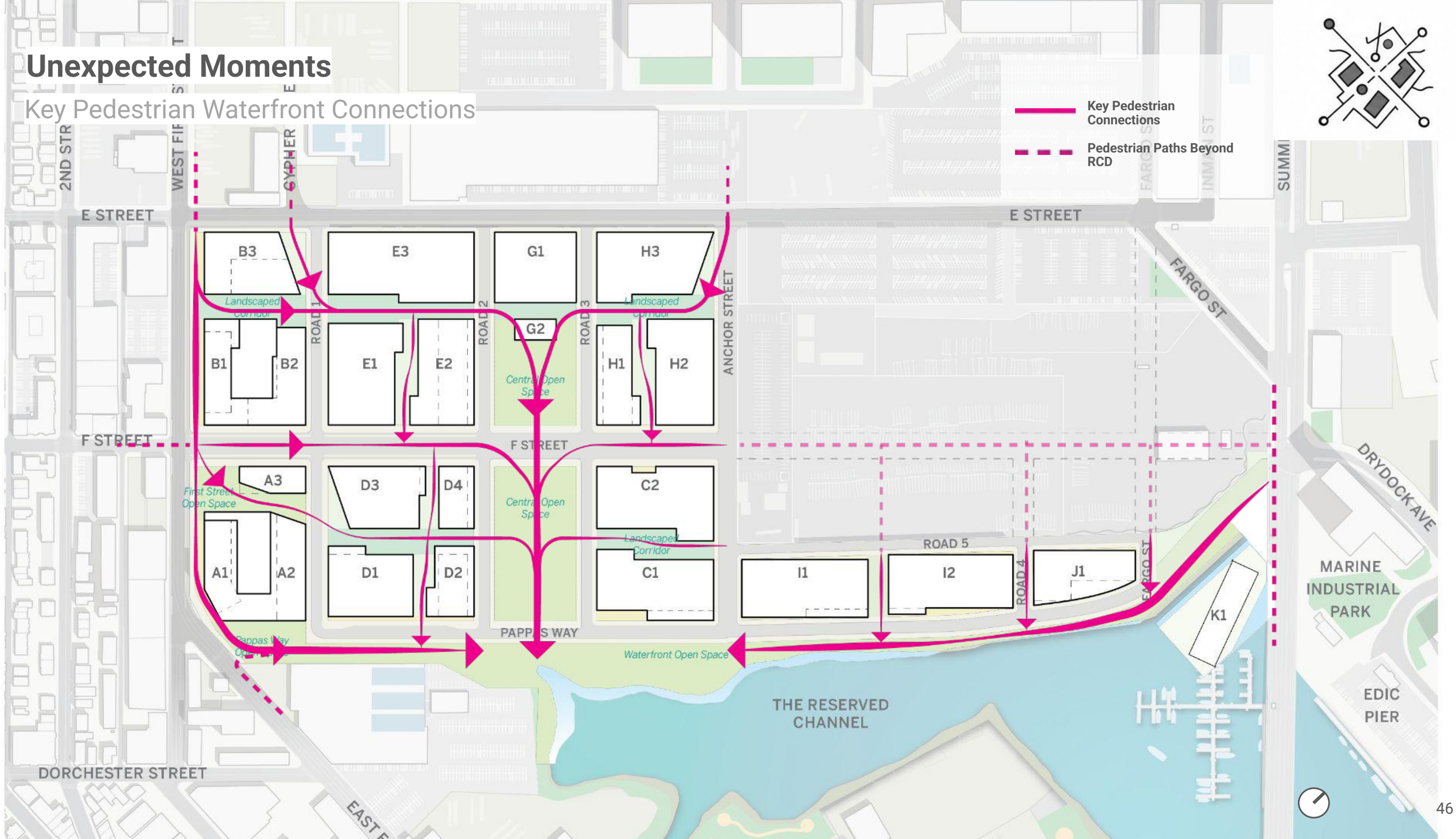
Unexpected Moments

Potential Building Articulations



Unexpected Moments

Key Pedestrian Waterfront Connections



Unexpected Moments

Entrance into Landscaped Corridor



Unexpected Moments

Experience of Landscape Corridor



Average 60’ wide

Unexpected Moments

Intimate Pedestrian Passageway



Average 47’ wide


DRYDOCK AVE.
BLACK FALCON AVE.
SUMMER ST.
EDIC PIER
PARCEL S
ANCHOR ST
ROAD 3
ROAD 2
ROAD 1
THE RESERVED CHANNEL
PAPPAS WAY
CYPHER ST.
D ST.
WEST FIRST ST
E ST.
F ST.
BUCKLEY PLAYGROUND
WEST BROADWAY
E FIRST ST
L ST
LAWN ON D

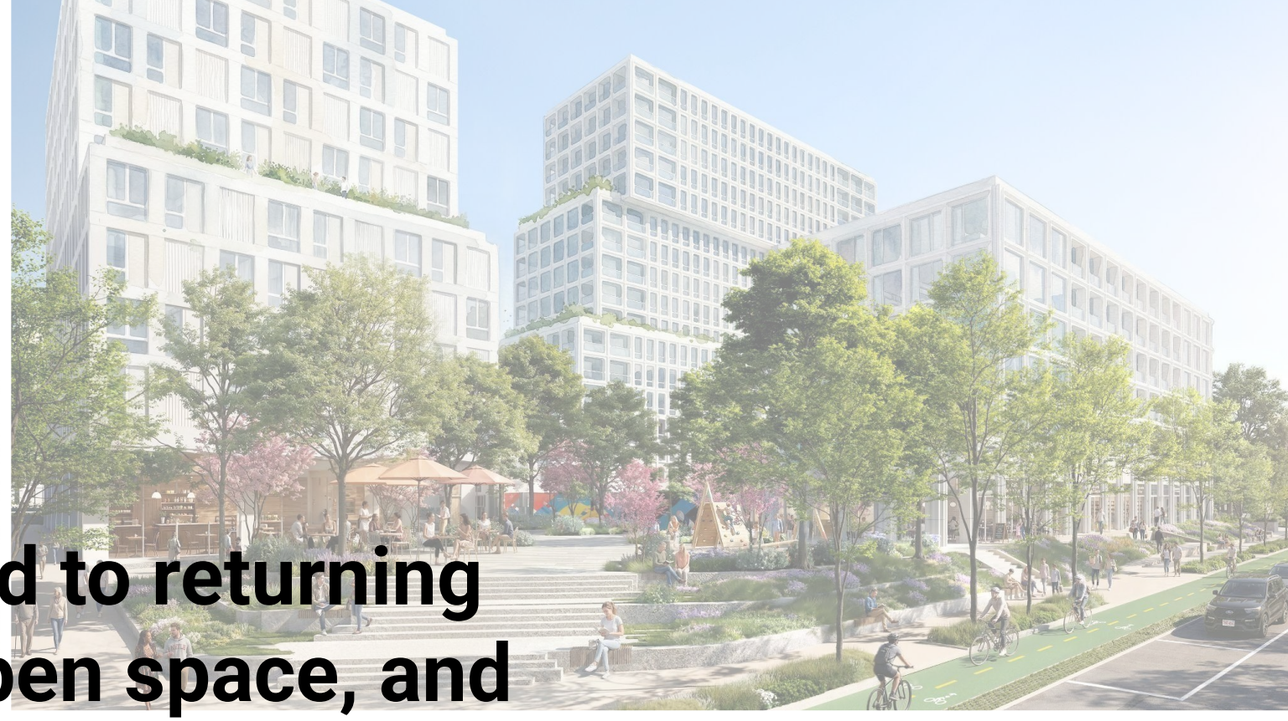





THE DAILY PAGE
BOOKSTORE
THE DAILY GRIND | COFFEE & DEL
LOCAL ARTISANAL PROVISIONS







We look forward to returning with building, open space, and public realm designs





4 | Appendix

a. BCDC Meeting #3
b. BCDC Meeting #2
c. BCDC Meeting #1
d. Architecture Guidelines

4a | BCDC Meeting #3

Agenda

- *Mtg #1 – Introduction, Process, Plan*
- *Mtg #2 – Master Plan: Big Ideas, Feedback and Response*

- **Mtg #3 – Initial Phase: Design Guidelines**
  1. Planning Orientation and Response to Mtg #2
  2. Phase 1 Design Guidelines
  3. PDA Site / Block A
  4. Next Steps & Discussion

PLANNING ORIENTATION AND RESPONSES TO MEETING #2

Feedback and Response

Mtg #2 – Master Plan: Big Ideas



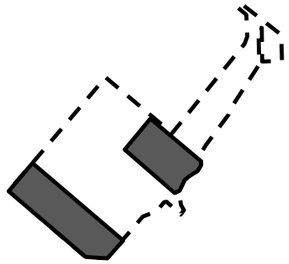
Connectivity & Context

Include broader context in diagrams to better visualize site integration and urban design big moves



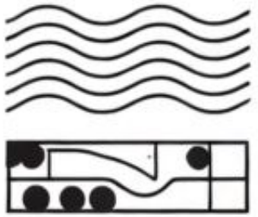
Street Design

Request for more information on F St., Pappas Way details and look and feel



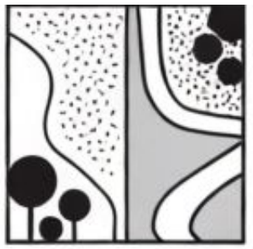
Documentation

Consistent orientation on plans and inclusion of block and open space dimensions



Waterfront

Share waterfront open space programming strategy, landscape design, and dimensions



Edges

Better explain grade transition along West First St and scape of the open spaces affected



Phasing

Overall master plan phasing and open space phasing



Resiliency

More information regarding resiliency assumptions



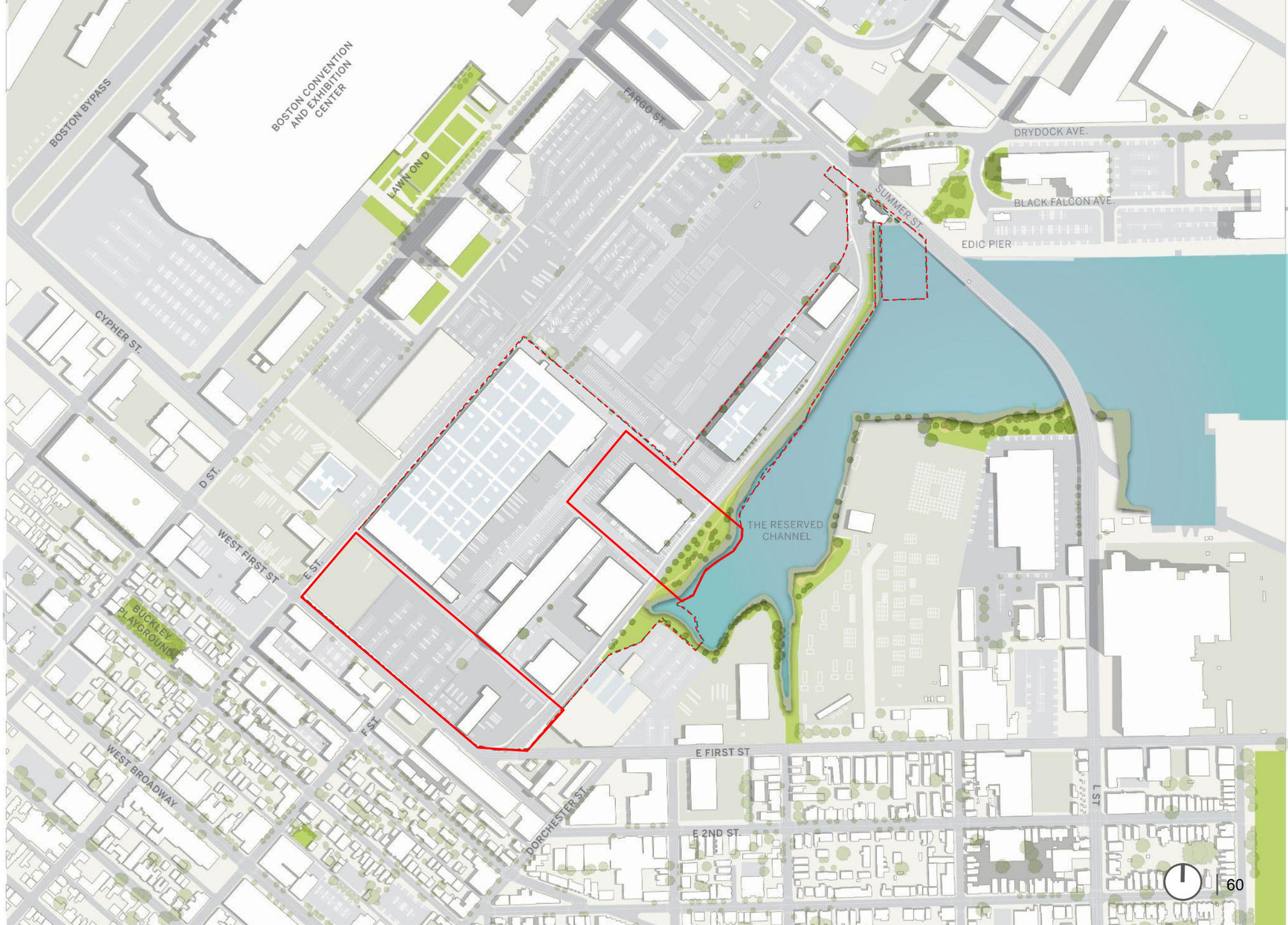
Site Elevation

More sections to clarify site elevation and relationship to surrounding

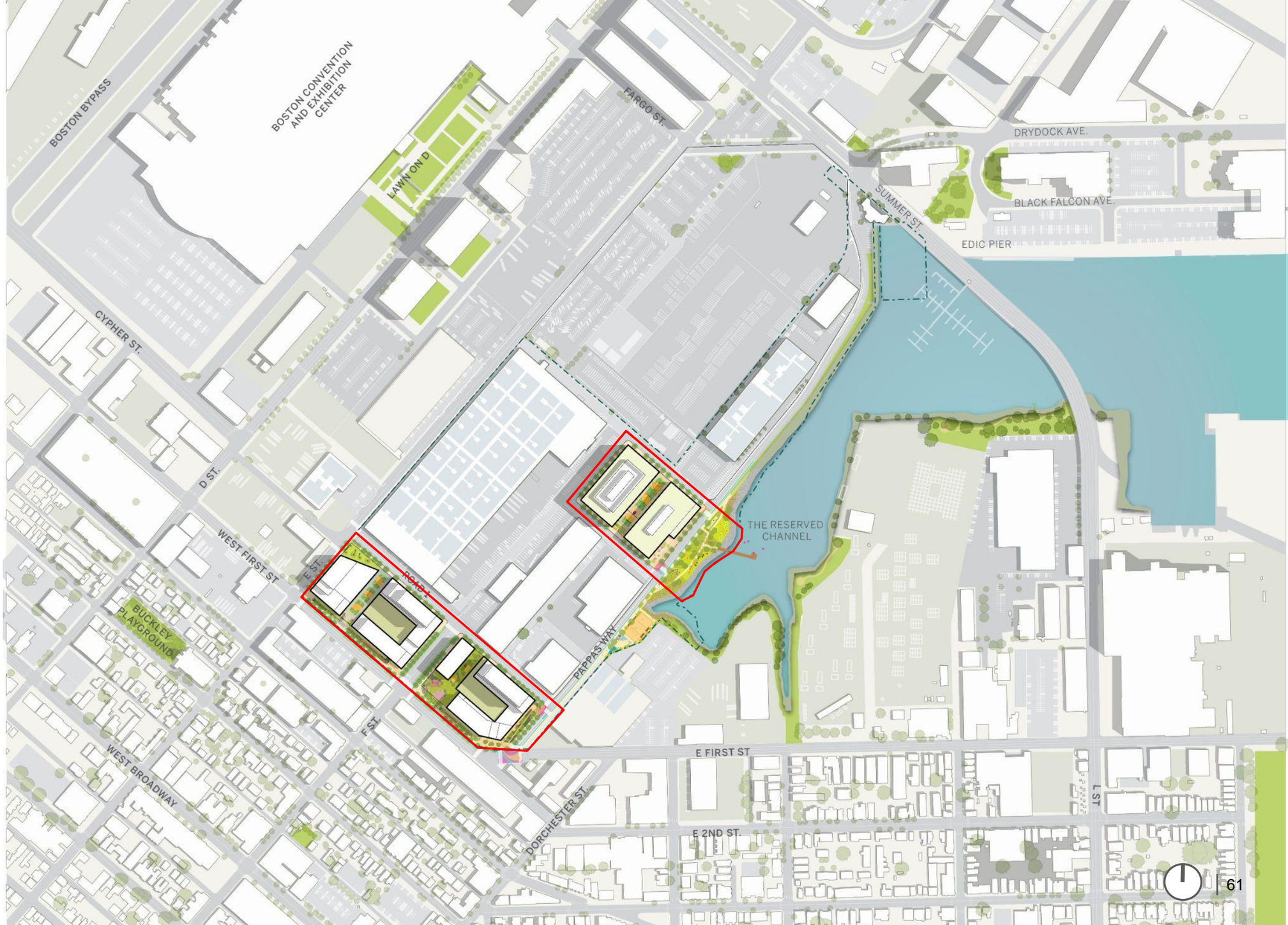
Project Location



Existing Site and Context



Phase 1 Development



Full Built Out

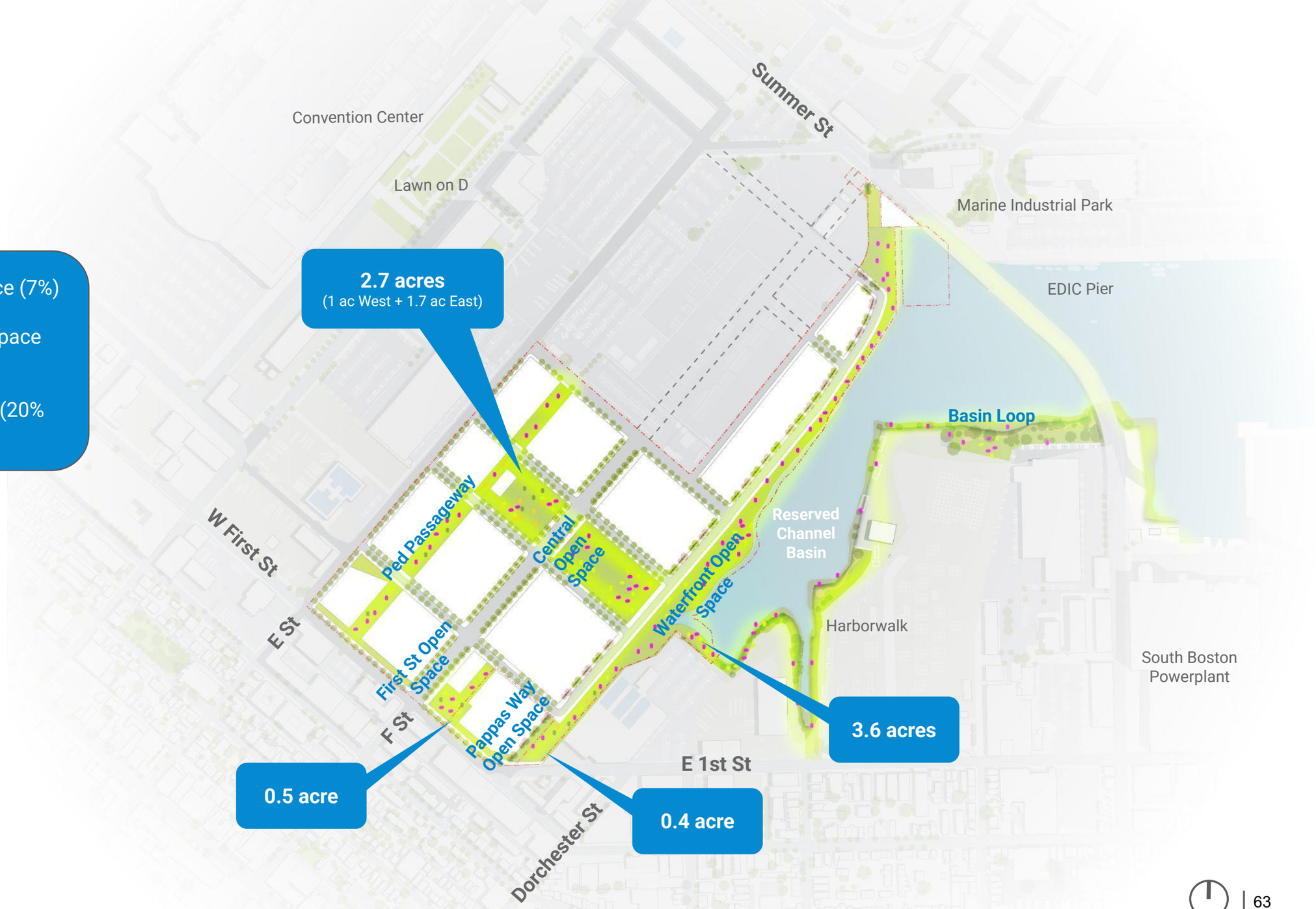


Key Open Spaces

Existing **2.9 Acres** of Open Space (7%)

Proposed **11.2 Acres** of Open Space (27% of Site)

+8.3 Acres of New Open Space (20% increase)

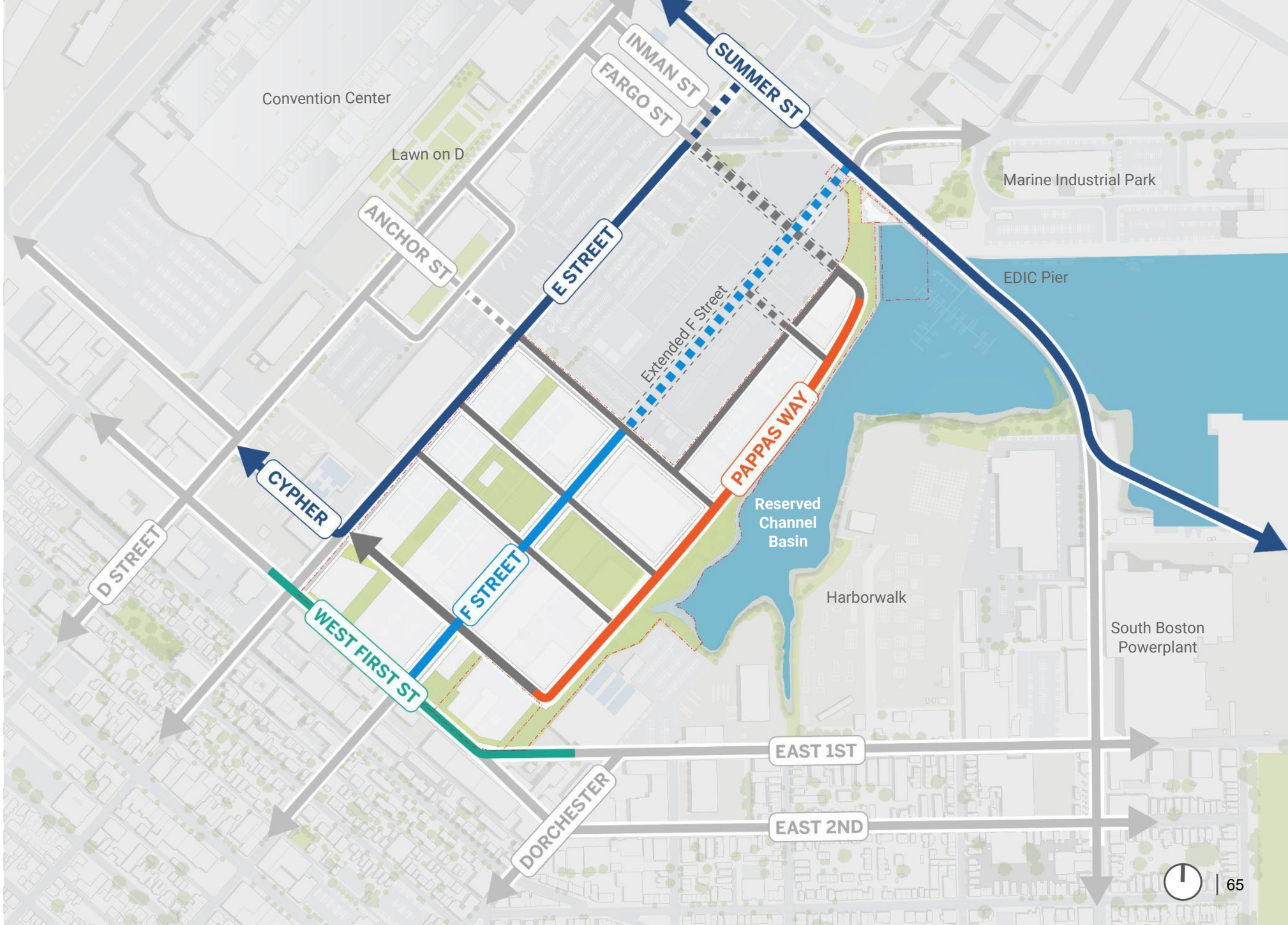


Existing Street Network



Existing Streets

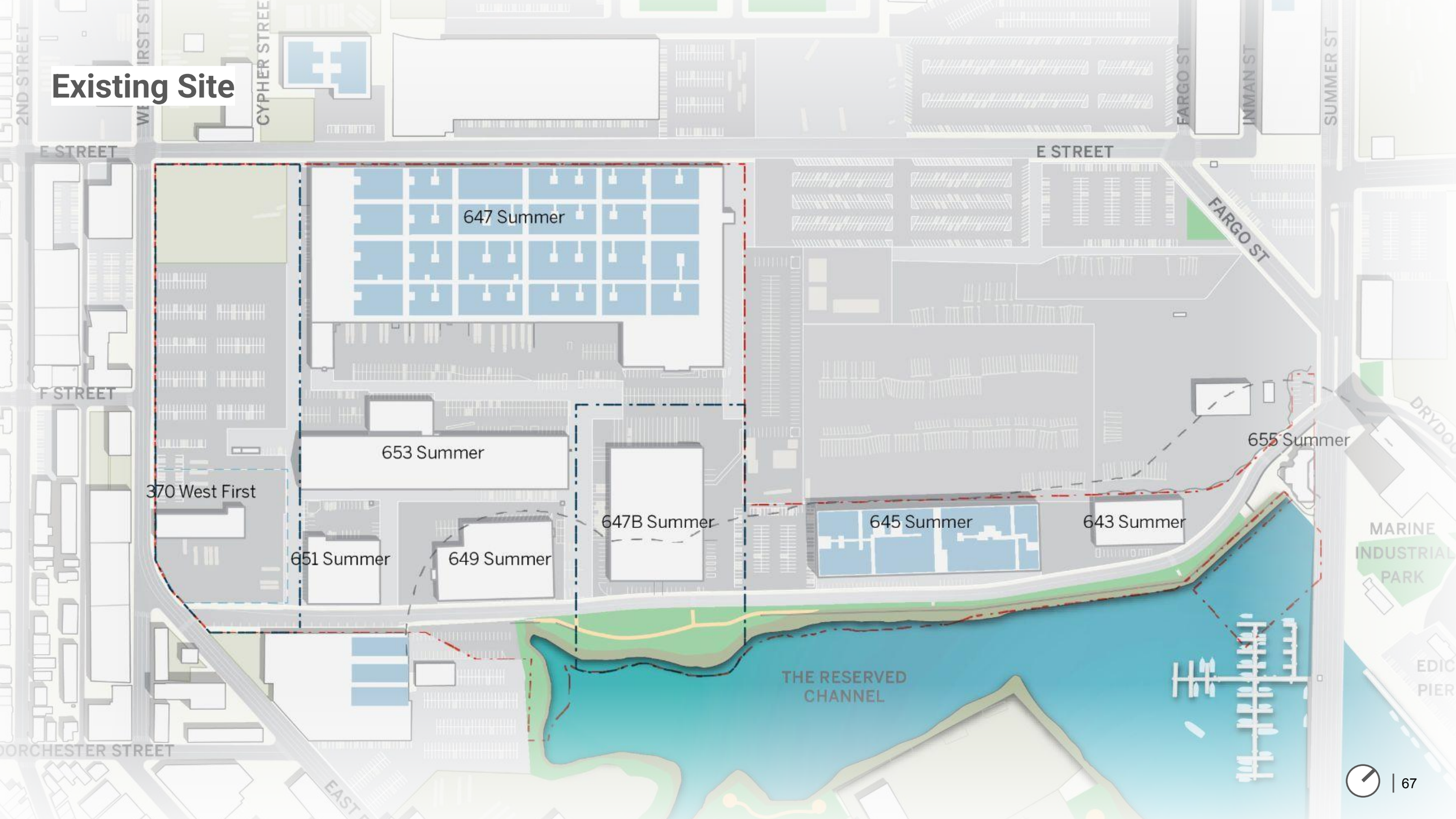
Proposed Streets



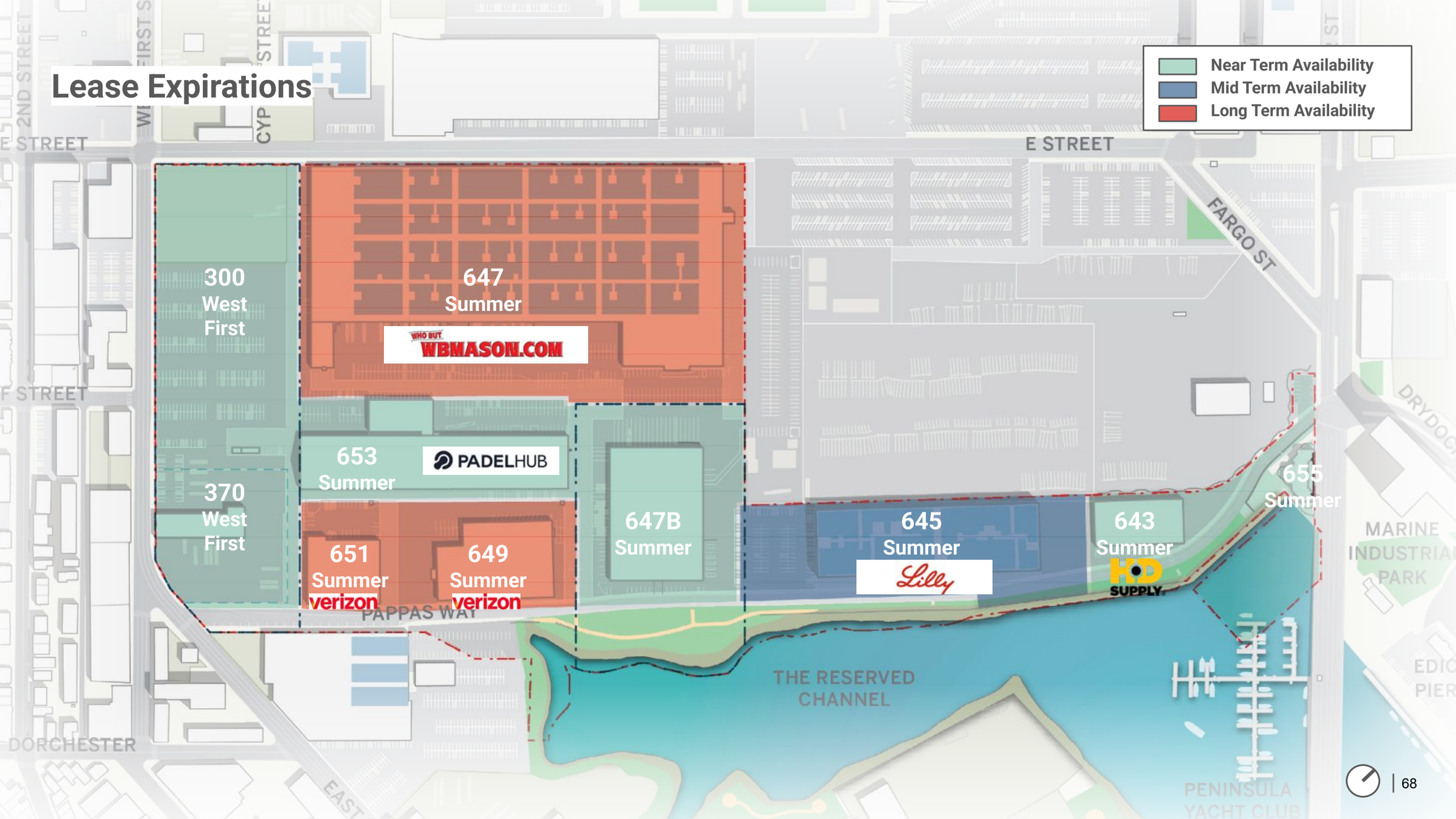
- Neighborhood Street
- Freight Corridor
- Waterfront Recreational Street
- Main Commercial Street
- Local Streets
- All Other Streets

Phasing and Framework Flexibility

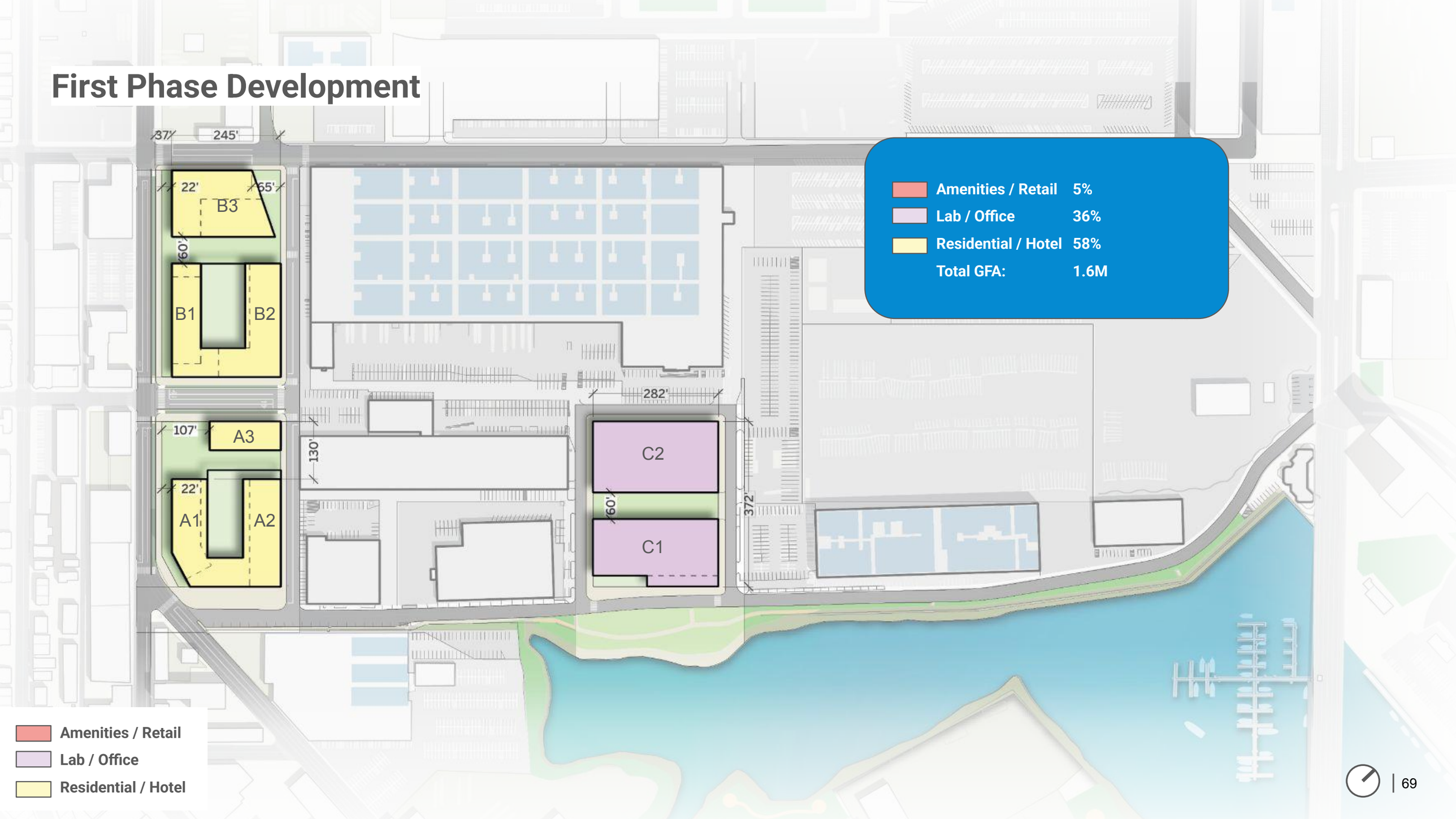
Existing Site



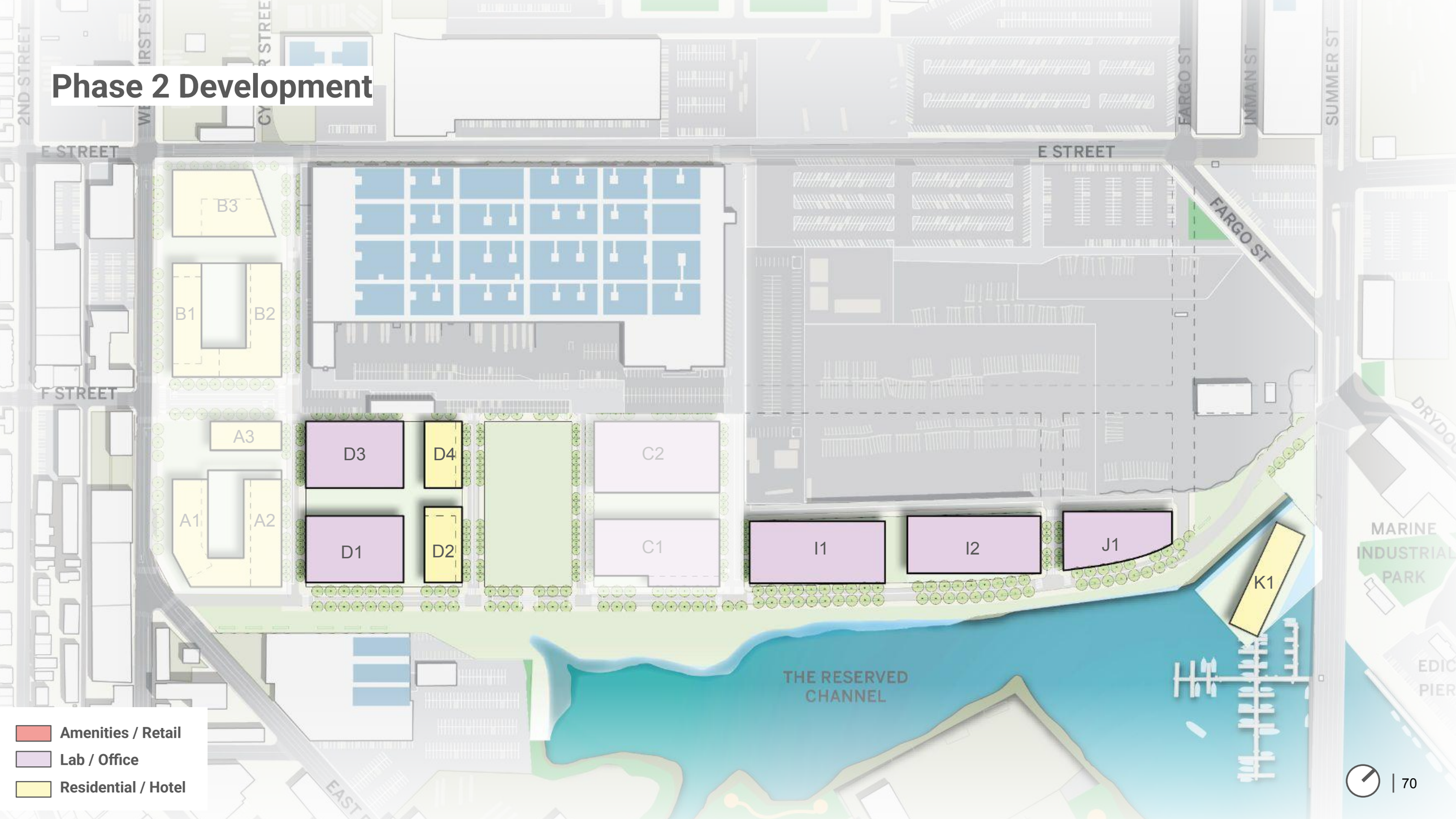
Lease Expirations



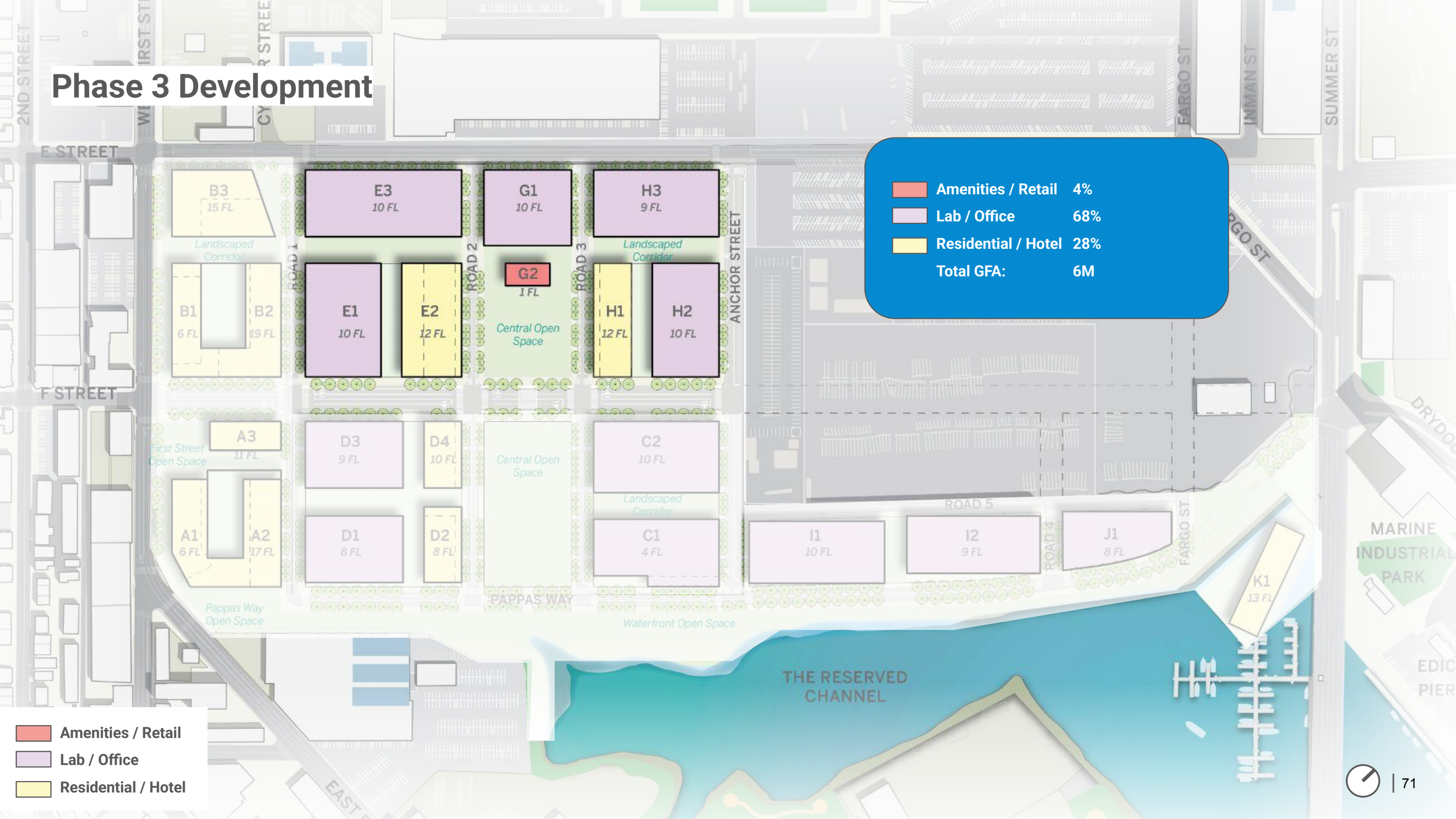
First Phase Development



Phase 2 Development



Phase 3 Development



Flexible Base Plan



Potential Alternative Outcome



The Blocks


2ND STREET
CYPHER STREET
E STREET
F STREET
FARGO ST
INMAN ST
SUMMER ST
267'
55'
352'
50'
197'
50'
282'
58'
Block B
267' x 466'
~2.9 Acres
Block E
352' x 466'
~3.8 Acres
Block G
197' x 466'
~2.1 Acres
Block H
282' x 466'
~3.0 Acres
ROAD 1
ROAD 2
ROAD 3
ANCHOR STREET
Block A
267' x 372'
~2.3 Acres
Block D
352' x 372'
~3.0 Acres
Block F
197' x 372'
~1.7 Acres
Block C
282' x 372'
~2.4 Acres
PAPPAS WAY
655'
50'
245'
50'
ROAD 5
ROAD 4
Block I
655' x 148'
~2.2 Acres
Block J
245' x 133'
~0.6 Acres
Block K
300' x 175'
~1.4 Acres
THE RESERVED CHANNEL
MARINE INDUSTRIAL PARK
DORCHESTER STREET

Resiliency

Resilience Goals

1| Develop an **accessible and inviting resilient waterfront** landscape

2| Reduce impervious surface on the site, adding areas for on site stormwater storage and infiltration

3| Manage stormwater (10-year, 24-hr storm) on site through a combination of engineered and landscape solutions

4| Expand and **enhance urban tree canopy,** cooling the site and mitigating the urban heat island effect

5| Protect the site from coastal flooding, now and in the future. Develop a long term resilient shoreline that compliments the city's vision for regional protection

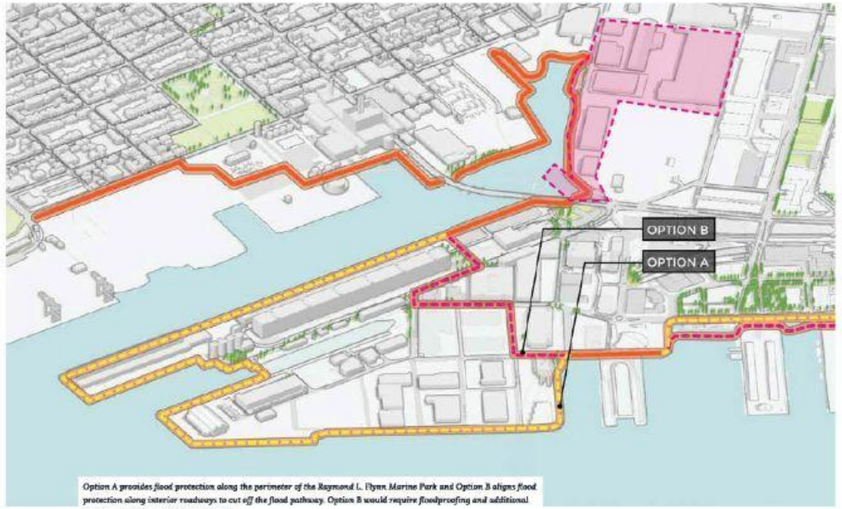


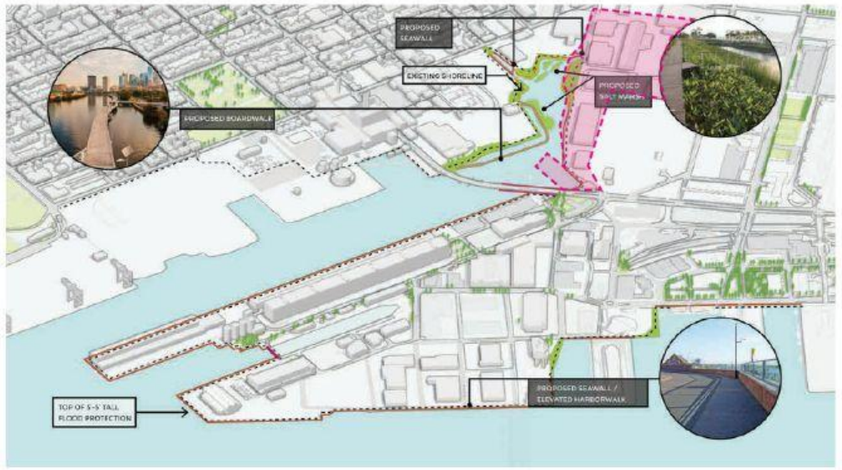
Resilience Policy and Planning in Boston



City's Plan for Coastal Flooding and SLR









Estimated Costs for Alignment Options A and B

OPTION A

ESTIMATED COST	$197 -$228 million
ESTIMATED MAINTENANCE COST	$3.0 - $3.4 million* per year

*Maintenance costs are expected to be 1.5 percent of the implementation costs.

OPTION B

ESTIMATED COST	$132 - $193 million
ESTIMATED MAINTENANCE COST	$2.0 - $2.9 million per year*

*Maintenance costs are expected to be 1.5 percent of the total cost to implement the solution and excludes floodproofing operations and maintenance (O&M).

RAYMOND L. FLYNN MARINE PARK: MID-TERM AND LONG-TERM COASTAL RESILIENCE SOLUTIONS

We examined two alignment alternatives for the Raymond L. Flynn Marine Park and Reserved Channel:

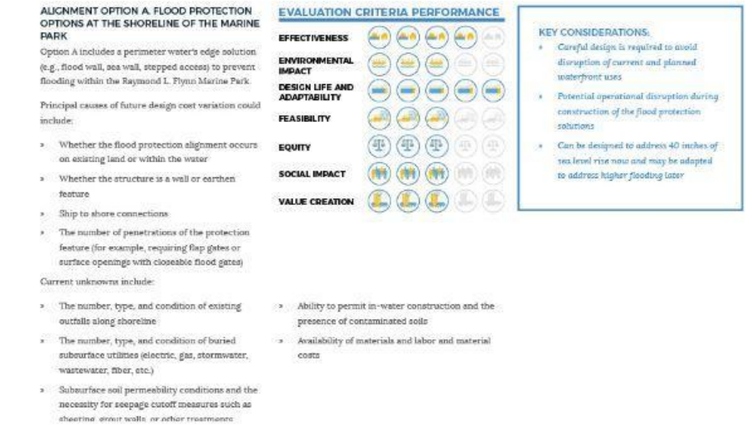
Option A. Flood protection along the perimeter of the Raymond L. Flynn Marine Park and Reserved Channel

Option B. Flood protection interior to the Marine Park

For each option, there are minor variations possible for the alignments, and for each alignment, there are multiple technical approach options and a variety of possible design concepts.

EFFECTIVENESS

The effectiveness of both options is limited in the long-term by flood pathways generated from other parts of the district; flood pathways originating in the Seaport Boulevard area could connect with Raymond L. Flynn Marine Park and Reserved Channel flood pathways with 9 inches of sea level rise, or a low probability flood event now. The effectiveness of Option B largely depends on individual building floodproofing on the water side of the solution. Option A may be the most effective for the large portion of the Raymond L. Flynn Marine Park that would otherwise be at risk to at least monthly flooding with 40 inches of sea level rise.



ALIGNMENT OPTION A: FLOOD PROTECTION OPTIONS AT THE SHORELINE OF THE MARINE PARK

Option A includes a perimeter water's edge solution (e.g., flood wall, sea wall, stepped access) to prevent flooding within the Raymond L. Flynn Marine Park.

Principal causes of future design cost variation could include:

- Whether the flood protection alignment occurs on existing land or within the water
- Whether the structure is a wall or earthen feature
- Ship to shore connections
- The number of penetrations of the protection feature (for example, requiring flap gates or surface openings with closeable flood gates)

Current unknowns include:

- The number, type, and condition of existing outfalls along shoreline
- The number, type, and condition of buried subsurface utilities (electric, gas, stormwater, wastewater, fiber, etc.)
- Subsurface soil permeability conditions and the necessity for seepage cutoff measures such as sheeting, grout walls, or other treatments
- Ability to permit in-water construction and the presence of contaminated soils
- Availability of materials and labor and material costs

EVALUATION CRITERIA PERFORMANCE

EFFECTIVENESS
ENVIRONMENTAL IMPACT
DESIGN LIFE AND ADAPTABILITY
FEASIBILITY
EQUITY
SOCIAL IMPACT
VALUE CREATION

KEY CONSIDERATIONS:

- *Careful design is required to avoid disruption of current and planned waterfront uses*
- *Potential operational disruption during construction of the flood protection solutions*
- *Can be designed to address 40 inches of sea level rise now and may be adapted to address higher flooding later*

Source: Coastal Resilience Solutions for South Boston, 2018



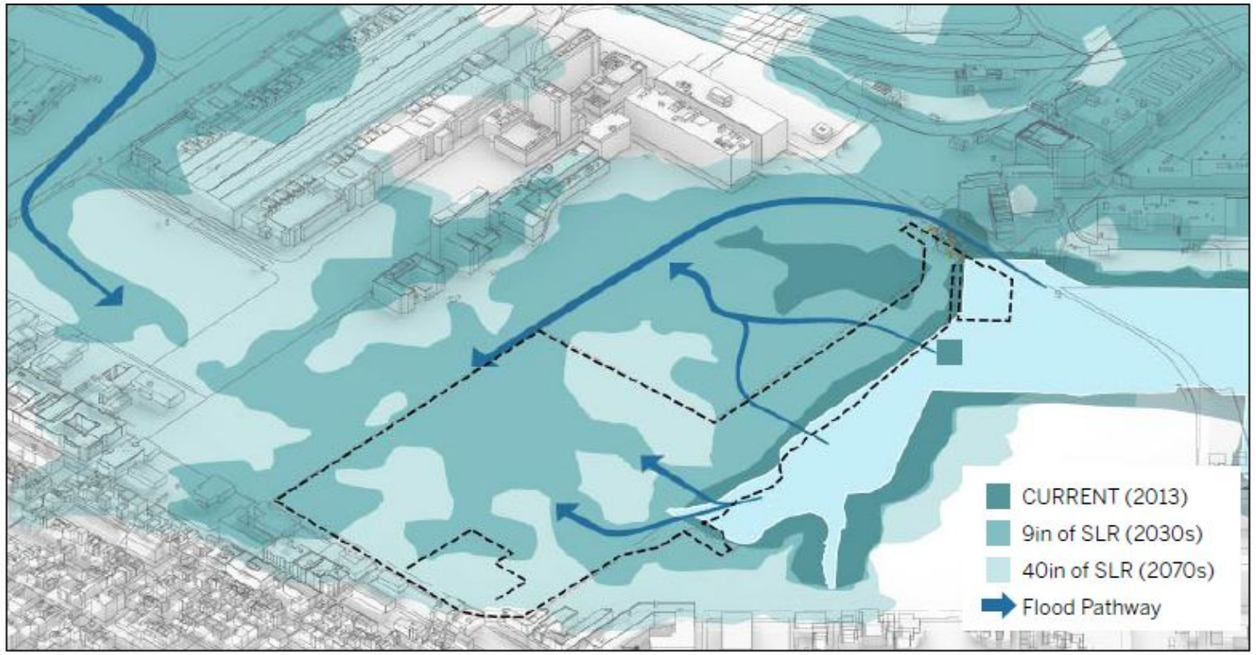
Mitigating Coastal Flooding

Create a dynamic waterfront that features natural and built infrastructure to protect from sea level rise and coastal flooding.

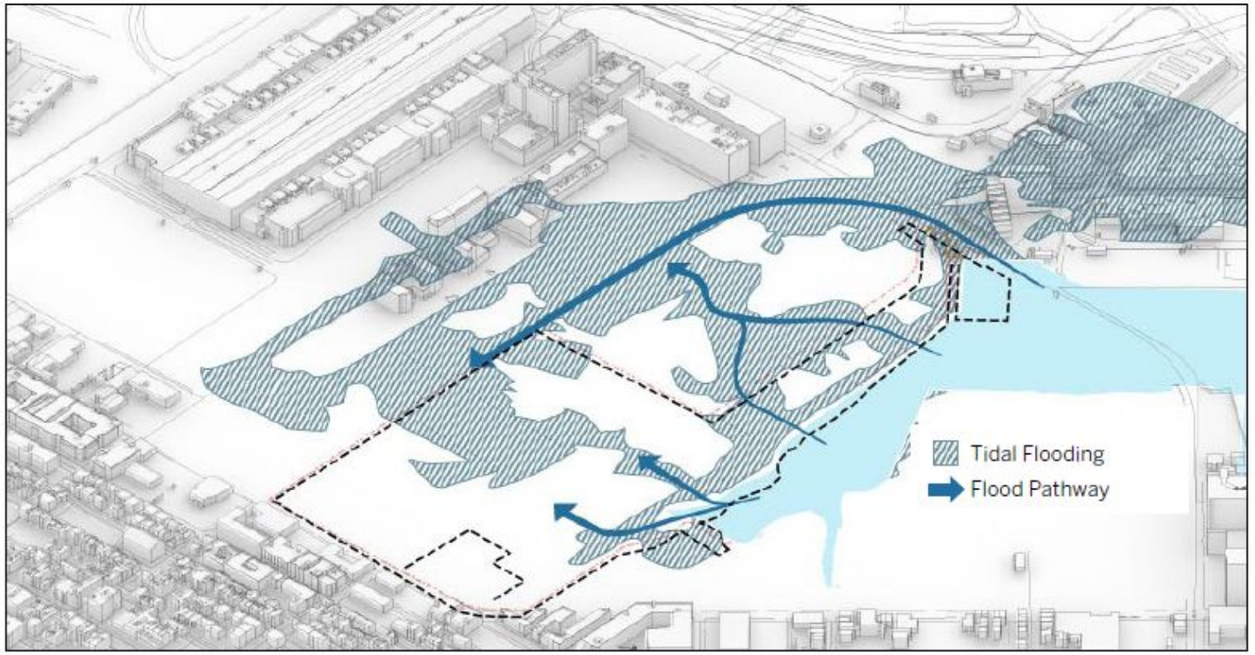
Some elements for mitigation might include:

- Buildings designed to withstand flooding
- Resilient open spaces
- Natural or Nature-based Infrastructure
- Elevated Site

COASTAL FLOODING AT THE RESERVED CHANNEL



1% Annual Chance Flood.



Average Monthly High Tide with 40" of Sea Level Rise

Source: Climate Ready South Boston, 2020



Managing Stormwater

Create a performative district that features green and grey infrastructure to capture rainfall and alleviates existing infrastructures

Some elements for mitigation might include:

- Bioretention Areas
- Vegetated Swales
- Constructed Wetlands
- Green roofs
- Permeable Pavers
- Underground Storage Tanks

PROJECTED STORMWATER FLOODING

Approximate stormwater flooding extents from a 10-year, 24-hour rainfall event under various climate conditions, due to combined future sea level rise and extreme precipitation (5.6-inch, 5.8-inch, and 6-inch rainfall).

Source: Boston Water Sewer Commission Wastewater Facilities Study

Note: This data should not be used for detailed analysis as it does not necessarily identify all areas subject to flooding particularly from local drainage sources of small size. Users should be aware that inundation areas are calculated by mathematical models with precision that is limited to historical calibrations.



STORMWATER FLOODING

Stormwater Flooding

Project Site

Source: http://www.boston.gov/departments/environment/climate-ready-Boston-map-explorer



Mitigating Extreme Heat

Create a robust tree canopy planting and other passive cooling options to provide relief from increasing temperatures

Some Mitigation elements might include:

- Urban Tree Canopy
- Robust Planting
- Pervious surfaces
- High Albedo materials
- Water Features

URBAN HEAT ISLAND



Data Source: Mass GIS (Bureau of Geographic Information) 2016

Tree Canopy
Bareland
Permeable Soil
Impervious



Data Source: City of Boston: Open data, Analyze Boston

Heat Island Data Source: Wang, Jonathan, 2019, "Land surface temperature and urban heat island effects on air temperature and vapor pressure deficit in Boston, MA", Harvard Dataverse, V1

Hot
Surface Temperature
Summer Daytime
Cool

DATUM - MC-FRM**		BCB*	
BUILDING FINISHED FLOOR ELEVATION (FFE)	Minimum Elevation to meet or exceed city and Massport Requirements and be sufficiently above projected 2070 100 year coastal flood	**23.1'-24.3'** (16.6'-17.8' NAVD88)	City assumed DFE derived from MC-FRM +1'-2' Freeboard
DESIGN FLOOD ELEVATION (DFE)	Minimum Elevation to "tie into" City's Flood Defense and for site not to flood during projected 2070 100 year coastal flood	**22.1'-23.3'** (15.6'-15.8' NAVD88)	City assumed DFE derived from MC-FRM
MIN' WATERFRONT/ SITE ELEVATION	Minimum elevation for site (open space and streets) not to be regularly (monthly) flooded during high tide events in2070.	**19.1'** (12.6' NAVD88)	MHHW+58" SLR derived from MC-FRM +3' Max Tide
FUTURE MEAN HIGHER HIGH WATER	Projected future mean higher high water in 2070; the average of the higher of daily high tides.	**16.1'** (9.6' NAVD88)	MHHW+58" SLR derived from MC-FRM

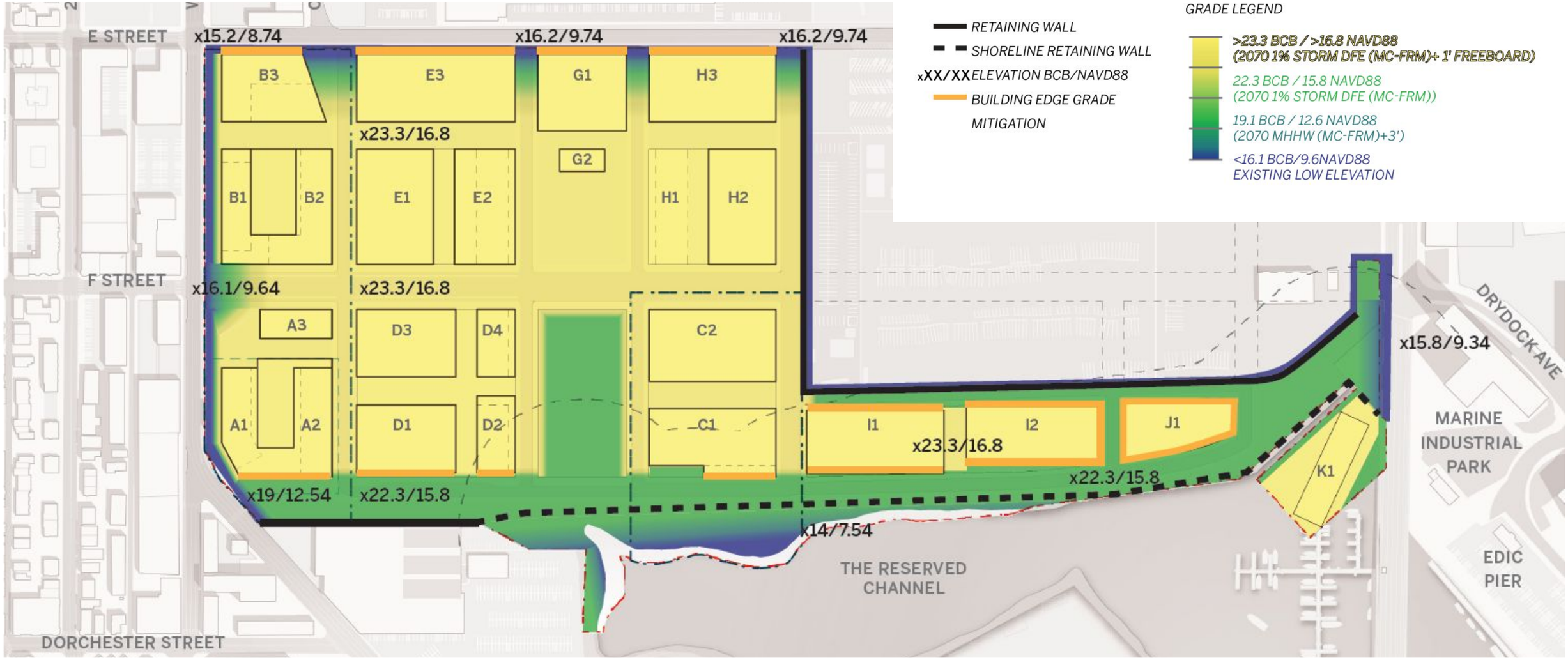
* Note: For elevations in Boston City Base, NAVD88 conversions are provided.

**Derived using data from the latest Massachusetts Coastal Flood Risk Model (MC-FRM)

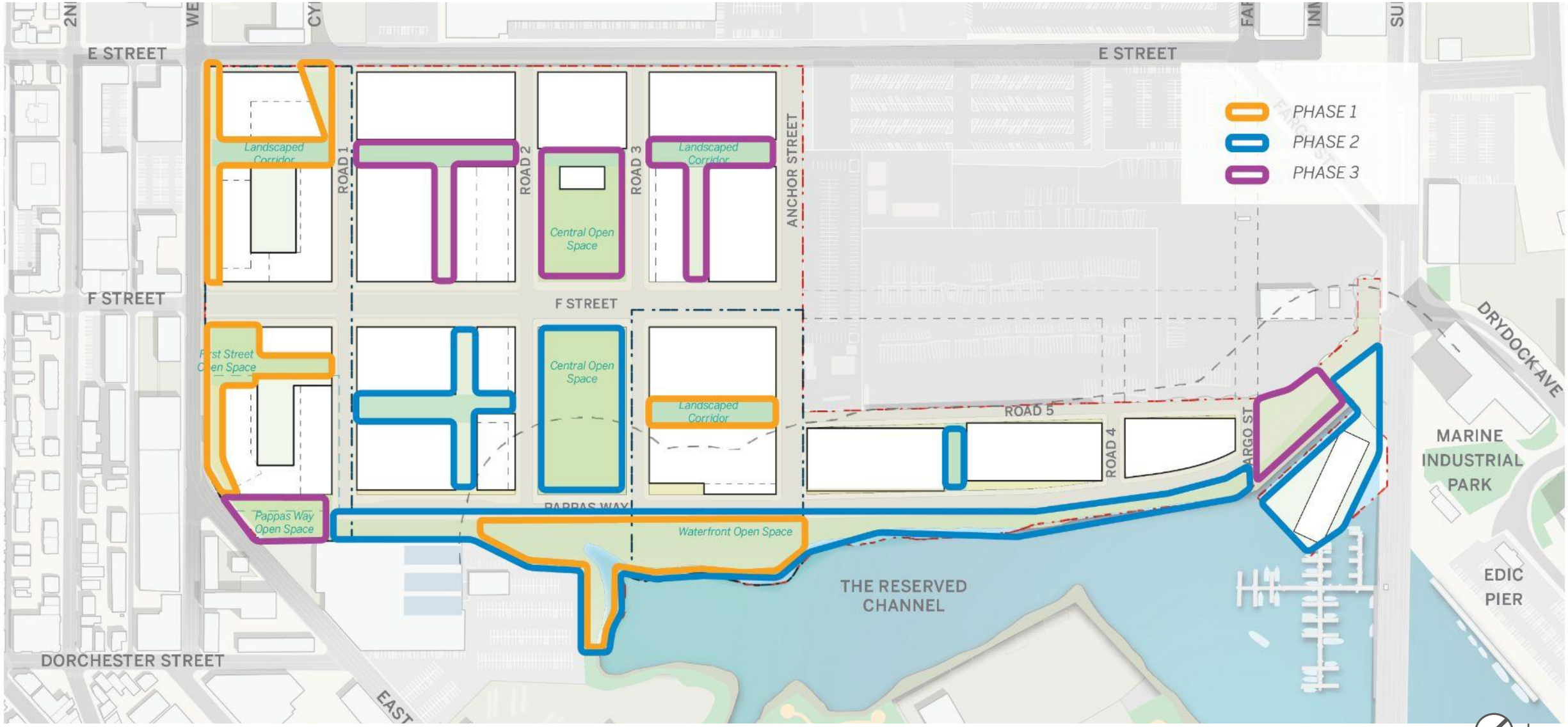
DERIVED FROM MC-FRM**



Full Buildout - Grading and Grade Change Mitigation



Open Space Sequence



Resilience Benefits

1. **Meet and exceed the State and City minimum flood defense Flood Elevations**
   - Design Flood Elevations: from 22.1' to 23.3' BCB (depending on open space type)
   - Finished Floor Elevations: from 23.3' to 24.3' BCB (depending on building type)
   - All critical equipment elevated above 23.46' BCB (per Massport floodproofing design guidelines)
2. **Maintain and create good urban connections with the surrounding neighborhoods**
   - Shallow slopes and open spaces to navigate grade change
3. **Mitigate any potential increases in stormwater flooding**
   - Site is currently 95% Impervious
   - Project proposes vast open space and landscape areas including provisions for green infrastructure to manage stormwater
4. **Mitigate heat island effect through tree planting and exceeding the city's tree canopy coverage guidance**
   - More than 250 estimated added trees in Phase 1 (<50 existing trees currently)
   - More than 1,000 estimated added trees in the full master plan
   - More than 25% tree canopy coverage
5. **Provide stewardship and educational opportunities**

PHASE 1 DESIGN GUIDELINES

Design Guidelines
Overview

1. Planning Orientation
- Intent of Design Guidelines
- Background
- Block Plan Parameters

1. Public Realm Design Guidelines

Overview
- Approach
- Character Zones and Programming
- Resiliency Strategy

Open Spaces
- Landscaped Corridors
- West First Gateway
- Pappas Way (Interim Improvements)
- Waterfront Improvements (Interim Improvements)

Streetscapes
- West First Street
- F Street
- Road 1 (Interim Improvements)
- Road A, B, C (Interim Improvements)

3. Building Design Guidelines

Overview
- Height Control
- Massing Expression and Articulation
- Building Height and Mechanical Enclosures
- Access and Pedestrian Prioritization
- Building Frontages
- Design Expression

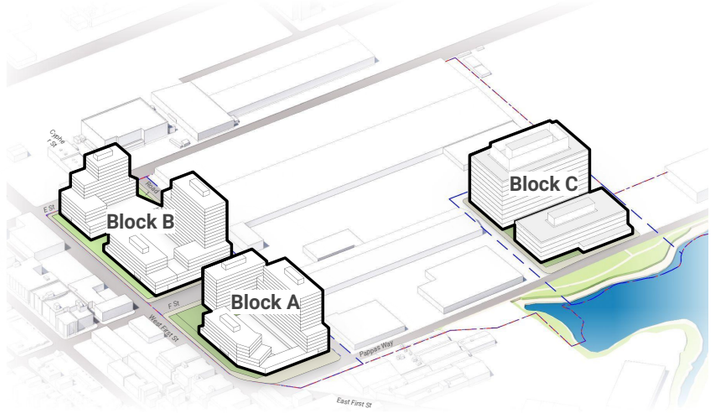
Block A Guidelines
- Setback and Street Relationship
- Massing
- Ground Floor Activation
- Facade Look and Feel

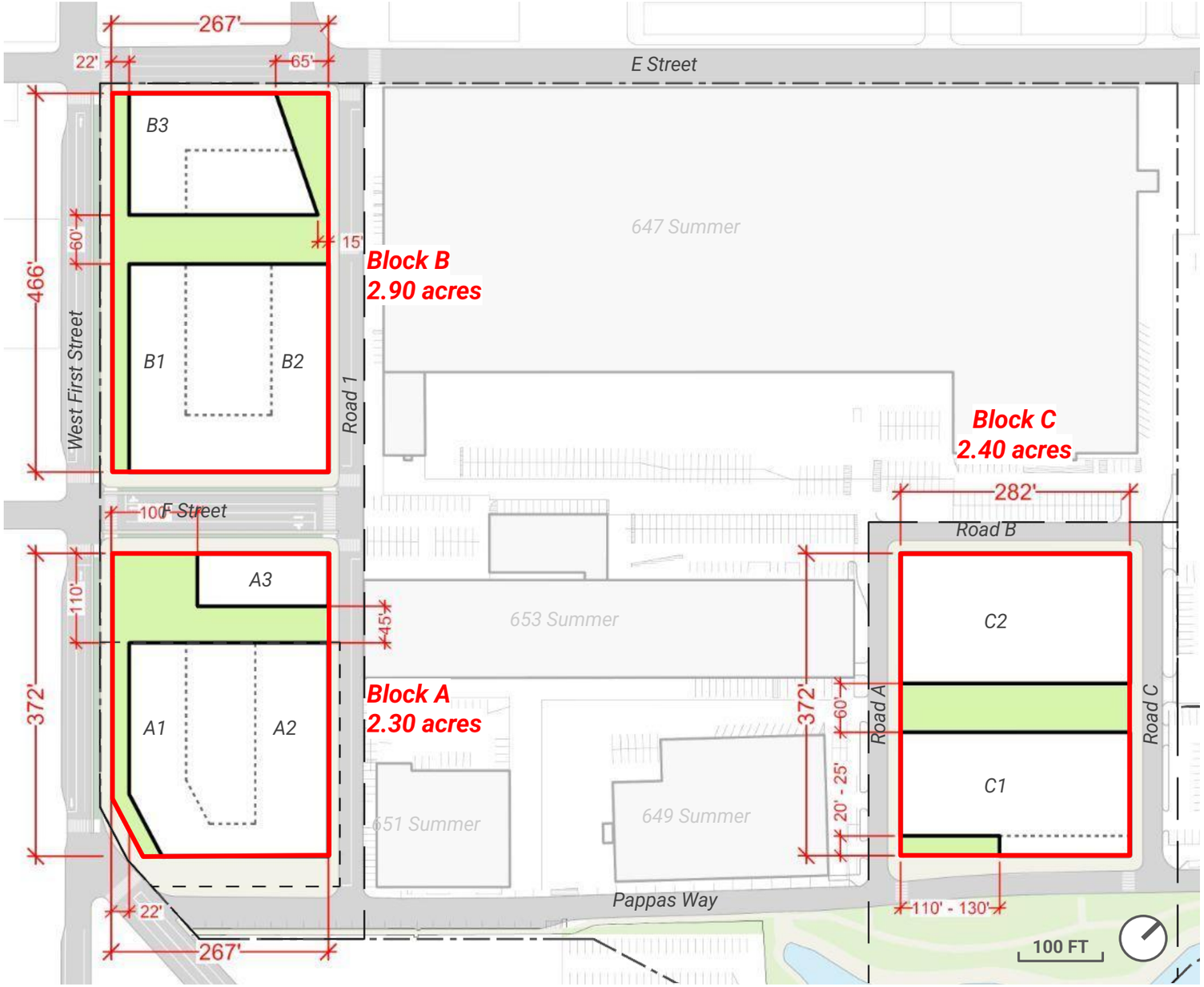
Block B Guidelines
- Setback and Street Relationship
- Massing
- Ground Floor Activation
- Facade Look and Feel

Block C Guidelines
- Setback and Street Relationship
- Massing
- Ground Floor Activation
- Facade Look and Feel

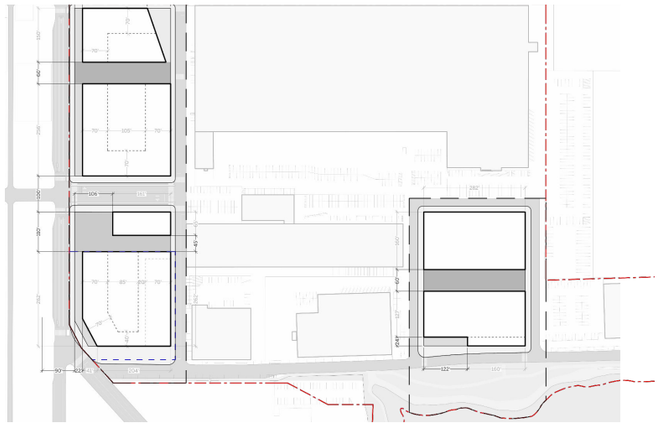


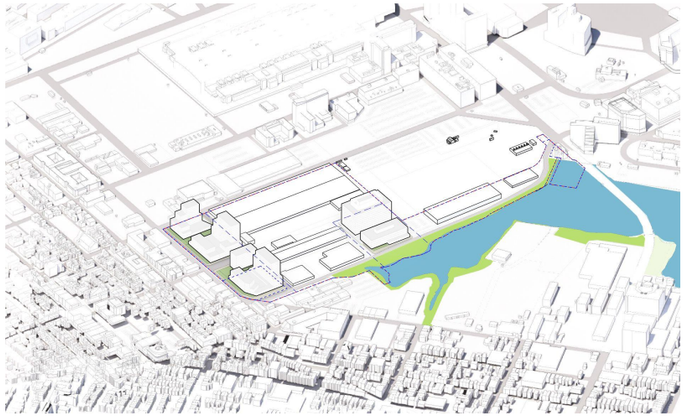
Design Guidelines
Planning Parameters

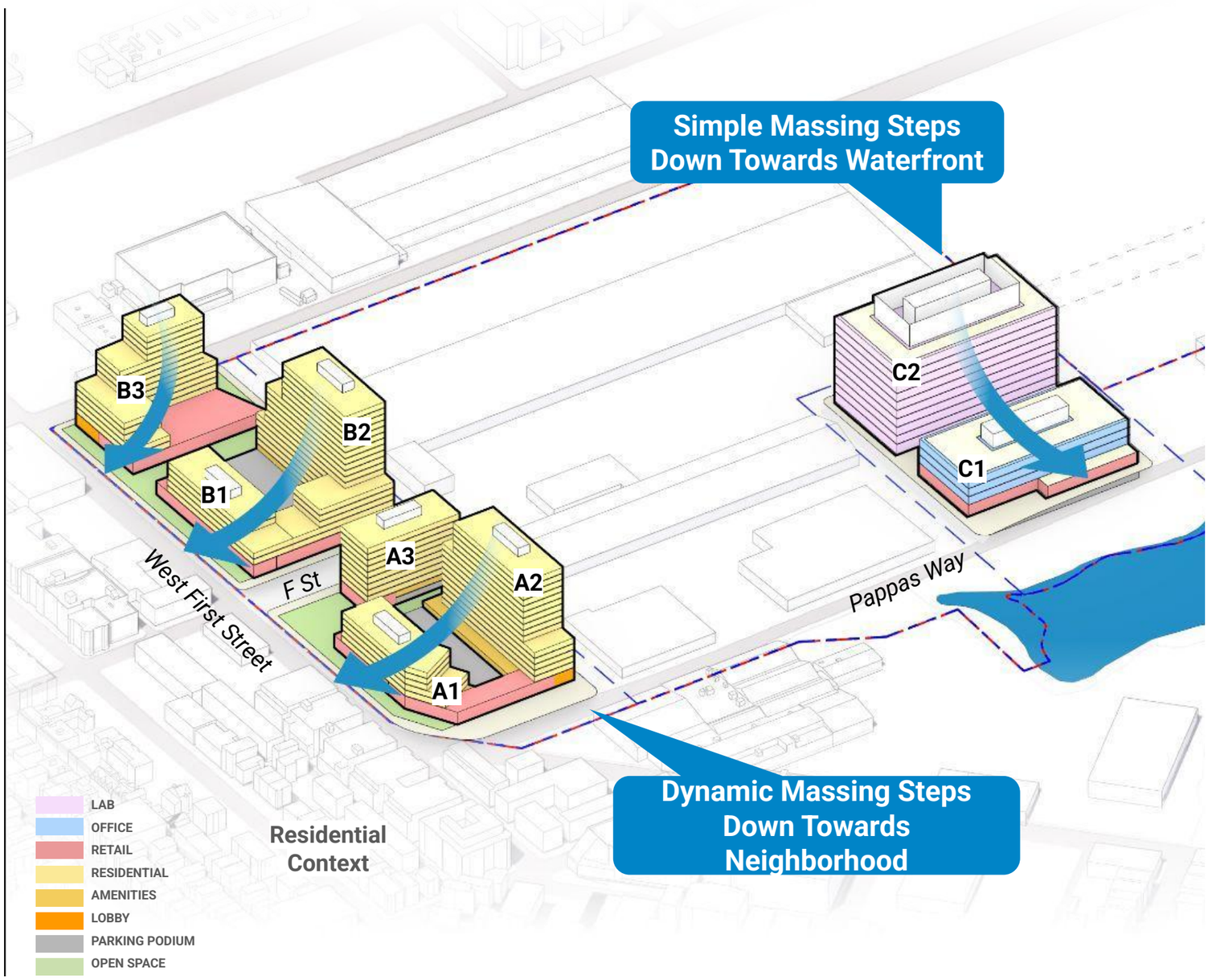




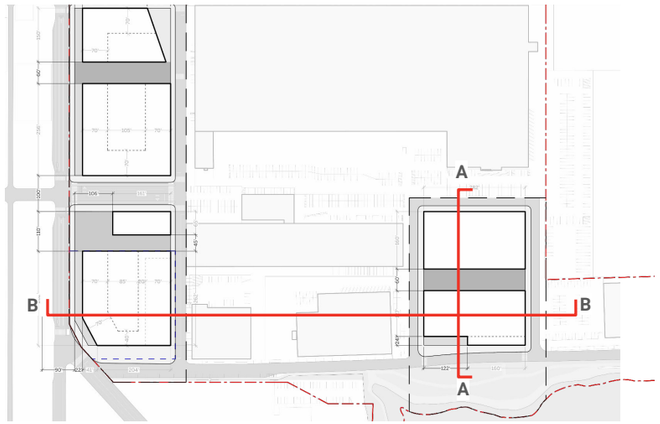
Design Guidelines
Massing Articulation

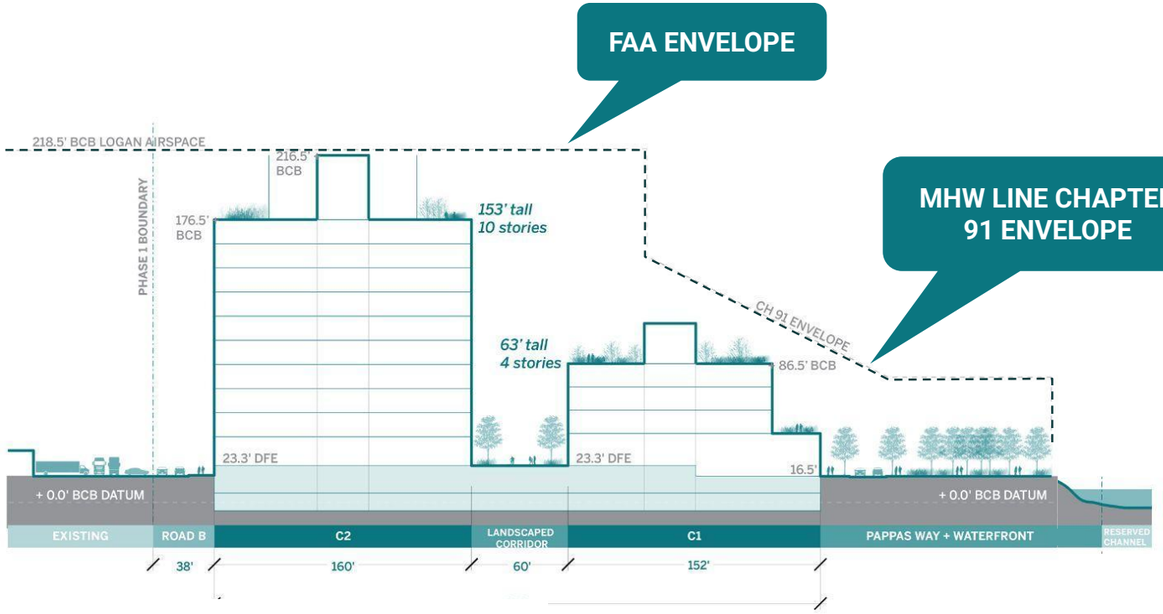




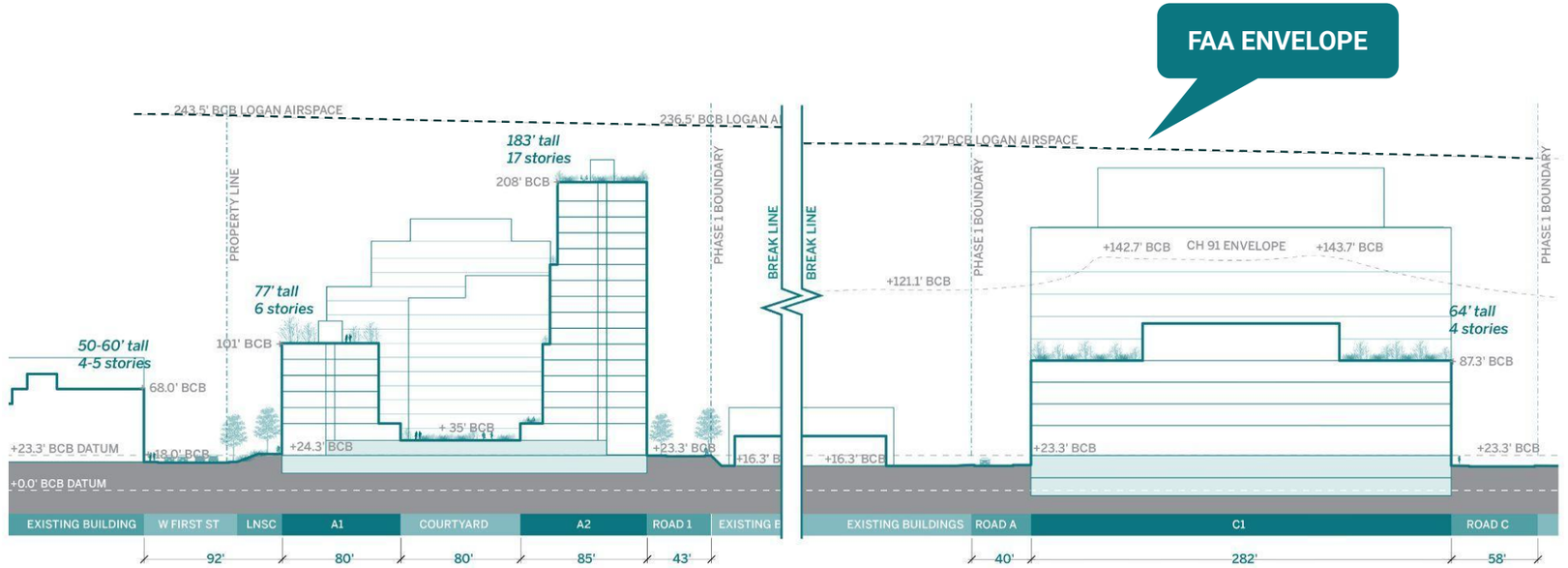


Design Guidelines
Sections





SECTION A

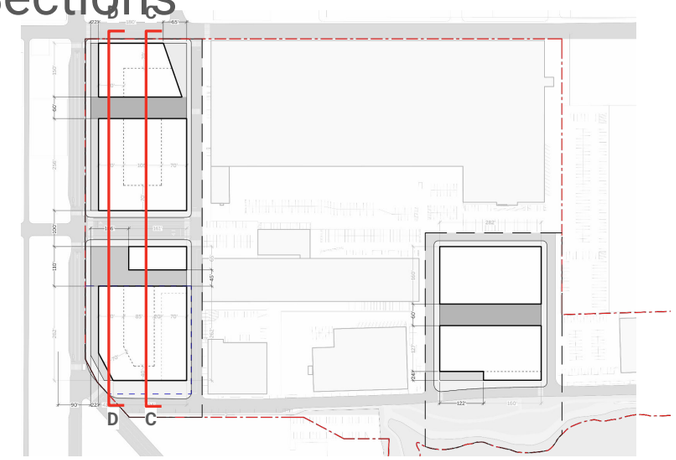


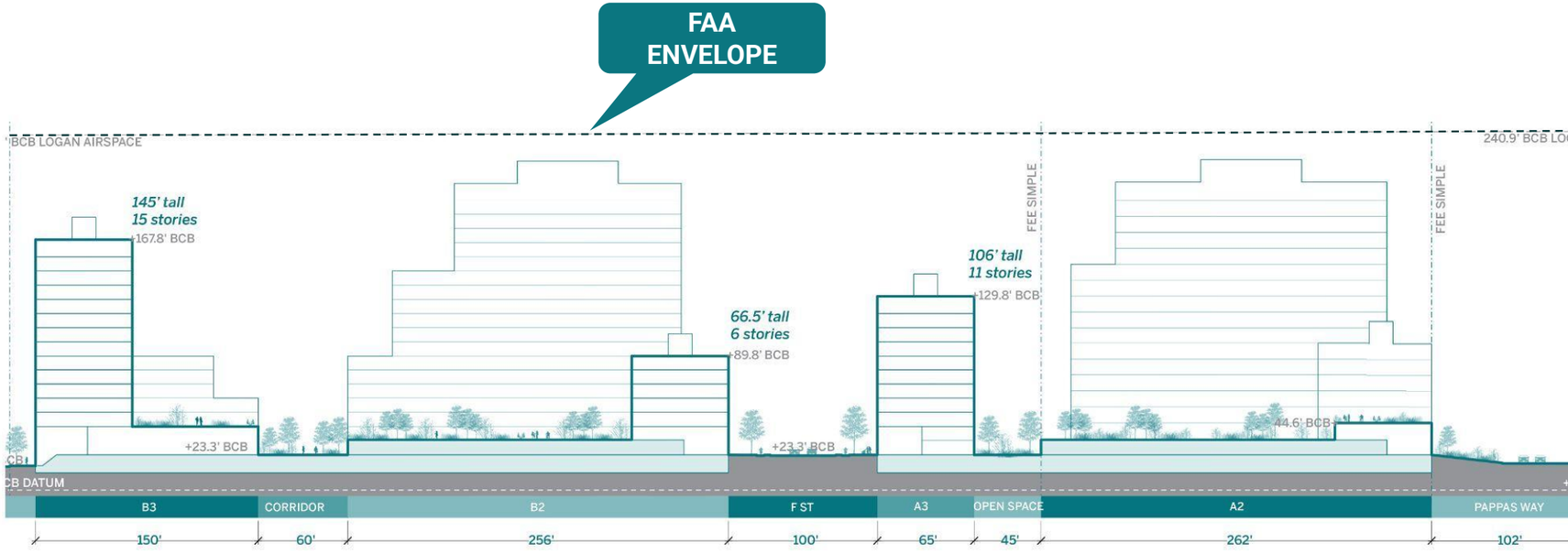
SECTION B

** Elevations are referenced to the BCB datum. To convert to NAVD88, subtract 6.46 ft.*

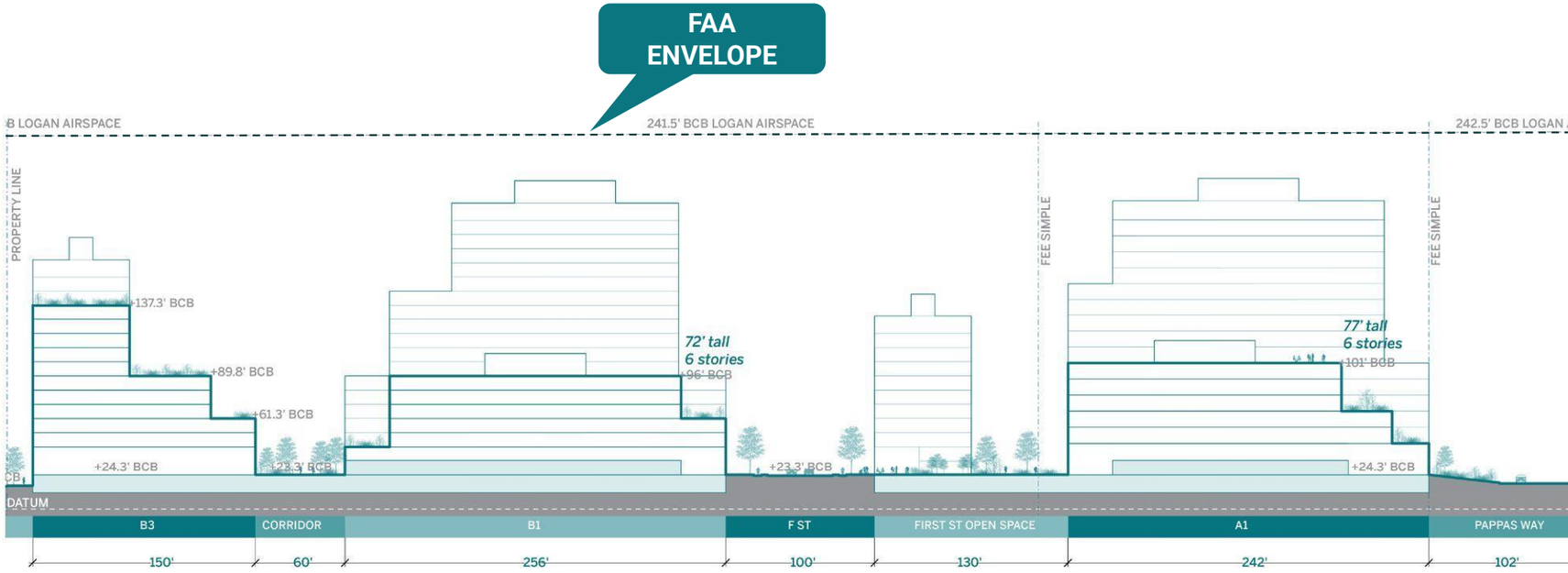
Design Guidelines

Sections





SECTION C



SECTION D

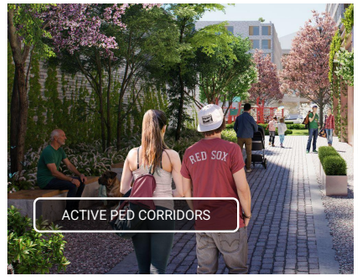
** Elevations are referenced to the BCB datum. To convert to NAVD88, subtract 6.46 ft.*

Design Guidelines
Pedestrian Access

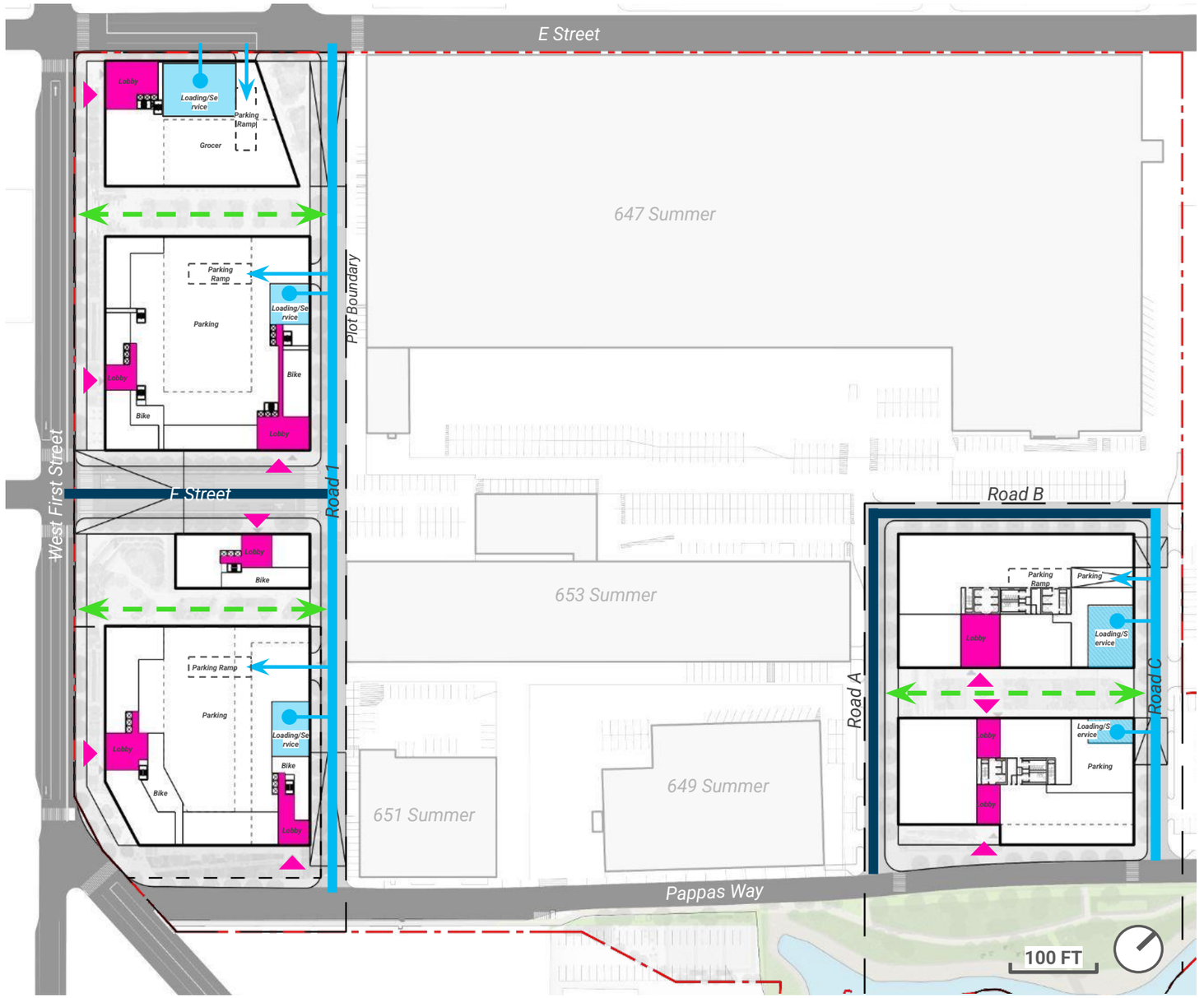
- Pedestrian/Open Passageways
- New Active Frontage Roads
- New Service Roads
- Existing Roads
- Lobby Entry
- Service Loading
- Parking Entry











Design Guidelines
Building Frontages

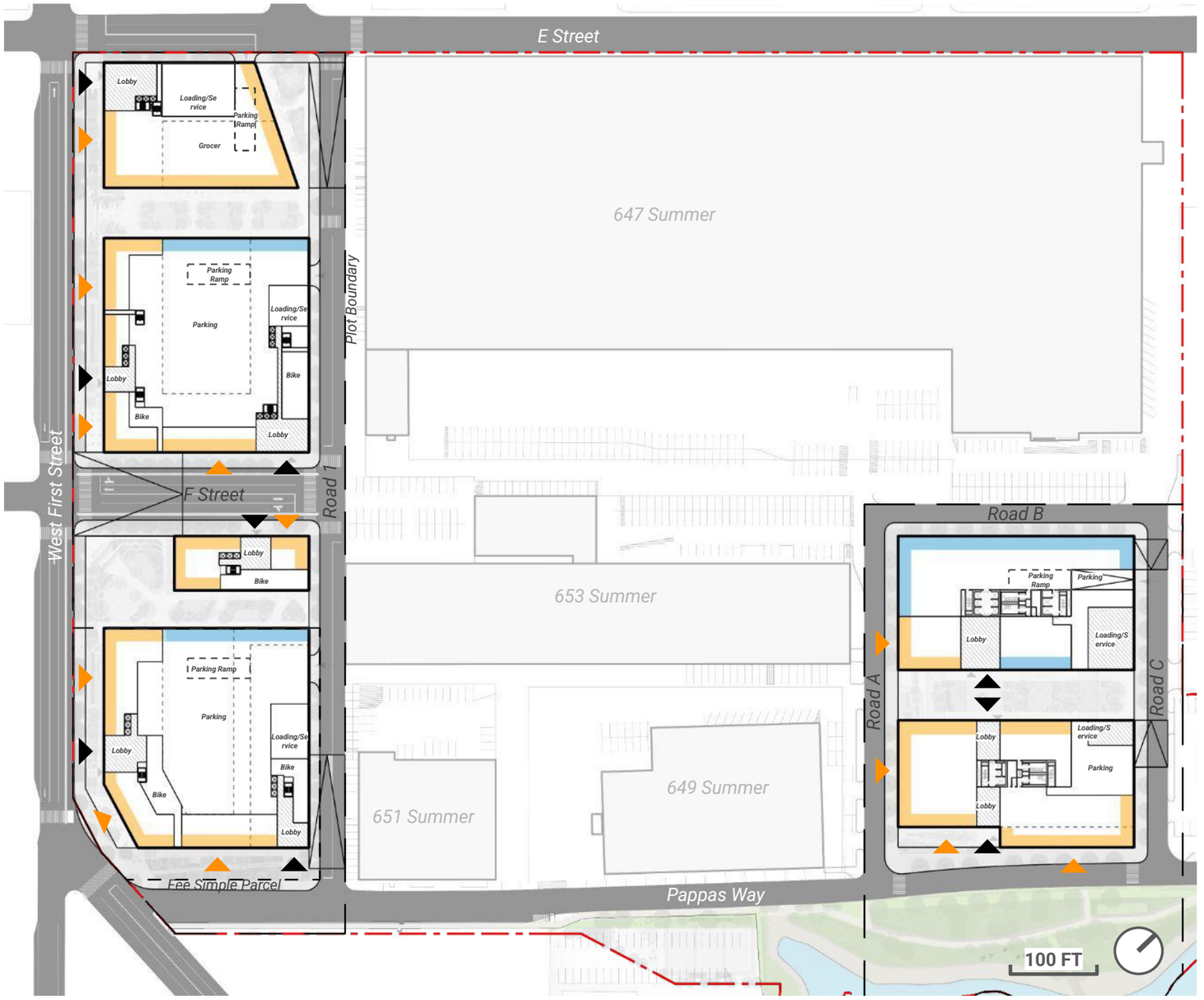
- Lobby Entrance
- Suggested Retail Entry
- Active Frontage
- Semi-active Frontage



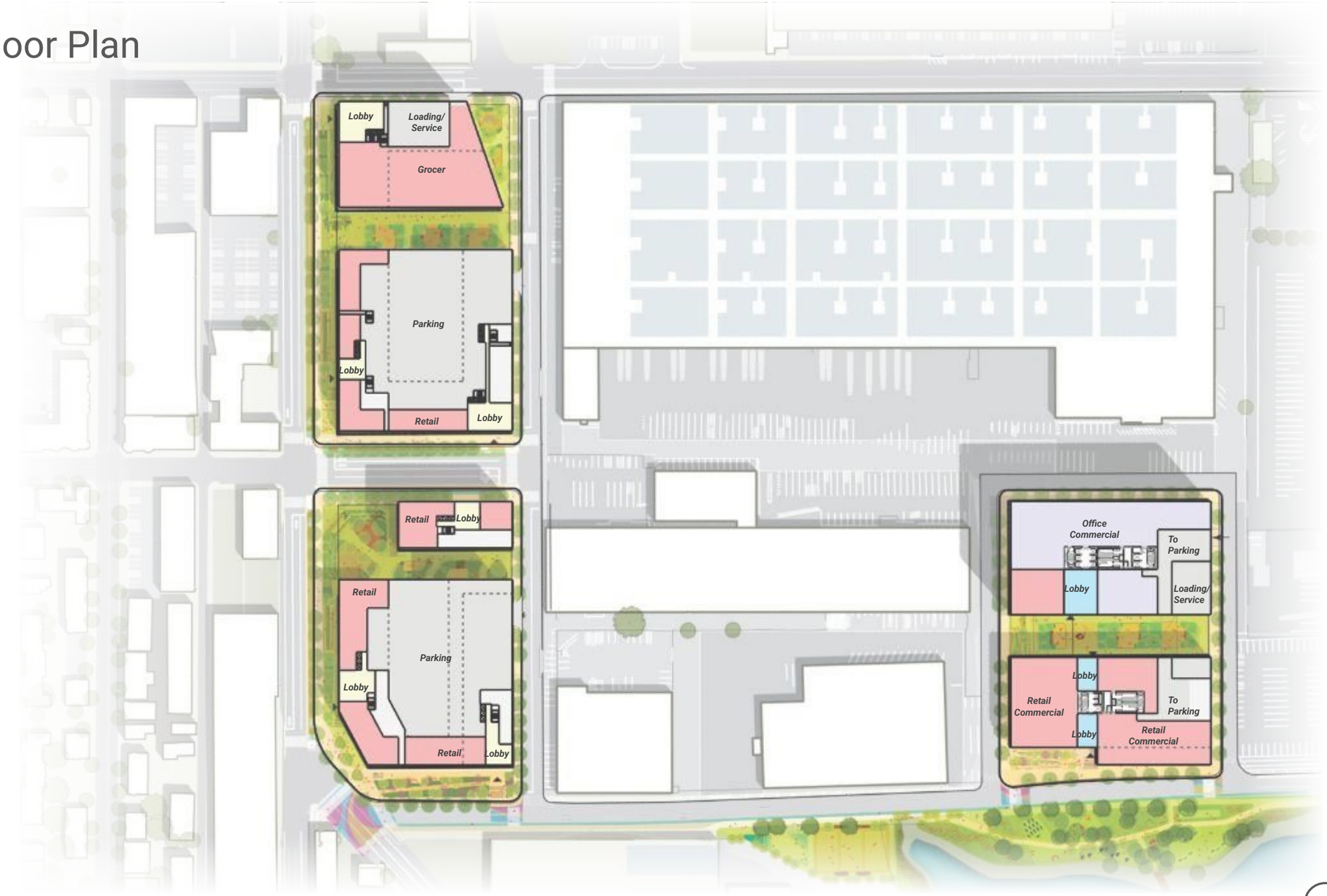








Design Guidelines
Phase 1 Ground Floor Plan



- Residential Lobby
- Retail, Amenities
- Commercial Lobby
- Office Commercial
- Parking, BOH

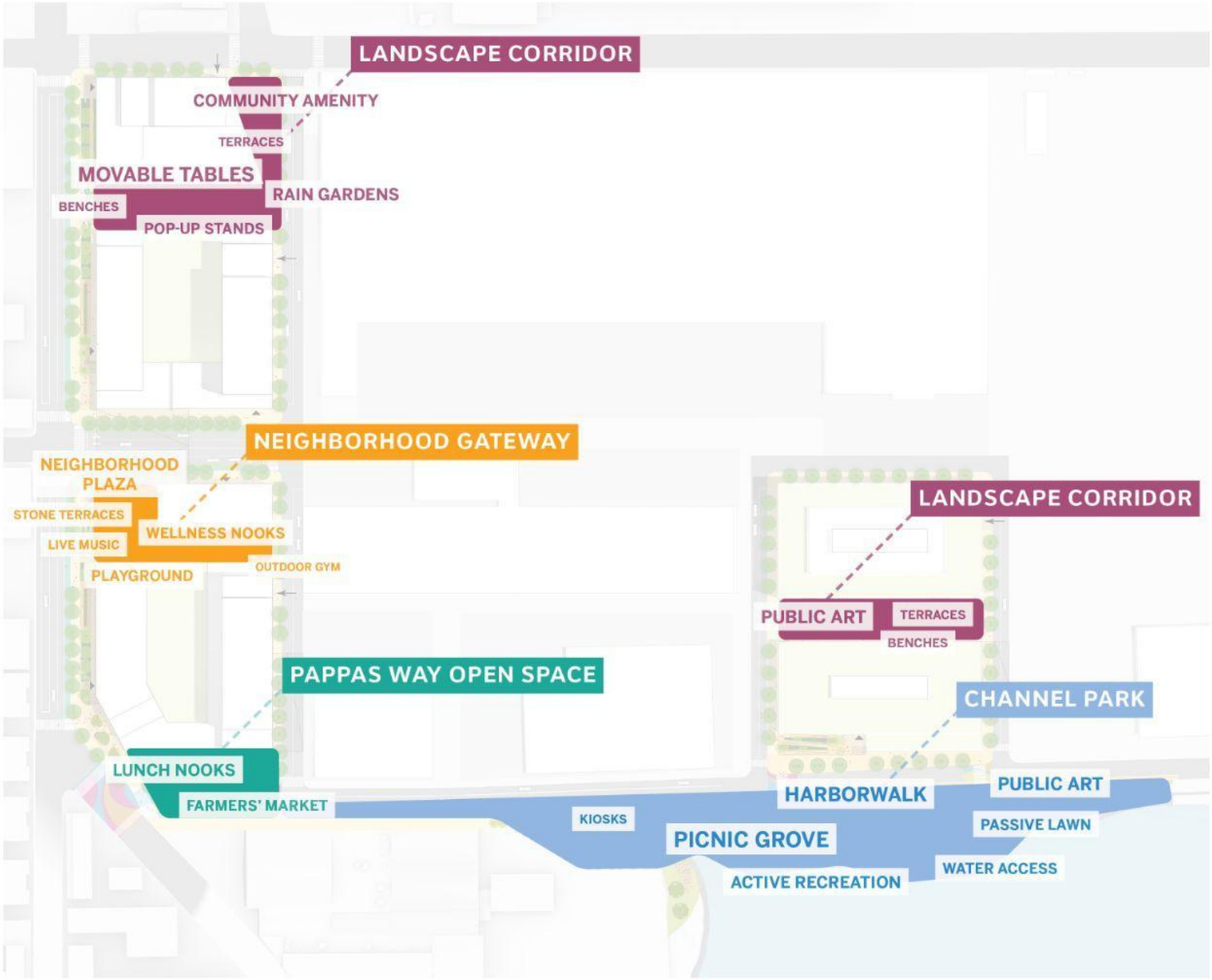
Design Guidelines
Public Realm Design



First Street Open Space

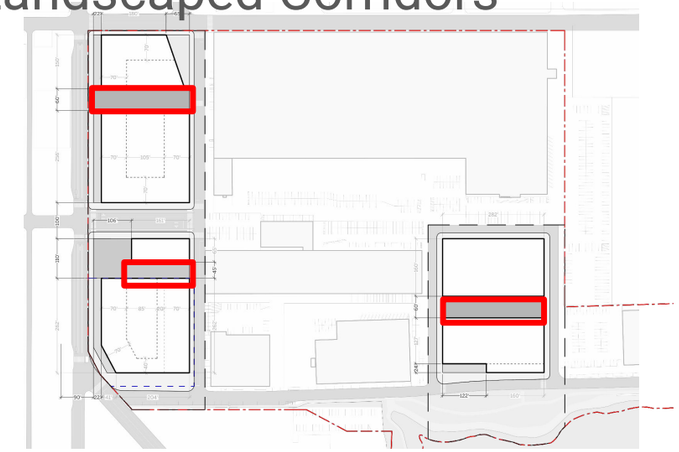


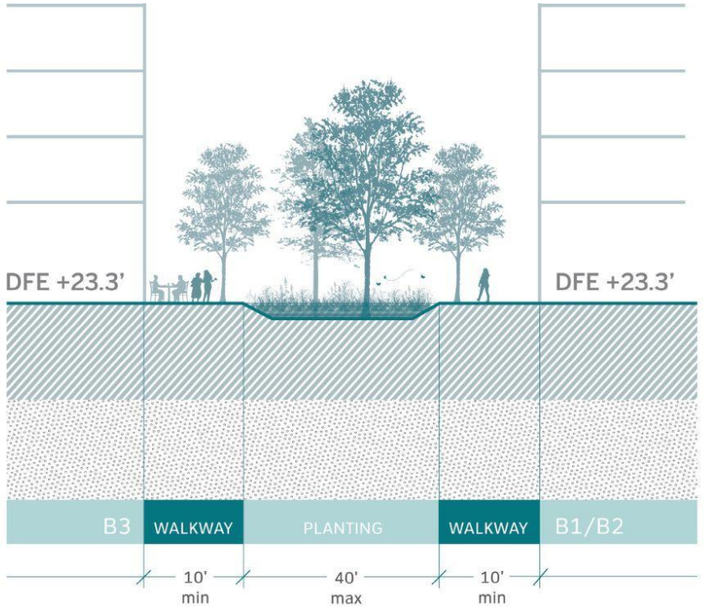
Pappas Way Interim Condition



Public Realm Design

Landscaped Corridors





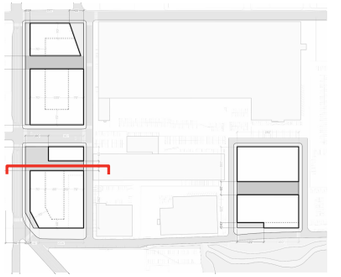


** Elevations are referenced to the BCB datum. To convert to NAVD88, subtract 6.46 ft.*

III. Streetscape & Landscape Design Guidelines

2. Open Spaces

a. West First Gateway



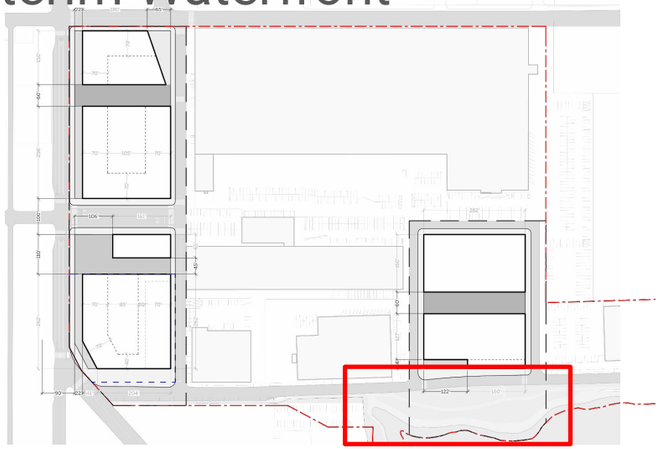
Public Realm Design

West First and Landscaped Corridor



Public Realm Design

Interim Waterfront





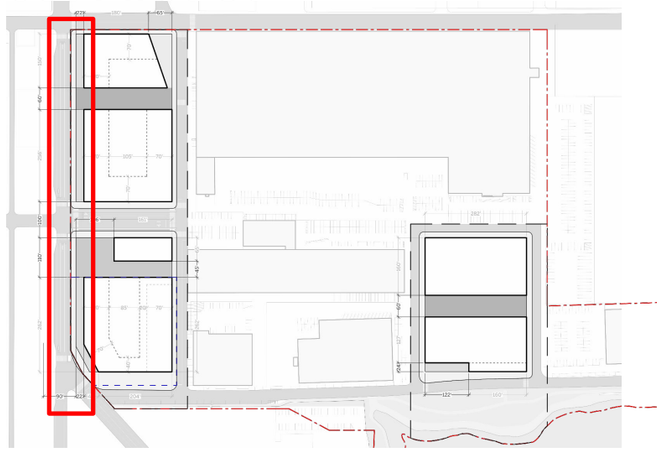


Public Realm Design
Interim Waterfront

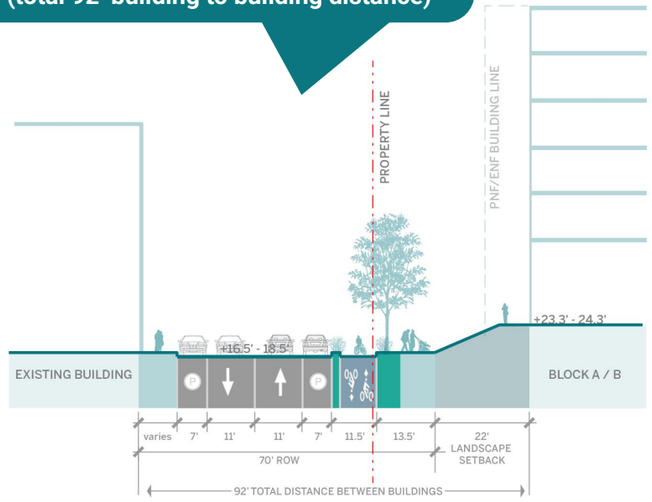


Public Realm Design

West First St



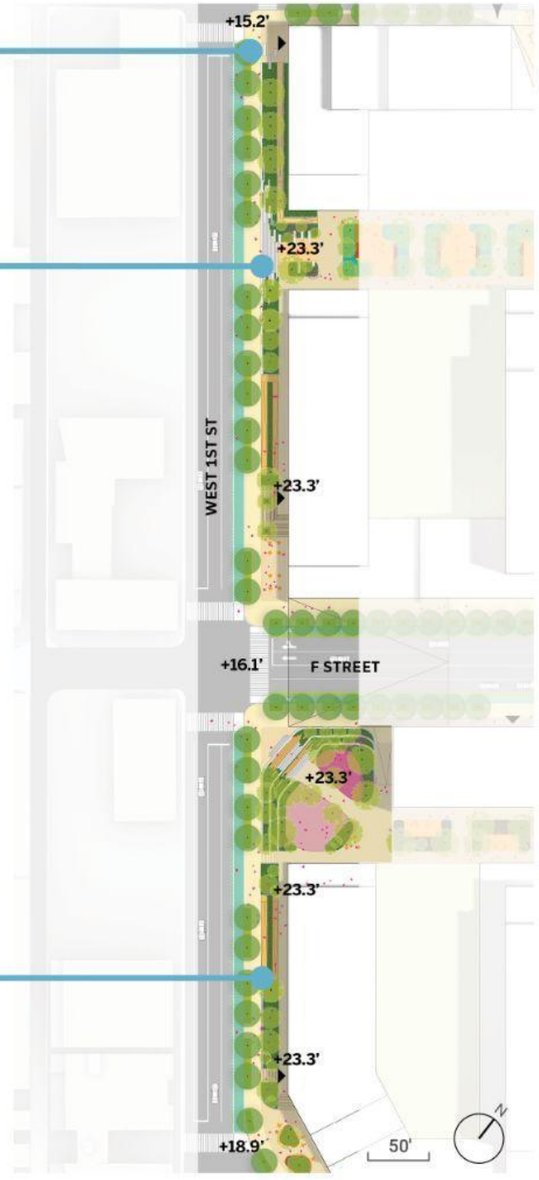
Widen ROW from approx. 55’ to 70’ (+15’)
Add protected two-way bike lane
Provide additional 22’ landscape setback (total 92’ building to building distance)









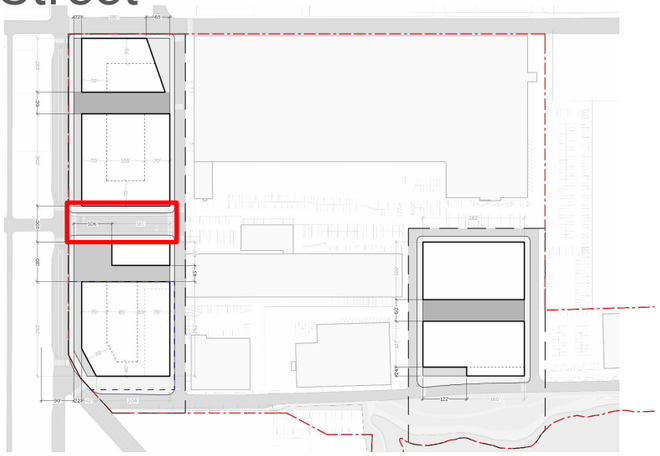


** Elevations are referenced to the BCB datum. To convert to NAVD88, subtract 6.46 ft.*

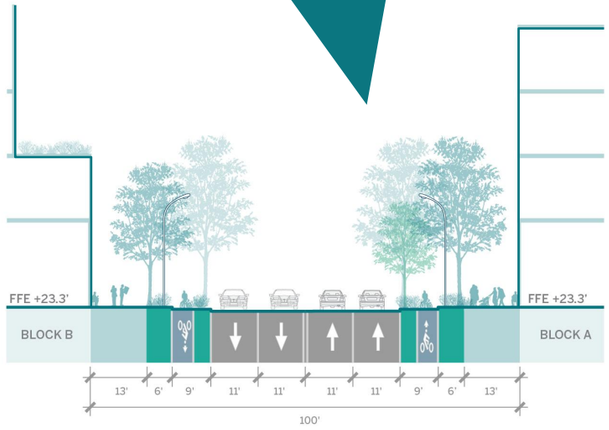
Public Realm Design
West First St



Public Realm Design
F Street



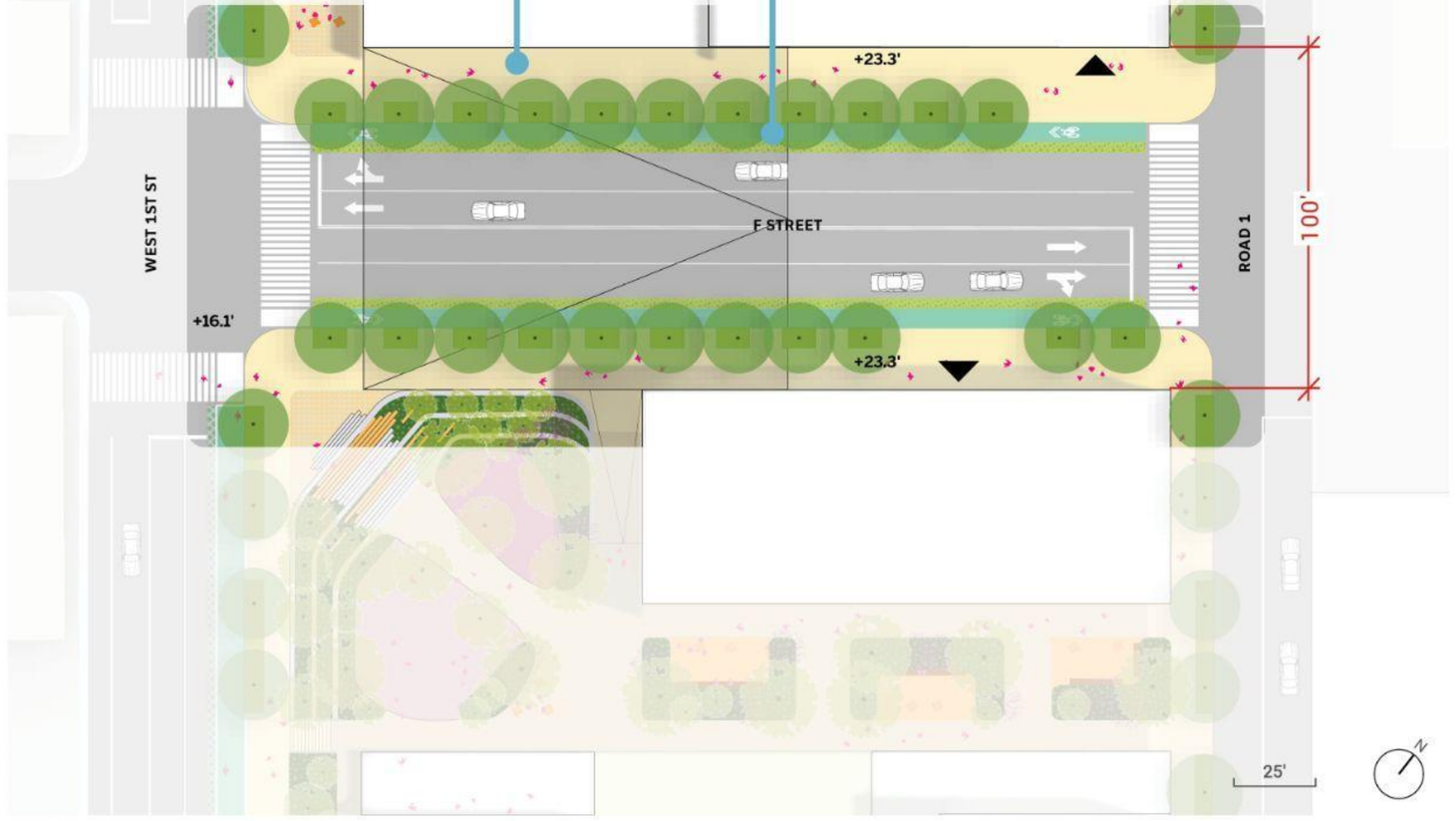
100’ right-of-way, including:
Protected bike lanes
19’-wide sidewalks
Future extension to connect to Summer



Guidelines







** Elevations are referenced to the BCB datum. To convert to NAVD88, subtract 6.46 ft.*

Public Realm Design
F Street



Note: the rendering depicts post-phase 1 condition, when more of the F Street corridor and adjacent development would be completed

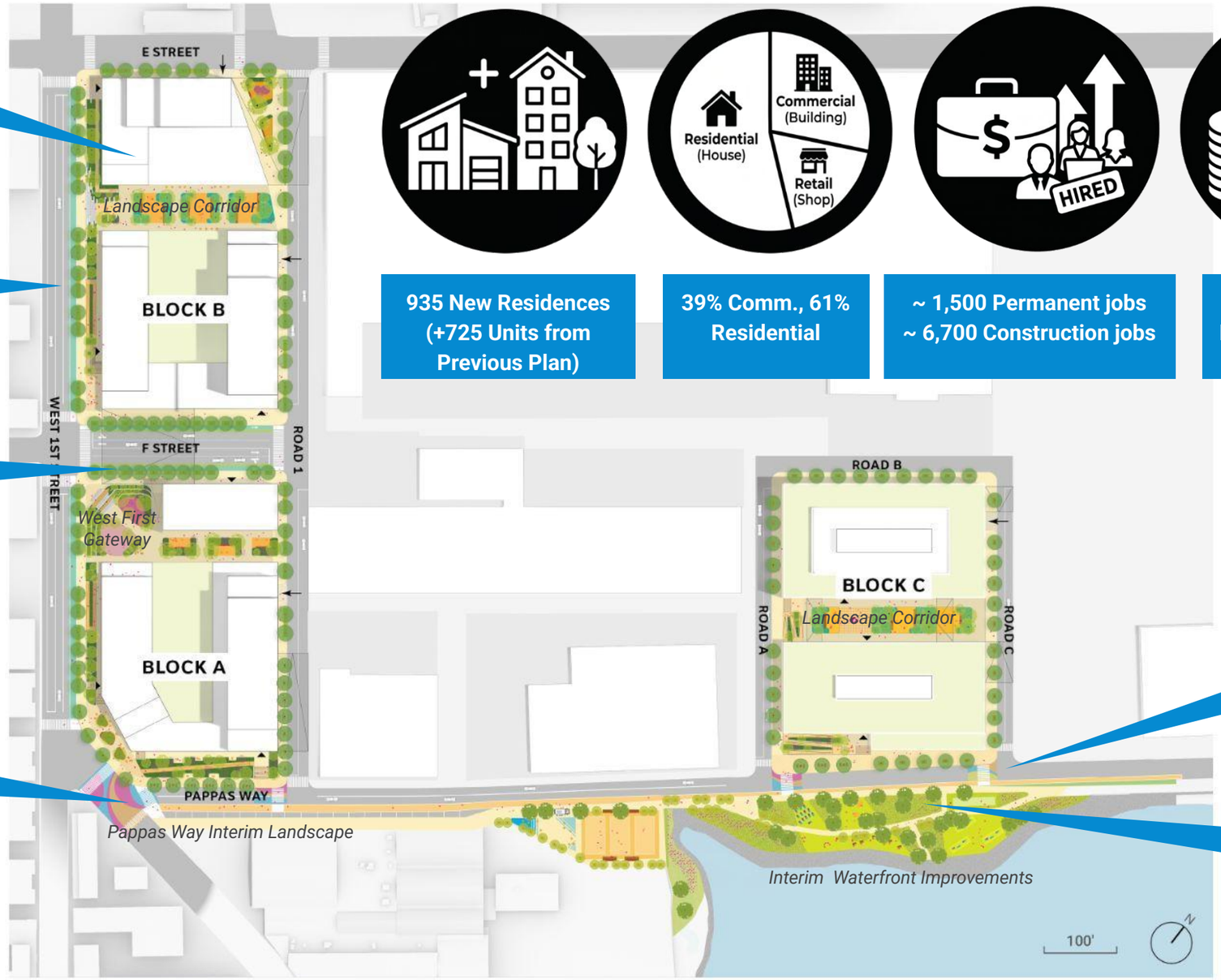
Phase 1 Public Benefits and Mitigation

New grocer use potential

+1,500 LF Bike Infrastructure

4.1 Ac of New Roads and Sidewalks

Interim Intersection Improvement



935 New Residences (+725 Units from Previous Plan)

39% Comm., 61% Residential

~ 1,500 Permanent jobs
~ 6,700 Construction jobs



~ 17 Million in Real Estate Taxes (Annual)



~ 5.3 Million In Housing Linkage
~ 1 Million in Jobs Linkage

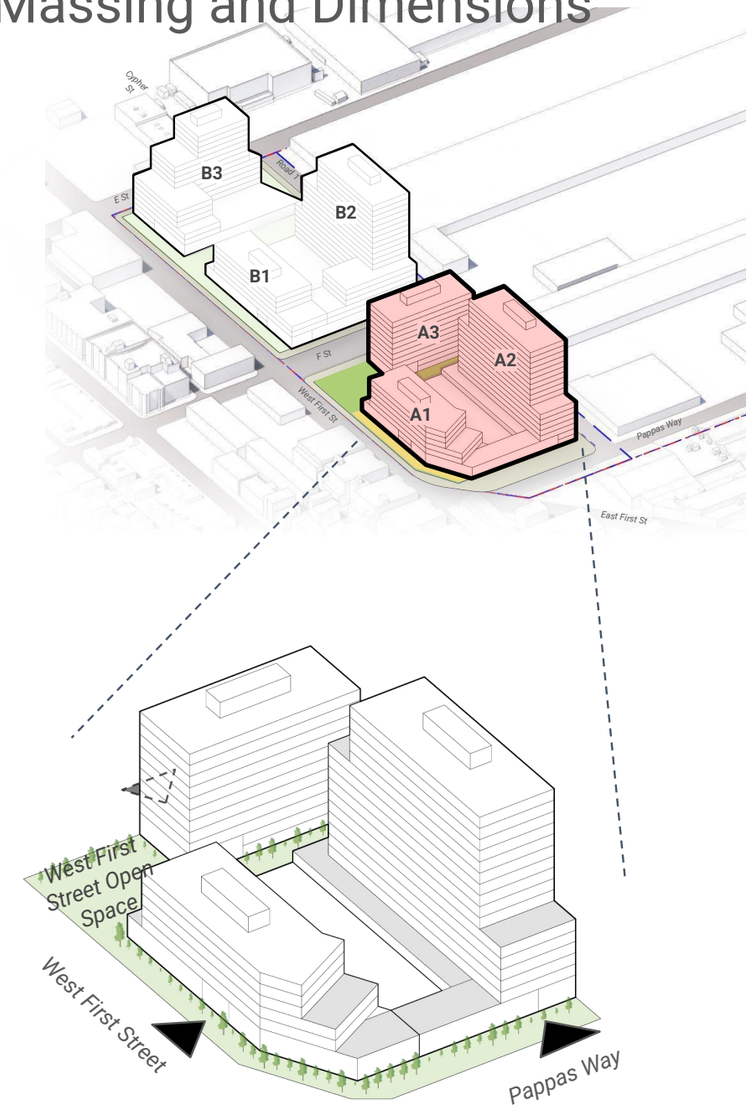
2.76 Ac / 21.5% Open Space (excluding roads)

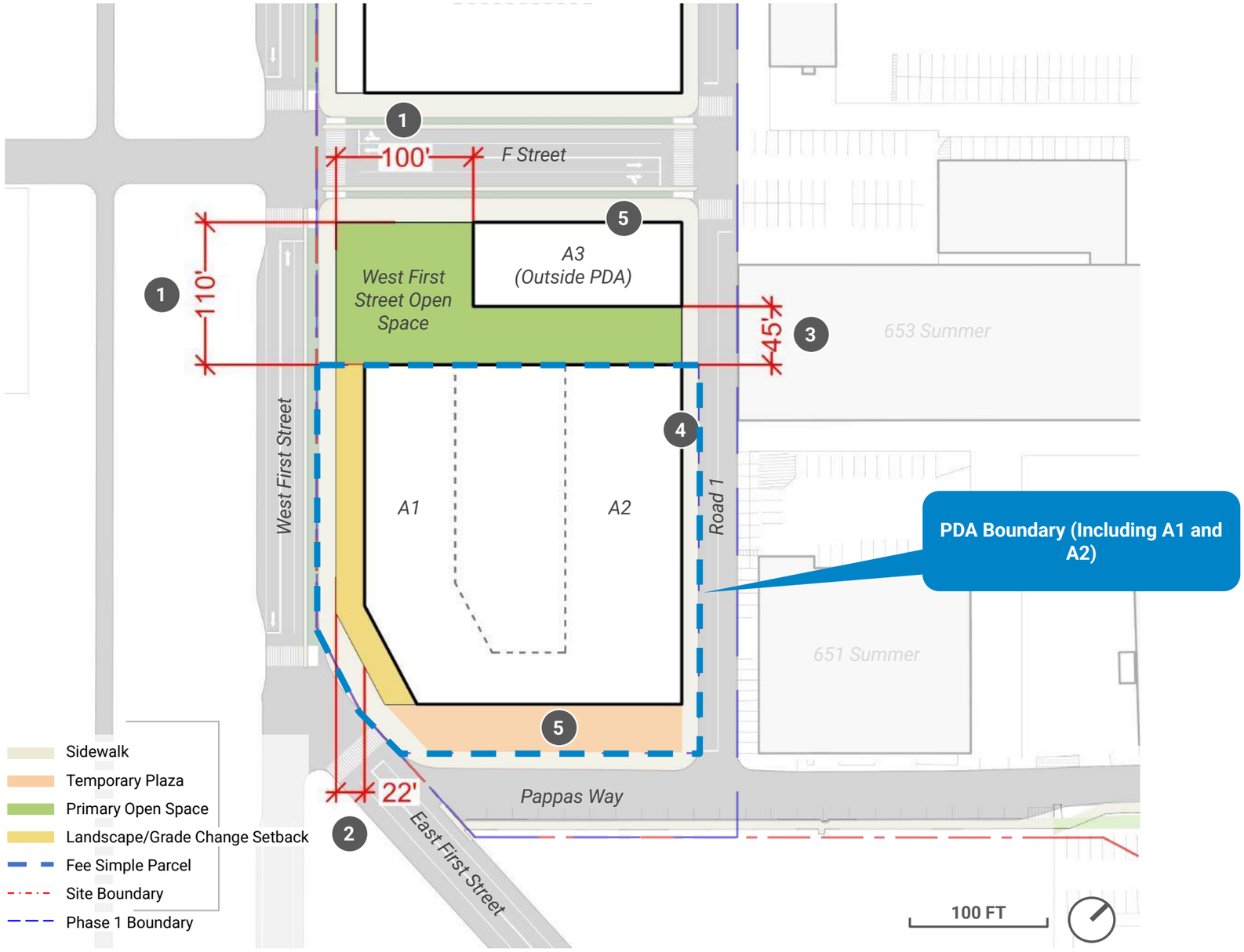
Phased Resiliency
+200 New Trees
+1 Ac of pervious area

RESERVED CHANNEL DEVE

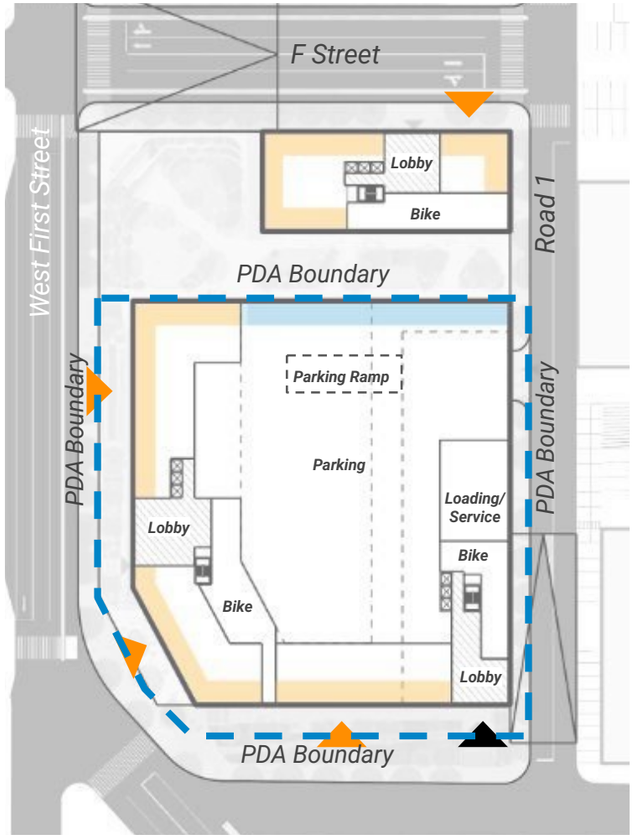
PDA SITE / BLOCK A

Block A
Massing and Dimensions

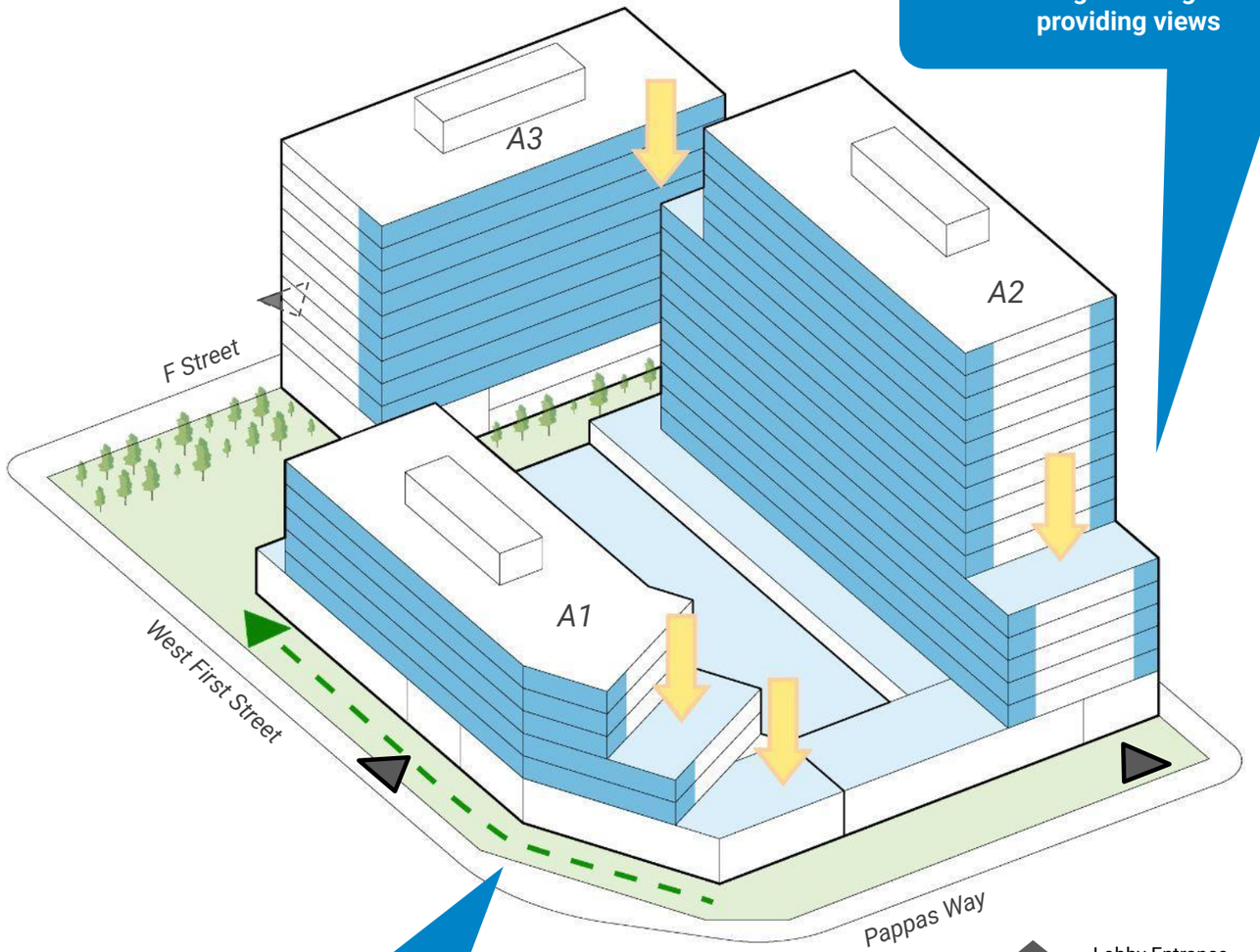




Block A
Massing and Dimensions



Lobby Entrance
Suggested Retail Entry
Active Frontage
Semi-active Frontage



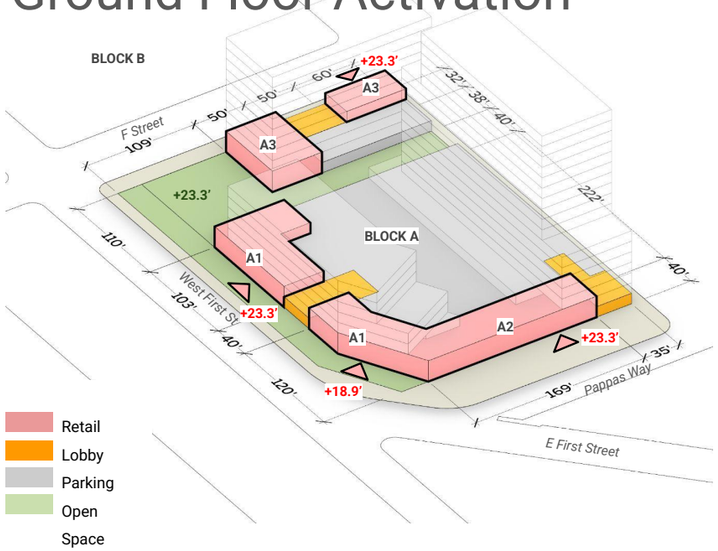
Cascading setbacks stepping down the massing with large terraces providing views

Ensure green passageways on West First Street to create a continuous vegetated street front

Lobby Entrance
Lobby Entrance
Private Open Space
Shared Open Space
Public Open Space

Block A

Ground Floor Activation











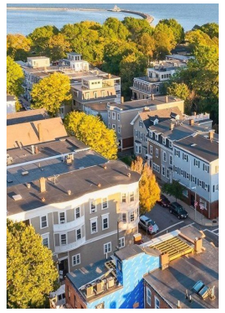


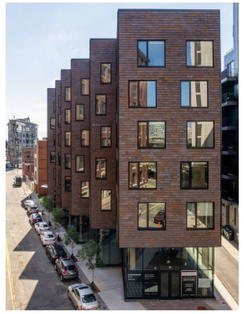
Block A
Material and Facade Expression

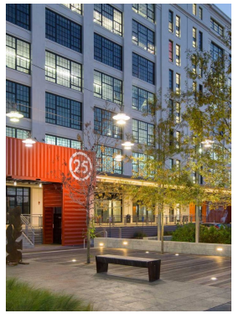




Architectural Character
South Boston's masonry streetscape and the Port and Reserved Channel's industrial heritage guide a facade strategy emphasizing material robustness, structural expression, and rhythm.

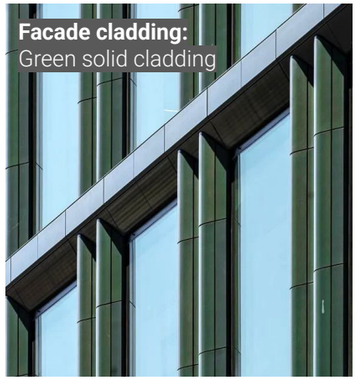




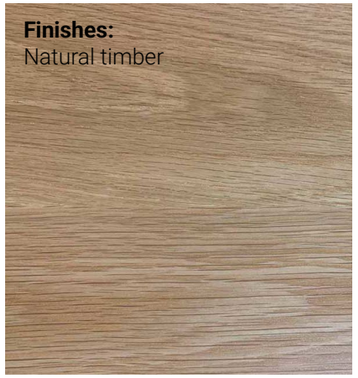


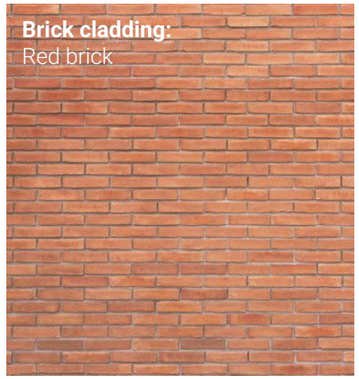
Window frames:
Anthracite grey

Railing:
Black steel rods

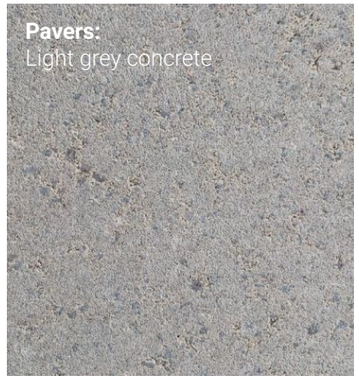


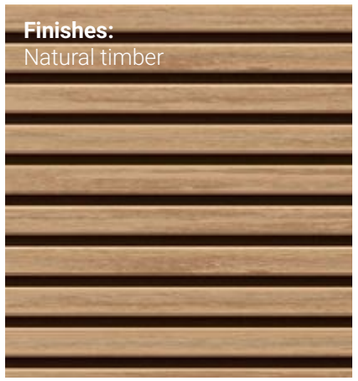
Balconies / Mullions:
Champagne Brushed Aluminum











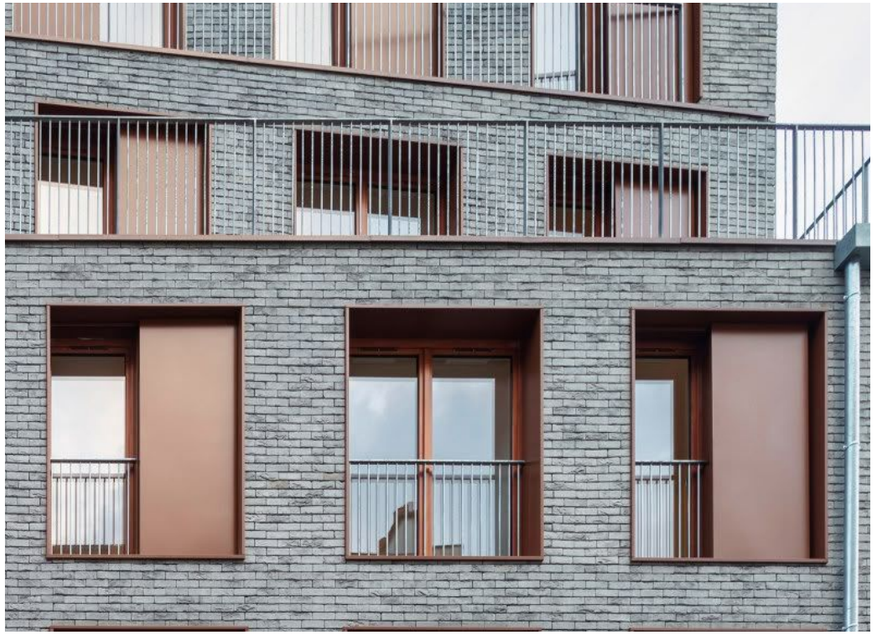




Block A
Material and Facade Expression









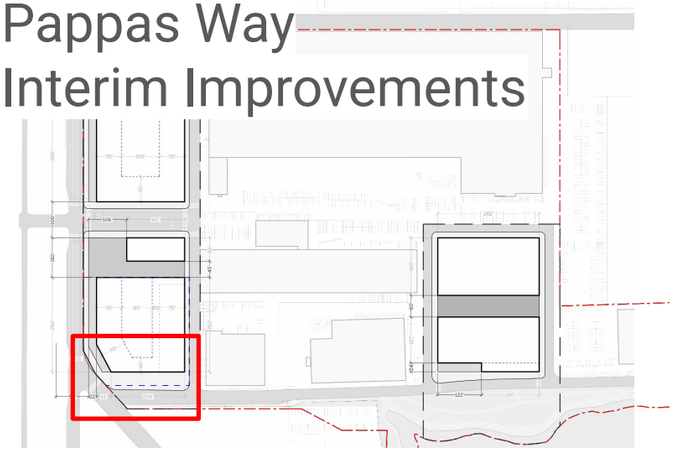


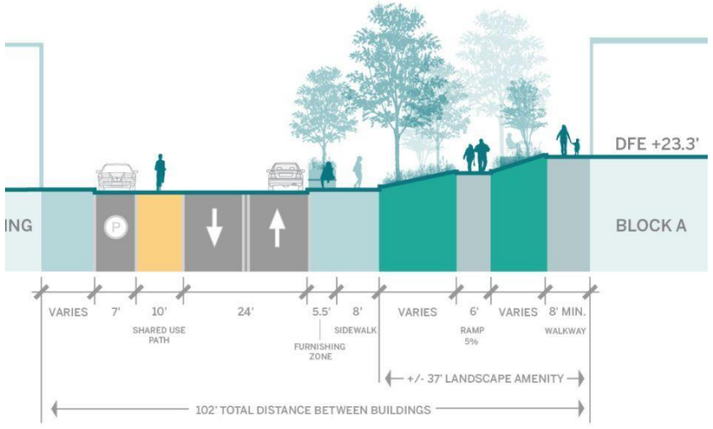
Block A
West First St

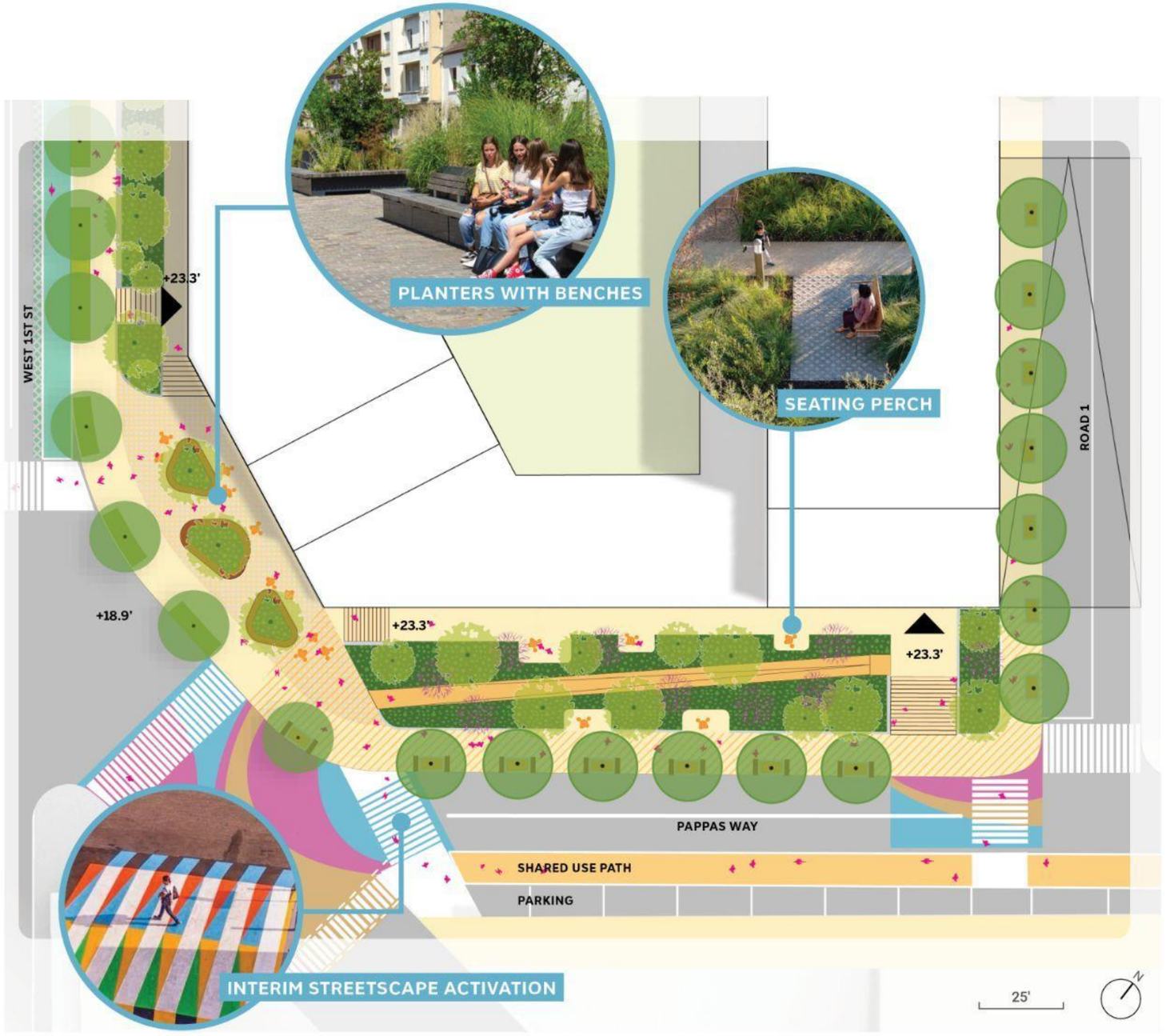


Block A

Pappas Way Interim Improvements







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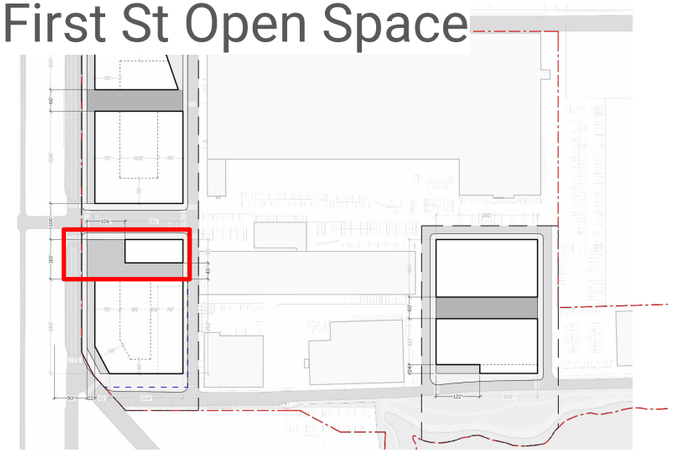
Block A

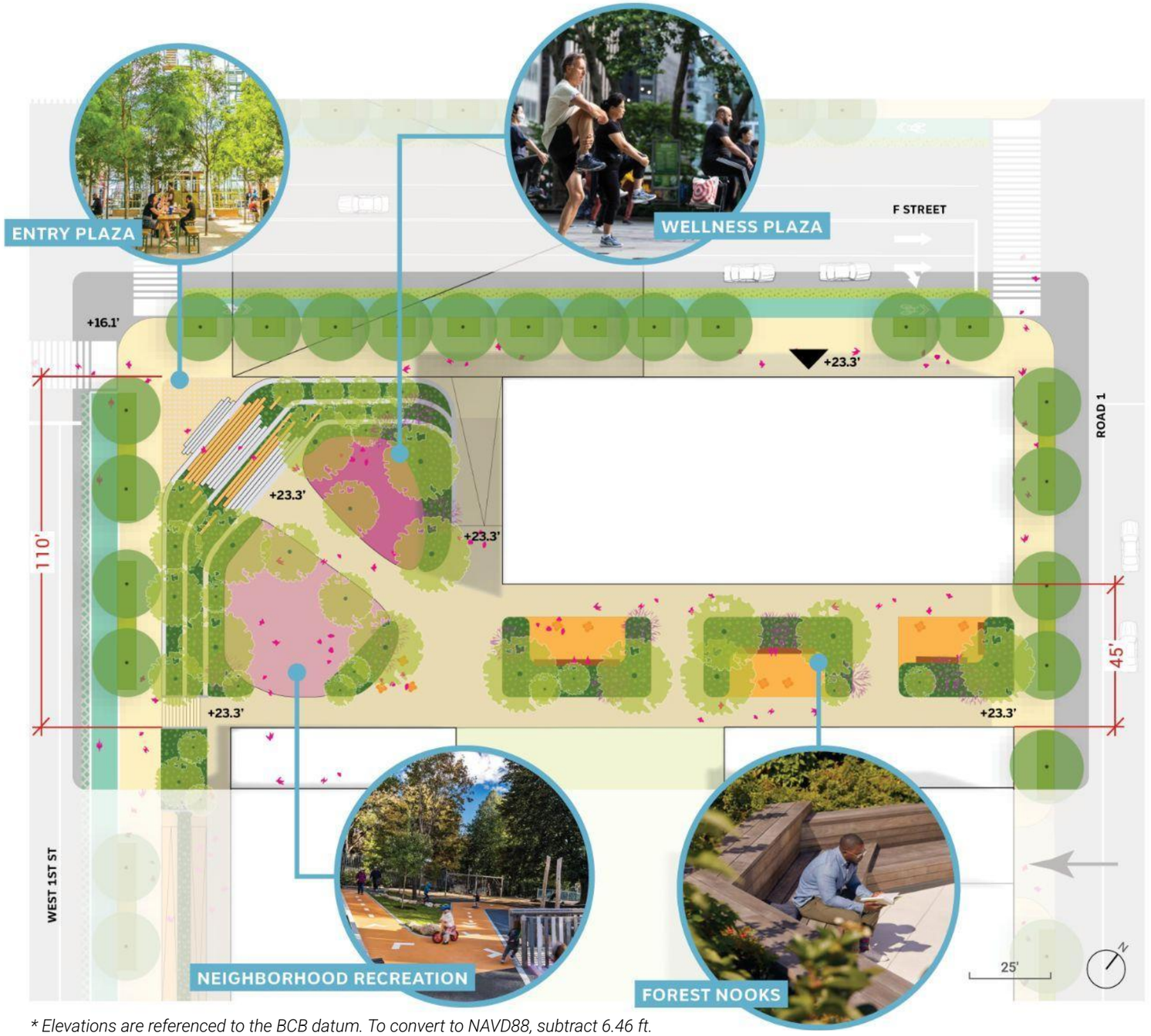
West First St and Pappas Way



Block A

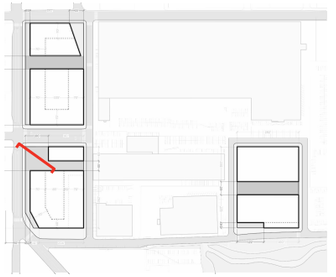
First St Open Space

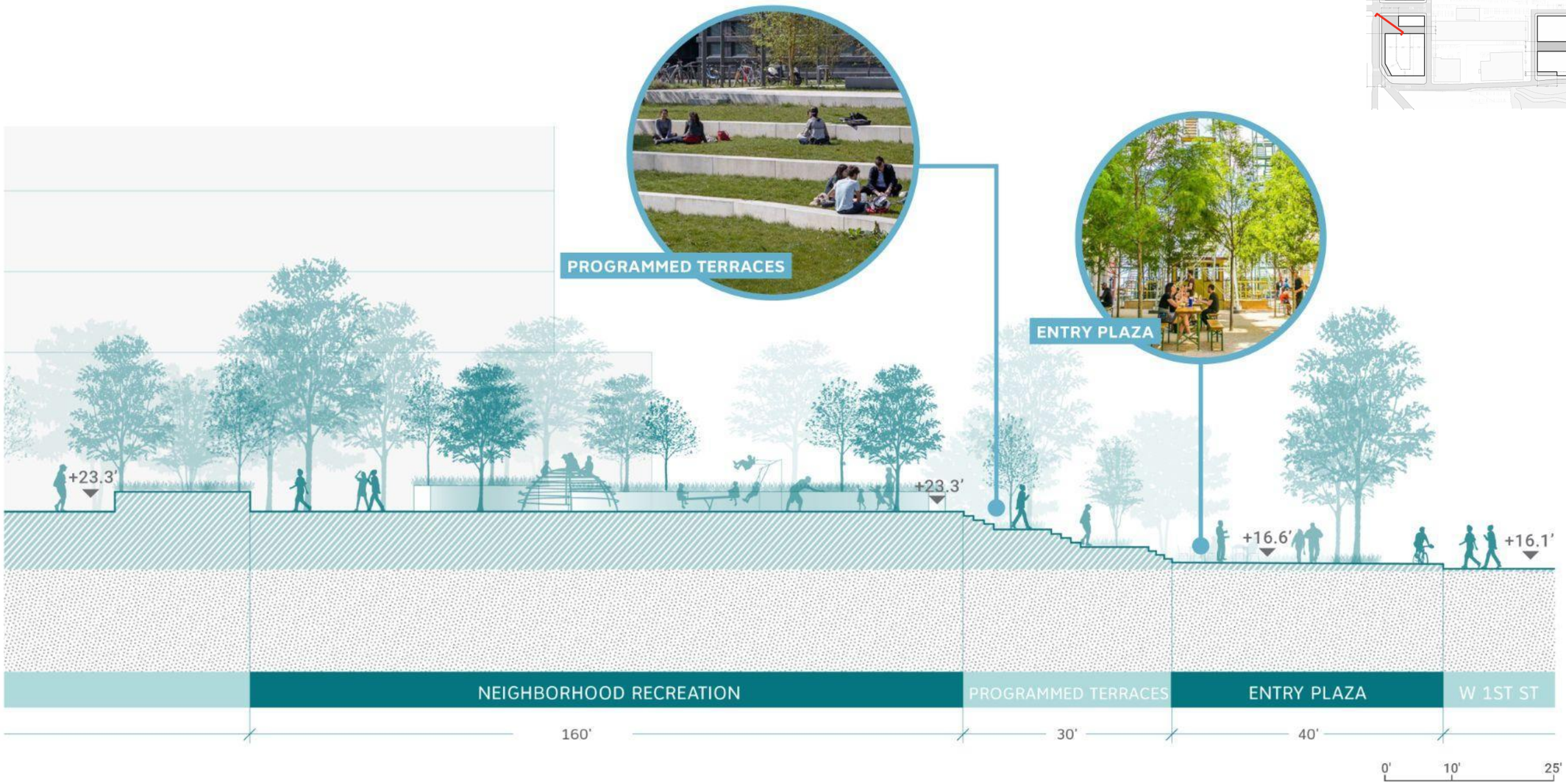




** Elevations are referenced to the BCB datum. To convert to NAVD88, subtract 6.46 ft.*

Block A
First St Open Space





Block A
First St Open Space



NEXT STEPS AND DISCUSSION

4b | BCDC Meeting #2

RESERVED CHANNEL DEVELOPMENT

OXFORD PAPPAS ENTERPRISES, INC.

BCDC – Meeting #2

February 24, 2026

Agenda

1. **Procedural Background**
2. **What we Heard and Project Update**
   The Big Ideas
   The Phase 1 Project & Changes in Response to Comments
3. **Next Steps**
4. **Discussion**

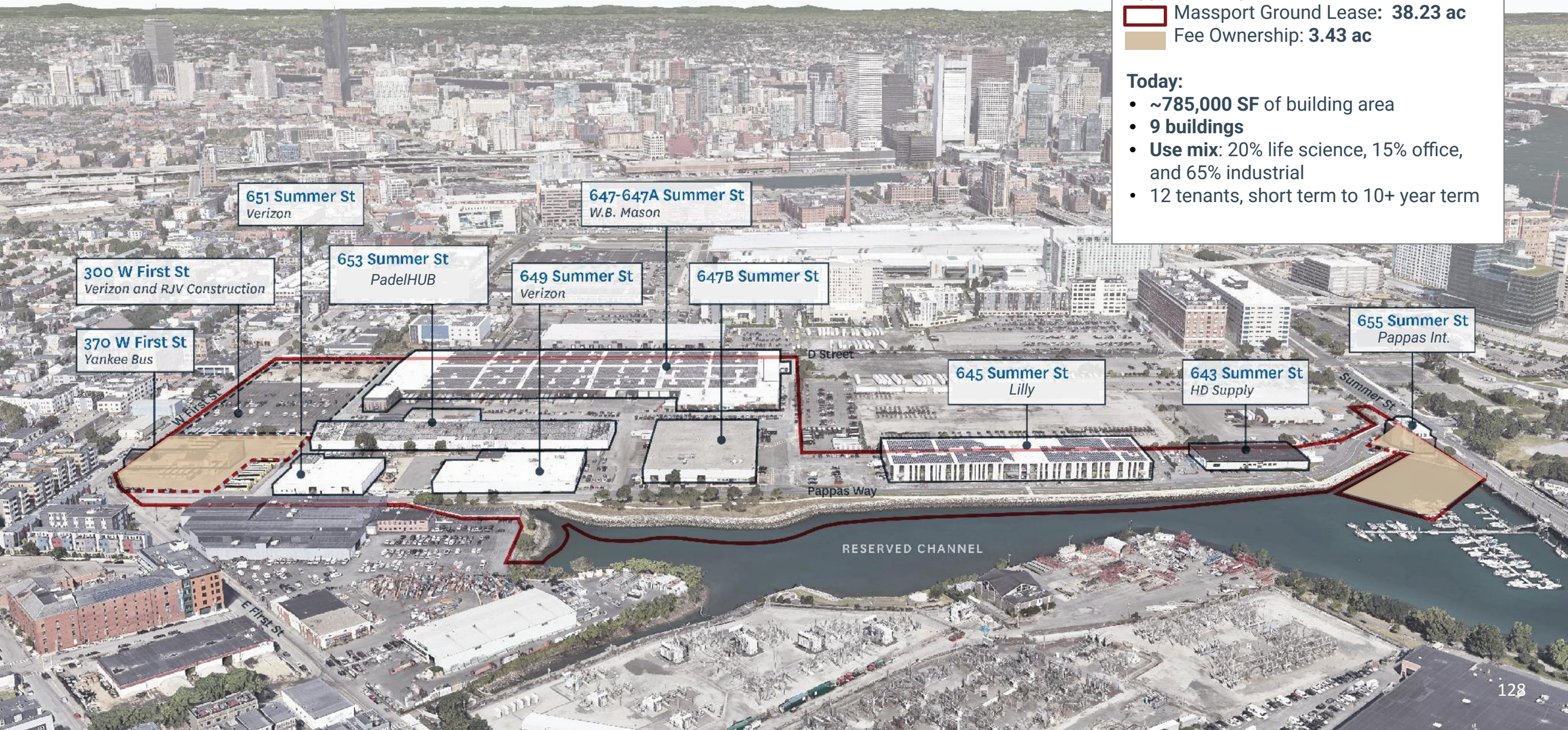
1. Procedural Background

42-Acre Reserved Channel Site, South Boston



1. Procedural Background

The Reserved Channel Site Today



Site:
Approximately **42 acres**
Massport Ground Lease: **38.23 ac**
Fee Ownership: **3.43 ac**

Today:

- **~785,000 SF** of building area
- **9 buildings**
- **Use mix**: 20% life science, 15% office, and 65% industrial
- 12 tenants, short term to 10+ year term

1. Procedural Background

Local Article 80 Procedure Focuses on **Phase 1 Project**



COMMUNITY INPUT

CONCEPT PLANNING

Article 80B*

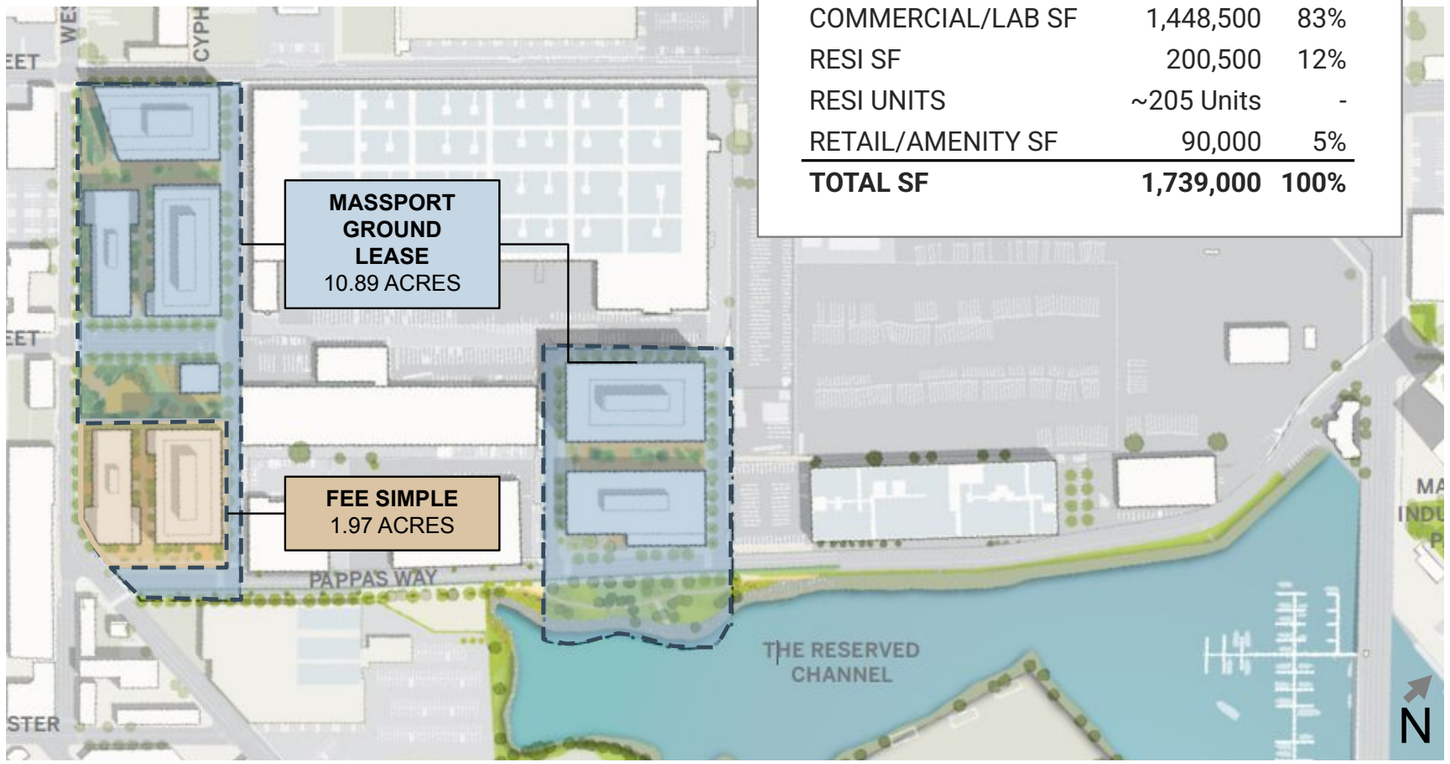
LOI 4.2023

PNF
Project Notification Form
11.2023

Phase 1

Comment Period

Local Procedure



PREVIOUSLY PRESENTED

SITE AREA	**12.86 AC**
OPEN SPACE	**3.4 AC / 26.5%**

PROGRAM	**TOTAL SF**	**%**
COMMERCIAL/LAB SF	1,448,500	83%
RESI SF	200,500	12%
RESI UNITS	~205 Units	-
RETAIL/AMENITY SF	90,000	5%
TOTAL SF	**1,739,000**	**100%**

* Article 80 Review “Light” (Voluntary) for projects on Massport Land

1. Procedural Background

MEPA Special Review Procedure (SRP) Focuses on **Phase 1 Project and Master Plan**



State Procedure

MEPA Special Review Procedure (SRP)

COMMUNITY INPUT

CONCEPT PLANNING

Article 80B*

LOI 4.2023

PNF
Project Notification Form
11.2023

Phase 1

Comment Period

Citizens Advisory Committee (CAC)

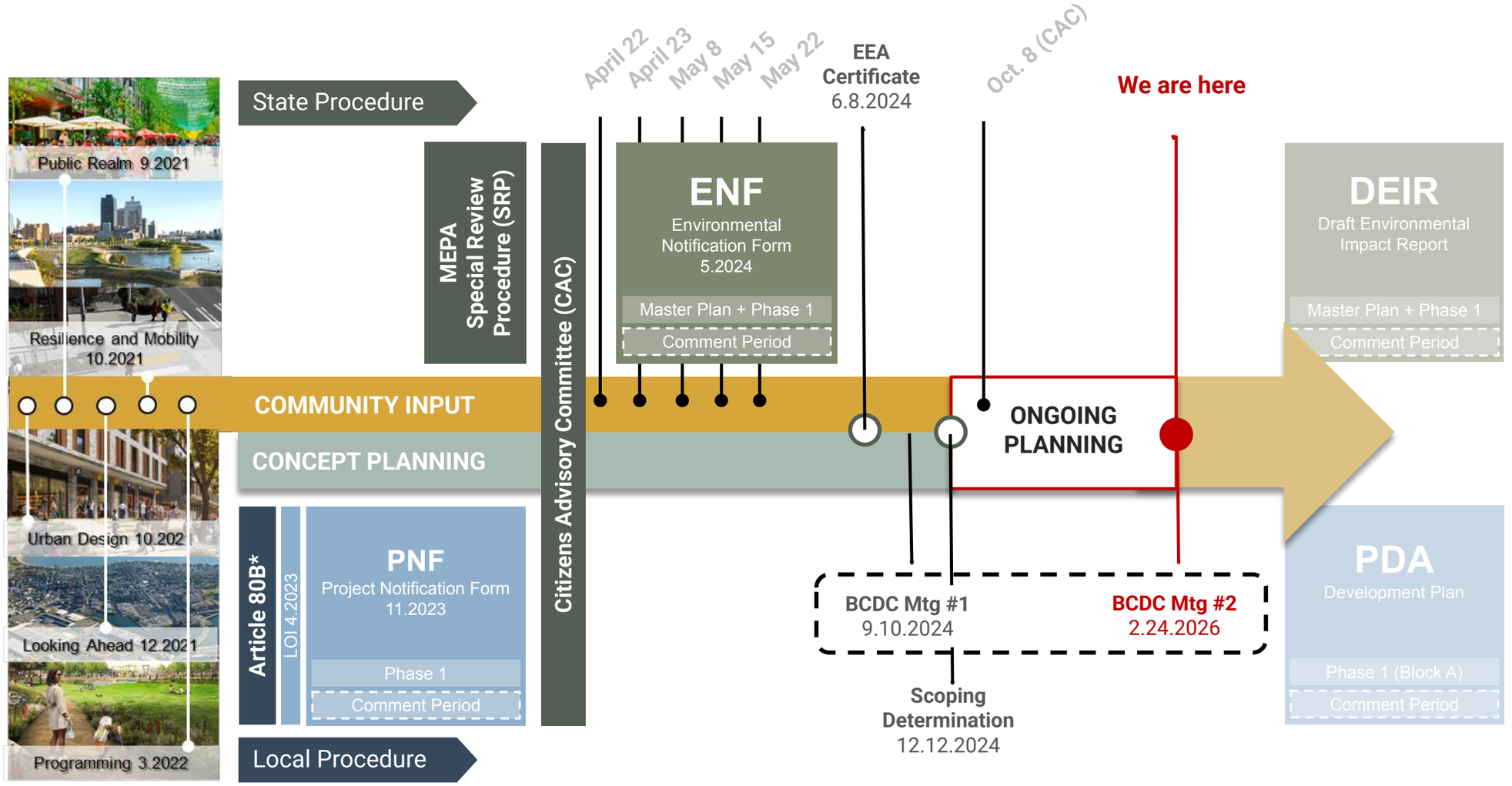
Local Procedure



* Article 80 Review "Light" (Voluntary) for projects on Massport Land

1. Procedural Background

Parallel State (SRP) and Local Article 80 Procedure



* Article 80 Review "Light" (Voluntary) for projects on Massport Land

Agenda

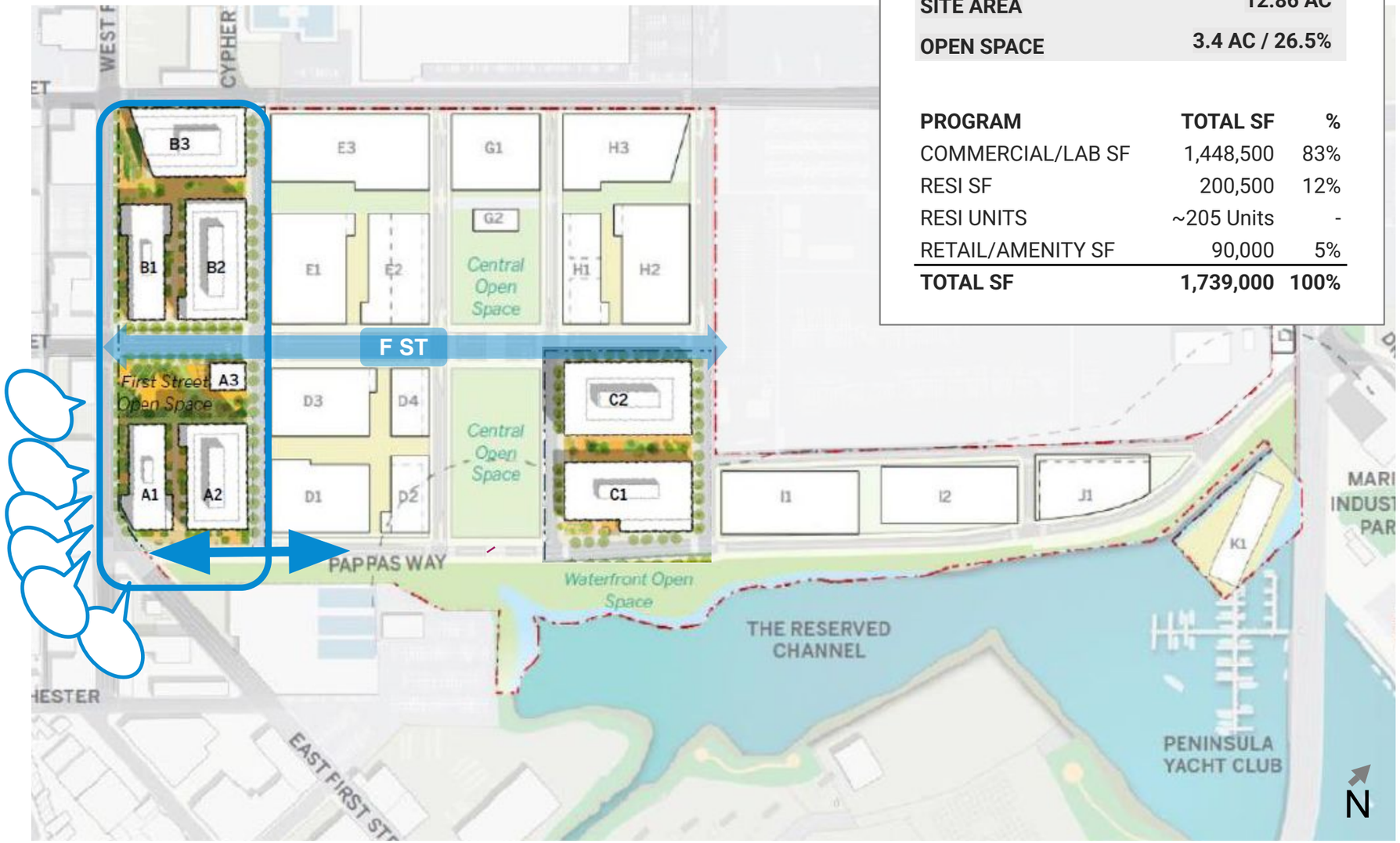
1. Procedural Background
2. **What we Heard and Project Update**
   The Big Ideas
   The Phase 1 Project & Changes in Response to Comments
3. Next Steps
4. Discussion

2. What We Heard and Project Update
Comment themes

BCDC Lens:
- Urban design before buildings
- Intrigued by zooming out
- Connections beyond the project
- What's close for transportation
- What has been the community 'vibe'

Planning Foundations, The Big Ideas
- F Street – *Road to nowhere?*
- Pappas Way – *long term future?*
- Massport Area Planning – *next door?*
- Access to Transit

The What and the Where
- Program - *Priority Commercial?*
- Heights and Building Density
- West First Street - *ROW and setbacks*
- West 1st Park Location



PREVIOUSLY PRESENTED

SITE AREA	**12.86 AC**
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RESI UNITS	~205 Units	-
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TOTAL SF	**1,739,000**	**100%**

2. What We Heard and Project Update

The Big Ideas | F Street: Backbone of Project Transportation Network Input and Potential

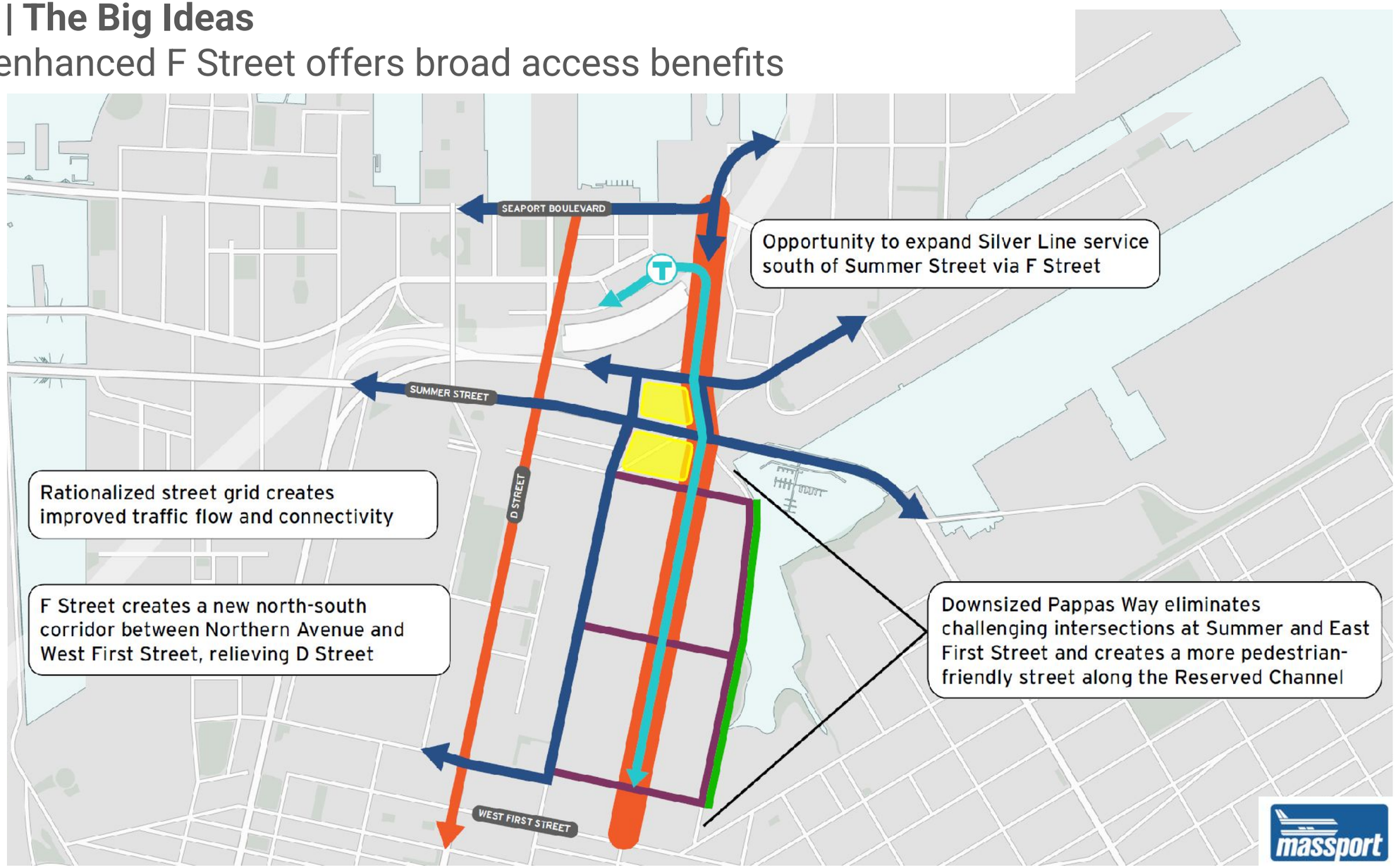
Planning Foundations, The Big Ideas

- **F Street** should continue all the way to Summer; allows **Pappas Way** to be less trafficked - *(Letter)*
- **F Street** doesn't provide connectivity to Summer Street; would not need its proposed dimension - *(BPA)*
- Pappas Way could be a better place if north-south traffic could rely on **F Street** - *(CAC)*
- Project doesn't offer ways to better the transportation system - *(CAC)*



2. Project Update | The Big Ideas

An extended and enhanced F Street offers broad access benefits



2. Project Update | The Big Ideas

New plan is aligned to deliver on F Street's broad access benefits

1. *F Street should continue all the way to Summer; allows Pappas Way to be less trafficked and free of trucks - (Letter)*

   F Street Planned for Realization

2. *Pappas Way could be a better place if north-south traffic could rely on F Street - (CAC)*

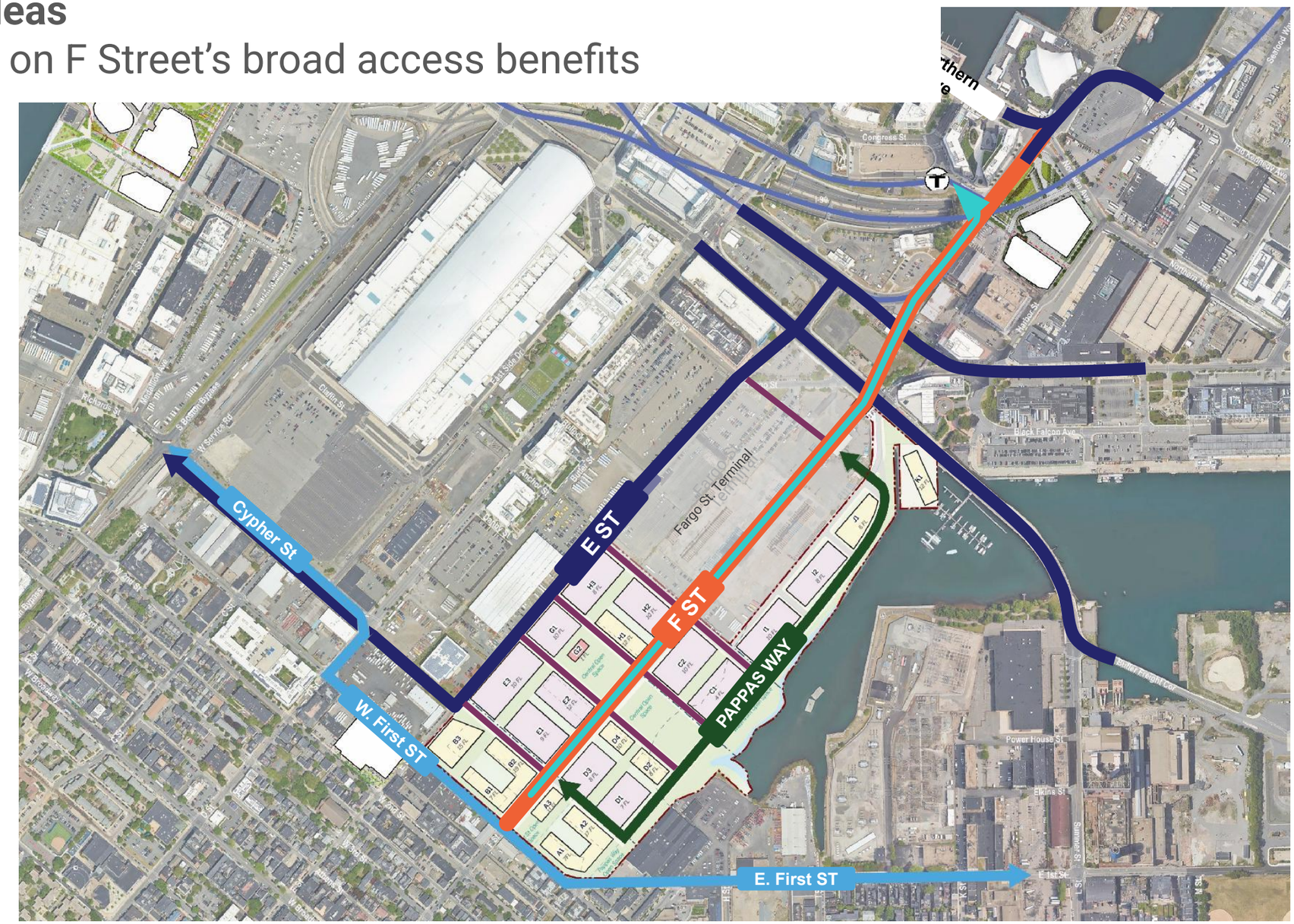
   Pappas Way; Safe & Resilient Future
   Transition to secondary, pedestrian oriented street; recreational edge, rational safe intersections

3. *Project doesn't offer ways to better the transportation system - (CAC)*

   F Street Provides means for central, Silver Line connectivity

   West 1st Bicycle Infrastructure achieved along Project's Frontage

   Maritime Operational Needs Supported
   Protect and capitalize on new Cypher St. and E St trucking route



2. Project Update | The Big Ideas

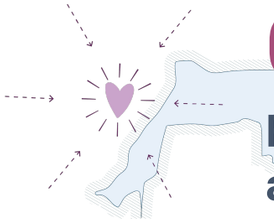
Planning Principles



01

A waterfront for all

Transform the Reserved Channel into a distinctive waterfront which fosters community and well-being.



02

From an edge to a center

RCD is stitching South Boston together with the waterfront and surrounding neighborhoods.



03

A welcoming place

Setting the stage for moments of discovery, chance encounters and a variety of experiences.



04

Springboard for success

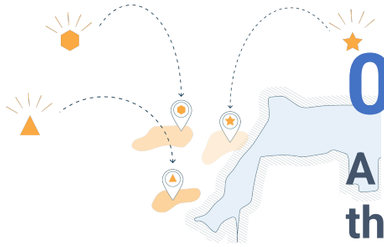
RCD is making a launch pad for opportunity: a place for diverse home grown businesses to experiment and thrive.



05

A global leader in resilience

RCD isn't just one step ahead of climate change — it's looking generations into the future.



06

A showcase for the best of South Boston

RCD sets the stage for local talent to shape the future of the neighborhood.

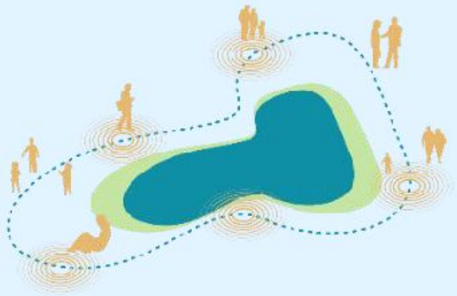


07

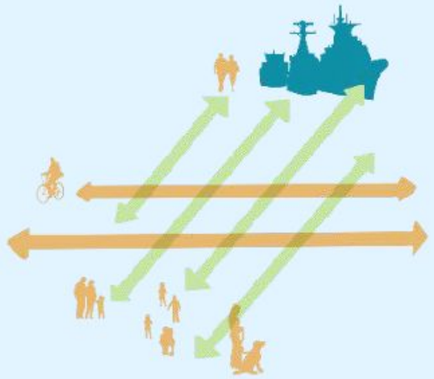
A partner in it together

We are in it for the long haul. We want to work together to meet the evolving needs and aspirations of all neighbors.

Key Drivers



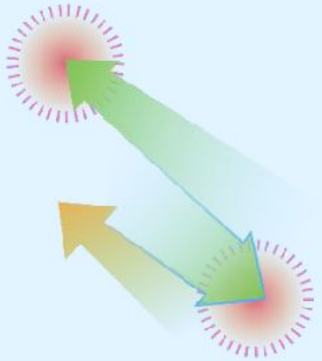
1. Establish “the basin loop” activate and animate the perimeter



2. Enhance connectivity by extending and integrating the South Boston grid



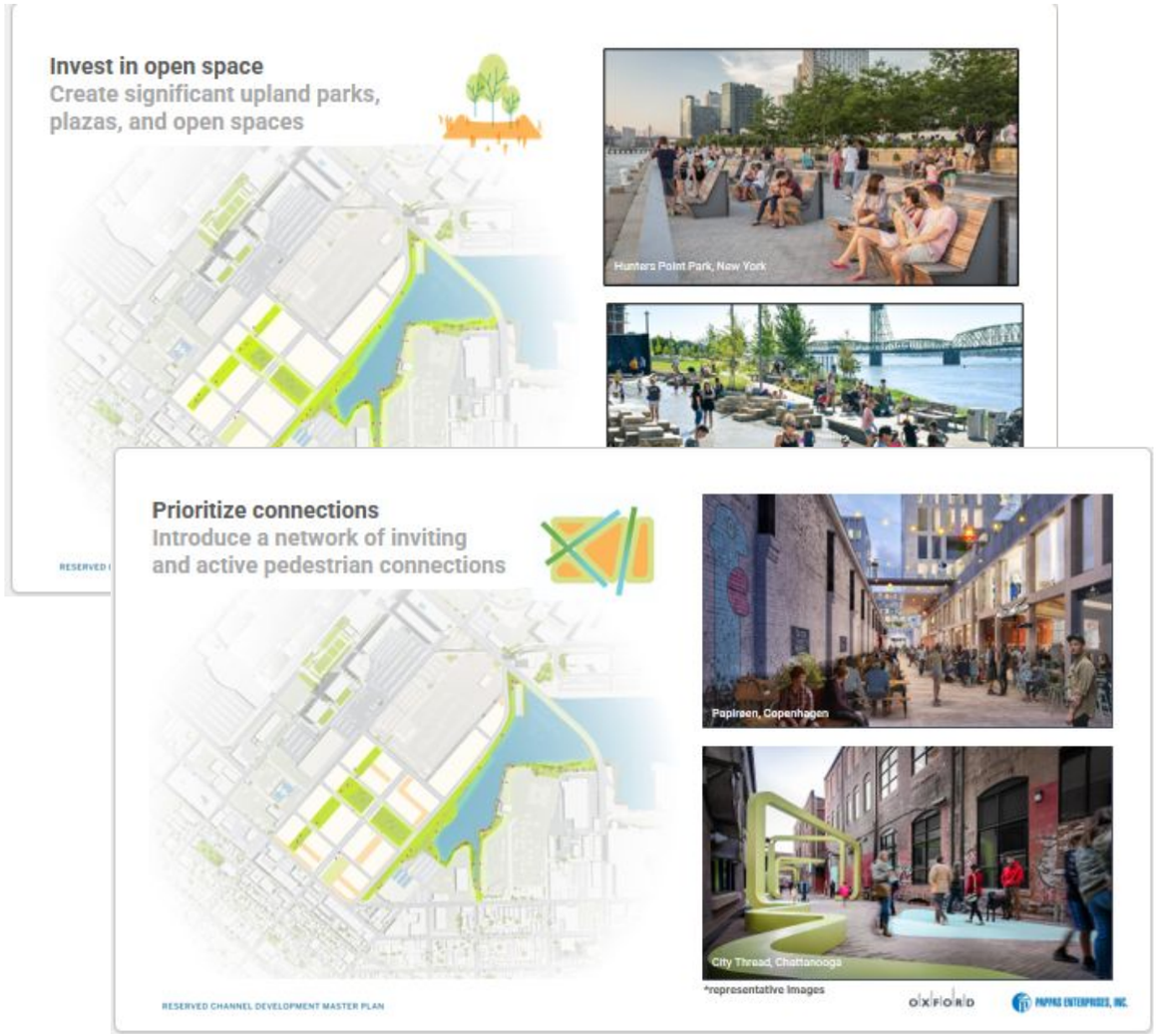
3. Create meaningful open space connections between uplands and waterfront



4. Increase connections and improve access

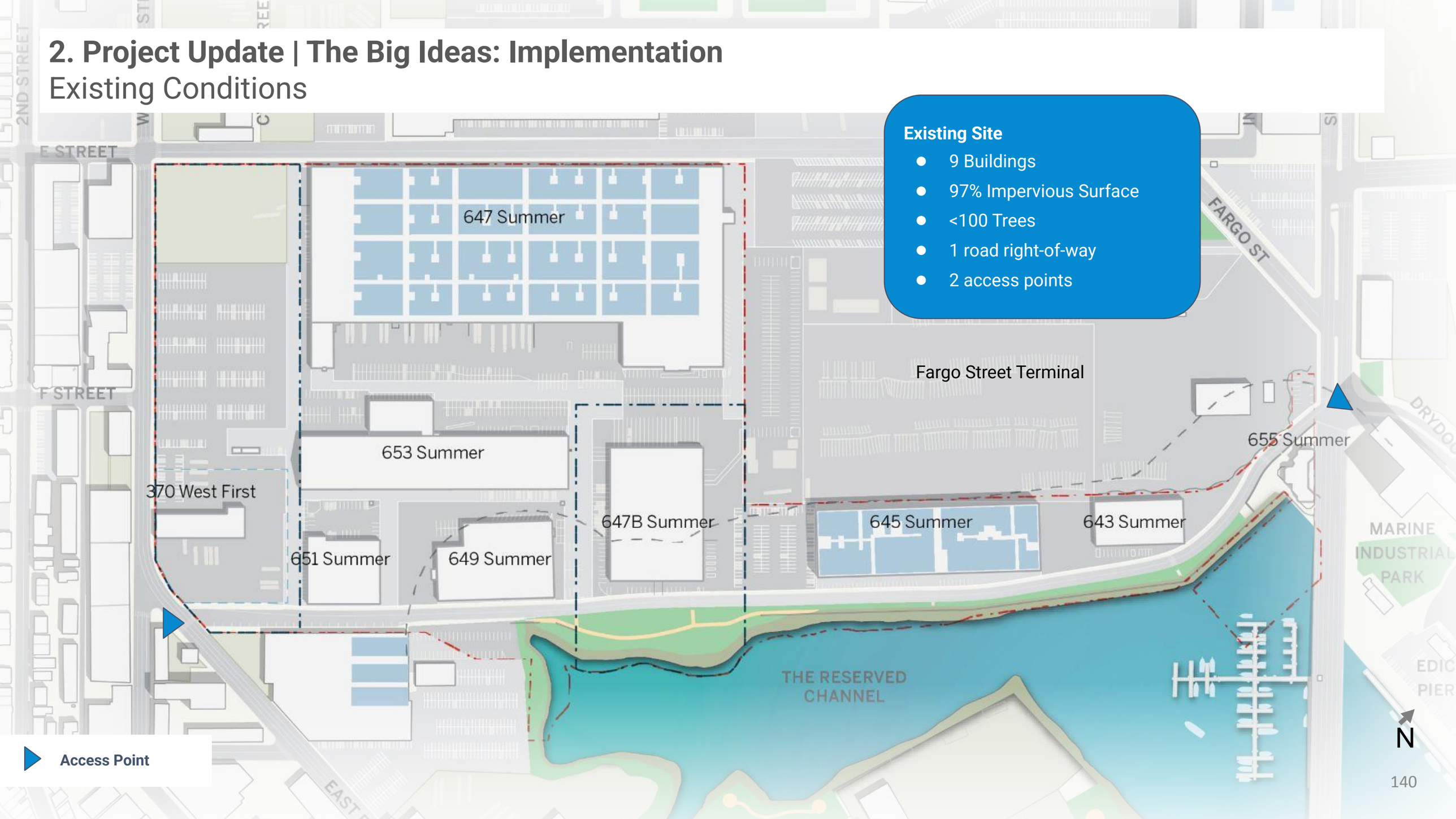
2. Project Update | The Big Ideas
Ambitions for Placemaking





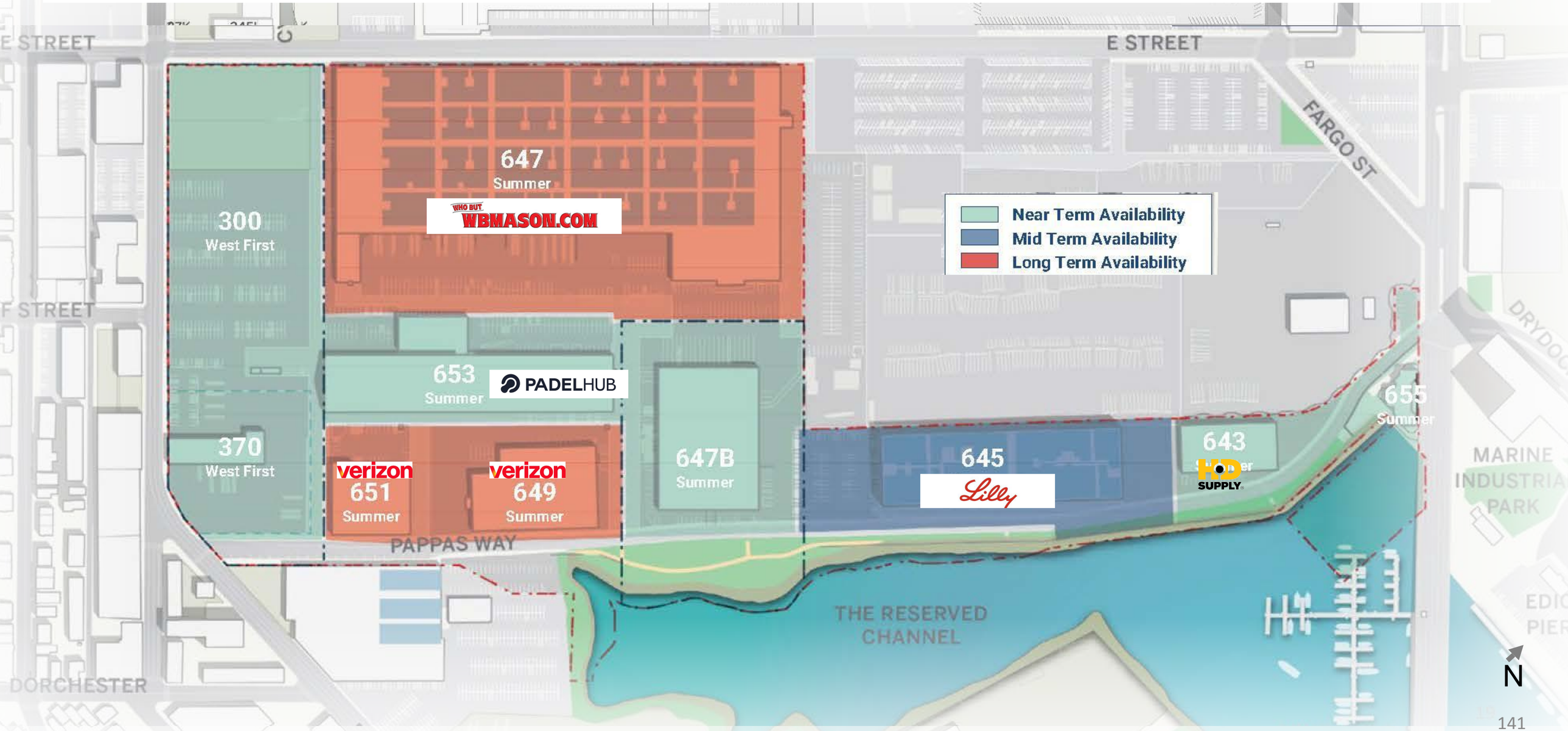
2. Project Update | The Big Ideas: Implementation

Existing Conditions



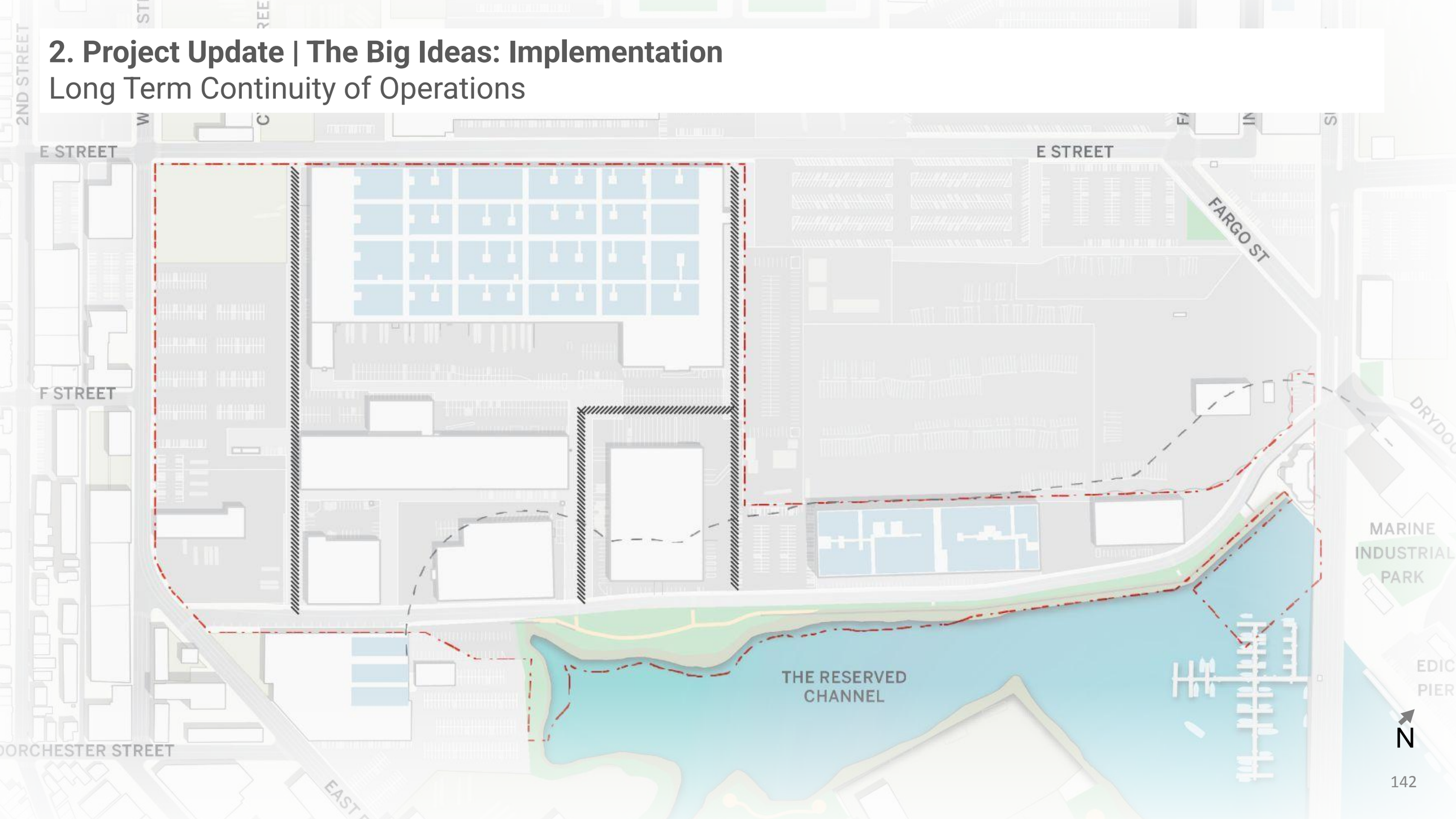
2. Project Update | The Big Ideas: Implementation

Land Availability



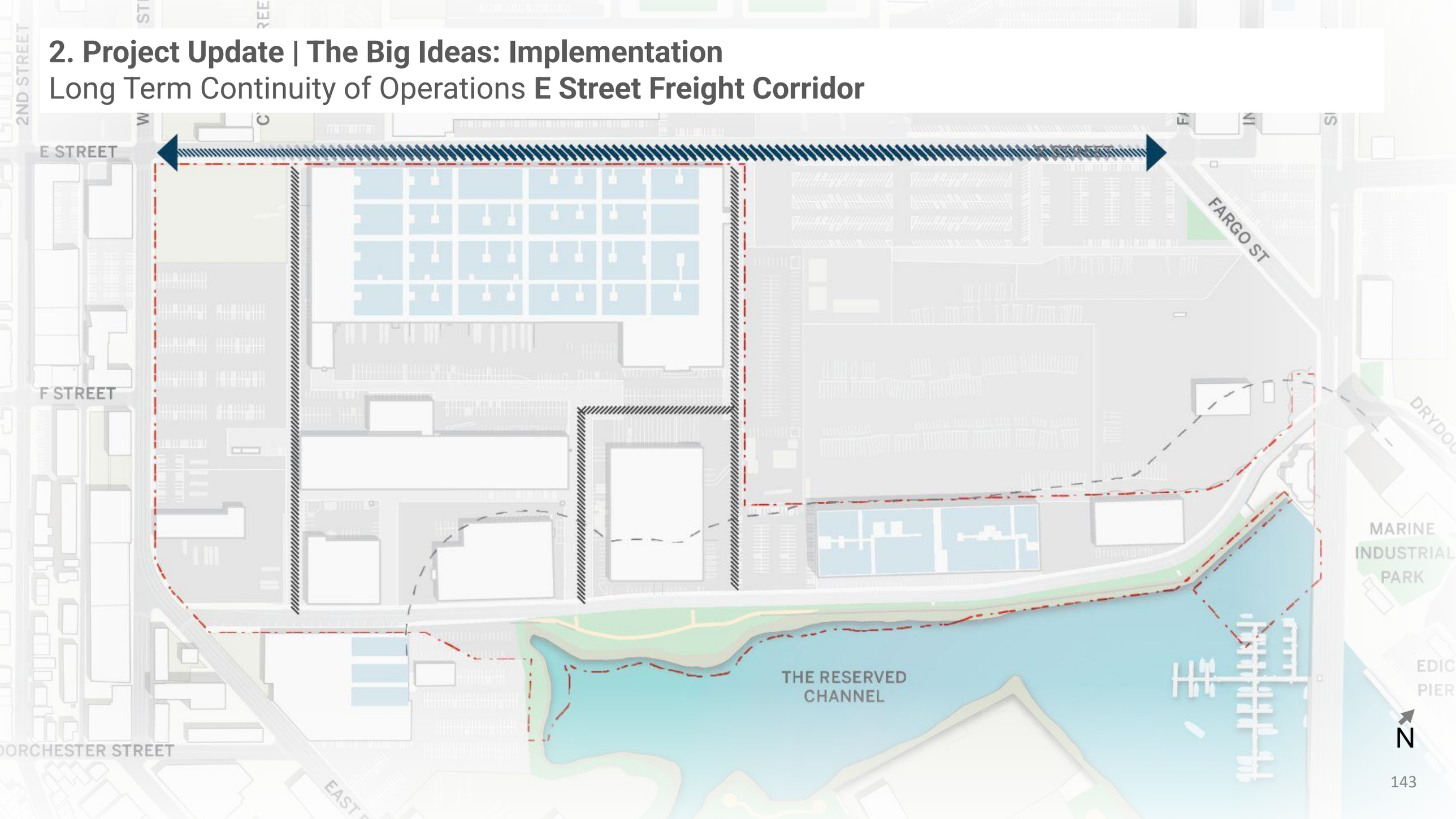
2. Project Update | The Big Ideas: Implementation

Long Term Continuity of Operations



2. Project Update | The Big Ideas: Implementation

Long Term Continuity of Operations **E Street Freight Corridor**



2. Project Update | The Big Ideas: Implementation

Long Term Transportation ‘Backbone’: **F Street**





2. Project Update | The Big Ideas: Implementation

Character Change Delivered to **Pappas Way**







E STREET

F STREET

FARGO ST

THE RESERVED CHANNEL

MARINE INDUSTRIAL PARK

DORCHESTER STREET

N

2. Project Update | The Big Ideas: Implementation

Character Change Delivered to **West First Street**









E STREET

F STREET

2ND STREET

DORCHESTER STREET

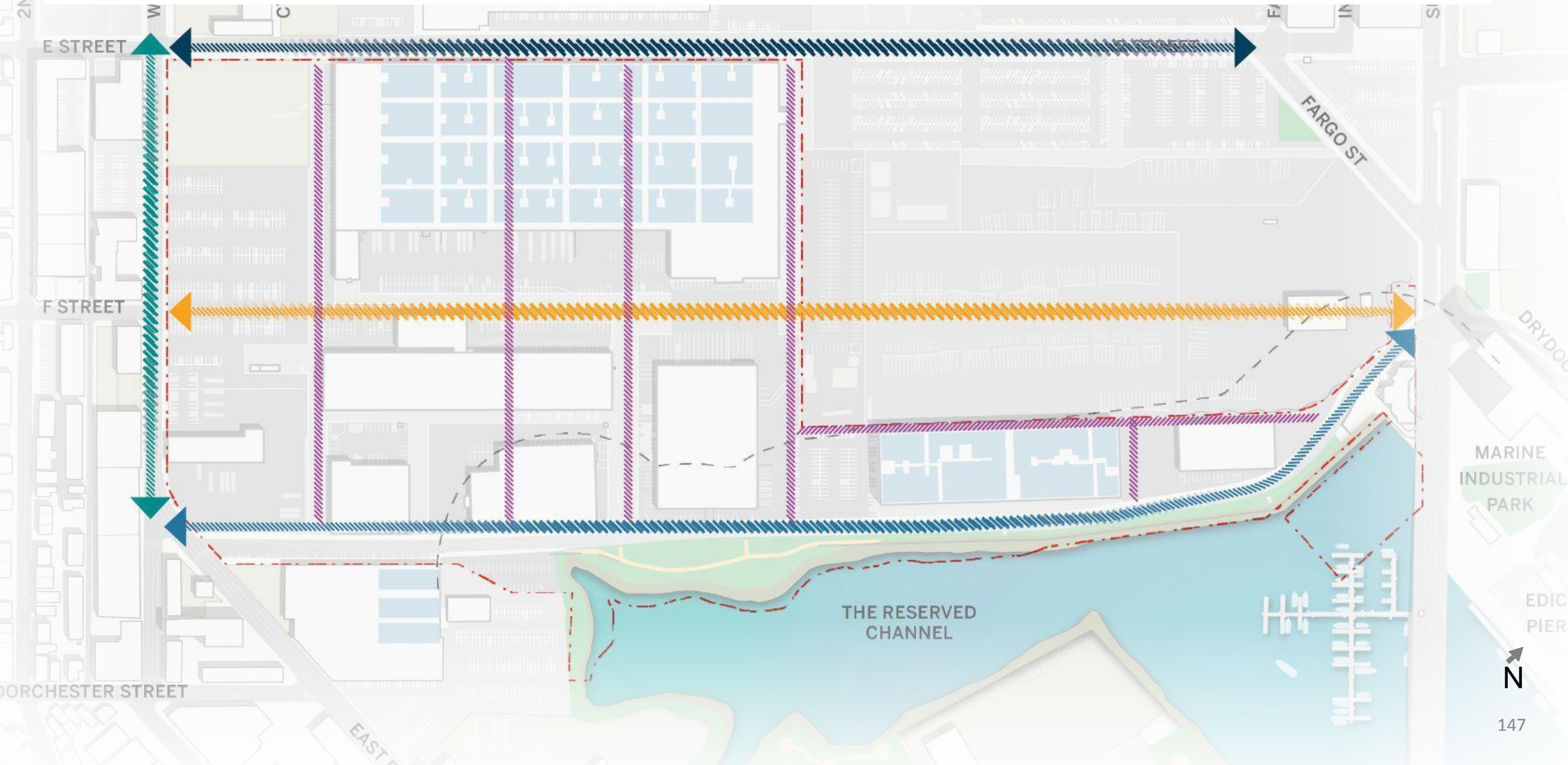
THE RESERVED CHANNEL

MARINE INDUSTRIAL PARK

N

2. Project Update | The Big Ideas: Implementation

Connections Enhanced through **New Interior Public Rights of Way**



2. Project Update | The Big Ideas: Implementation

A Flexible Block Structure Delivered



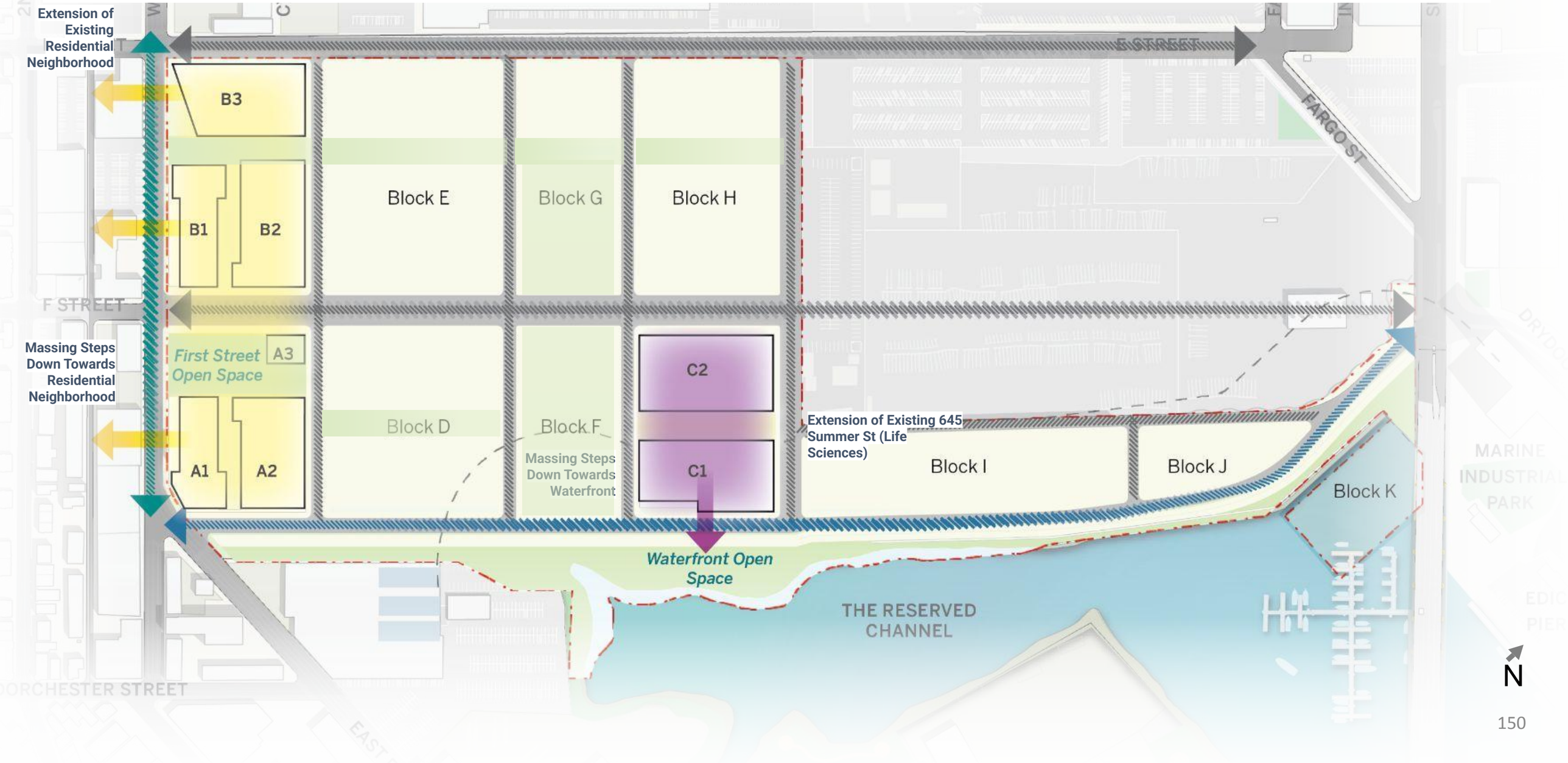
2. Project Update | The Big Ideas: Implementation – Planning Principles Applied

A Waterfront for All, Porosity and Scale



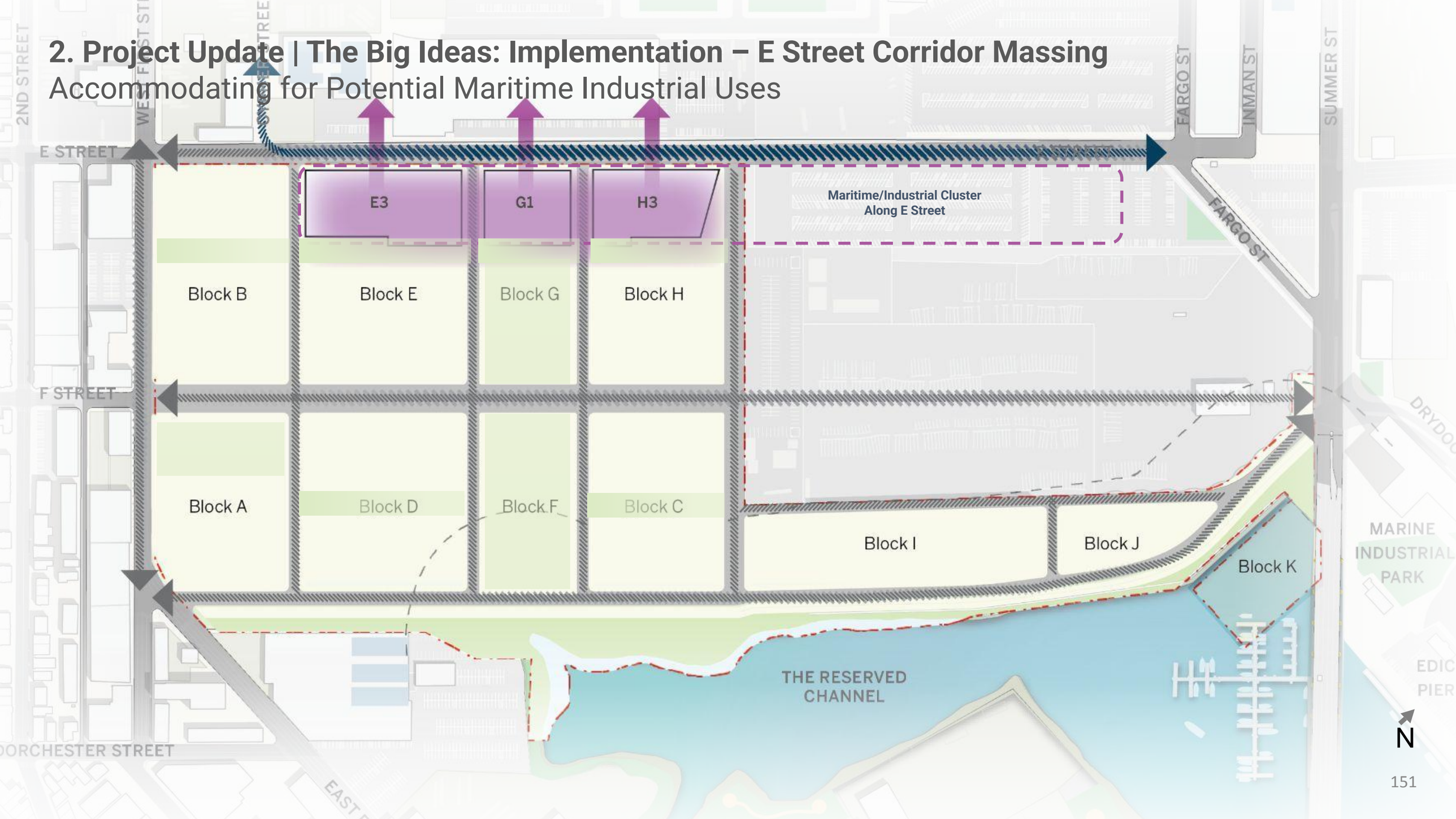
2. Project Update | The Big Ideas: Implementation – Phase 1 Massing

Creating Transitions and Extensions to Context



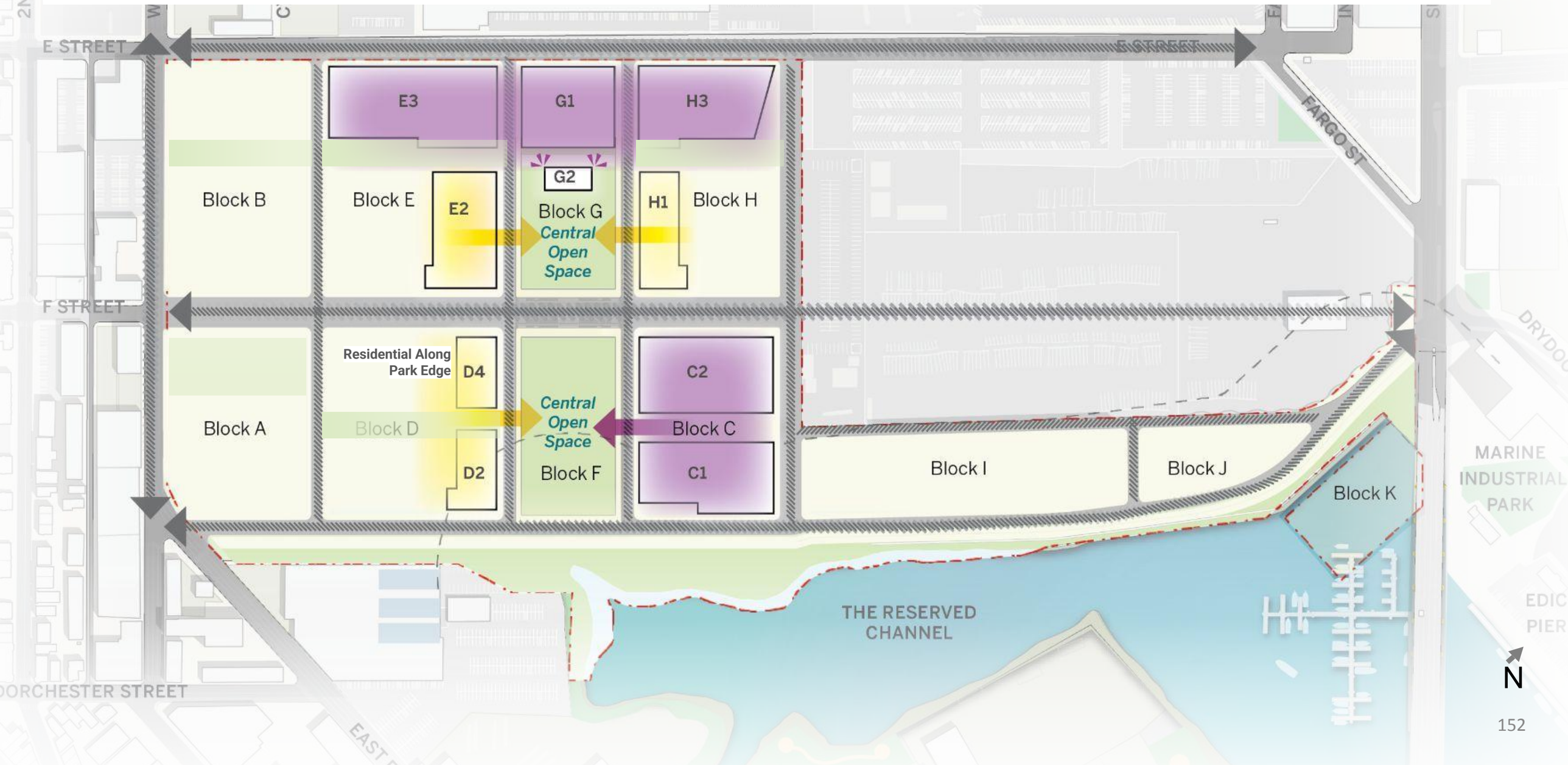
2. Project Update | The Big Ideas: Implementation – E Street Corridor Massing

Accommodating for Potential Maritime Industrial Uses



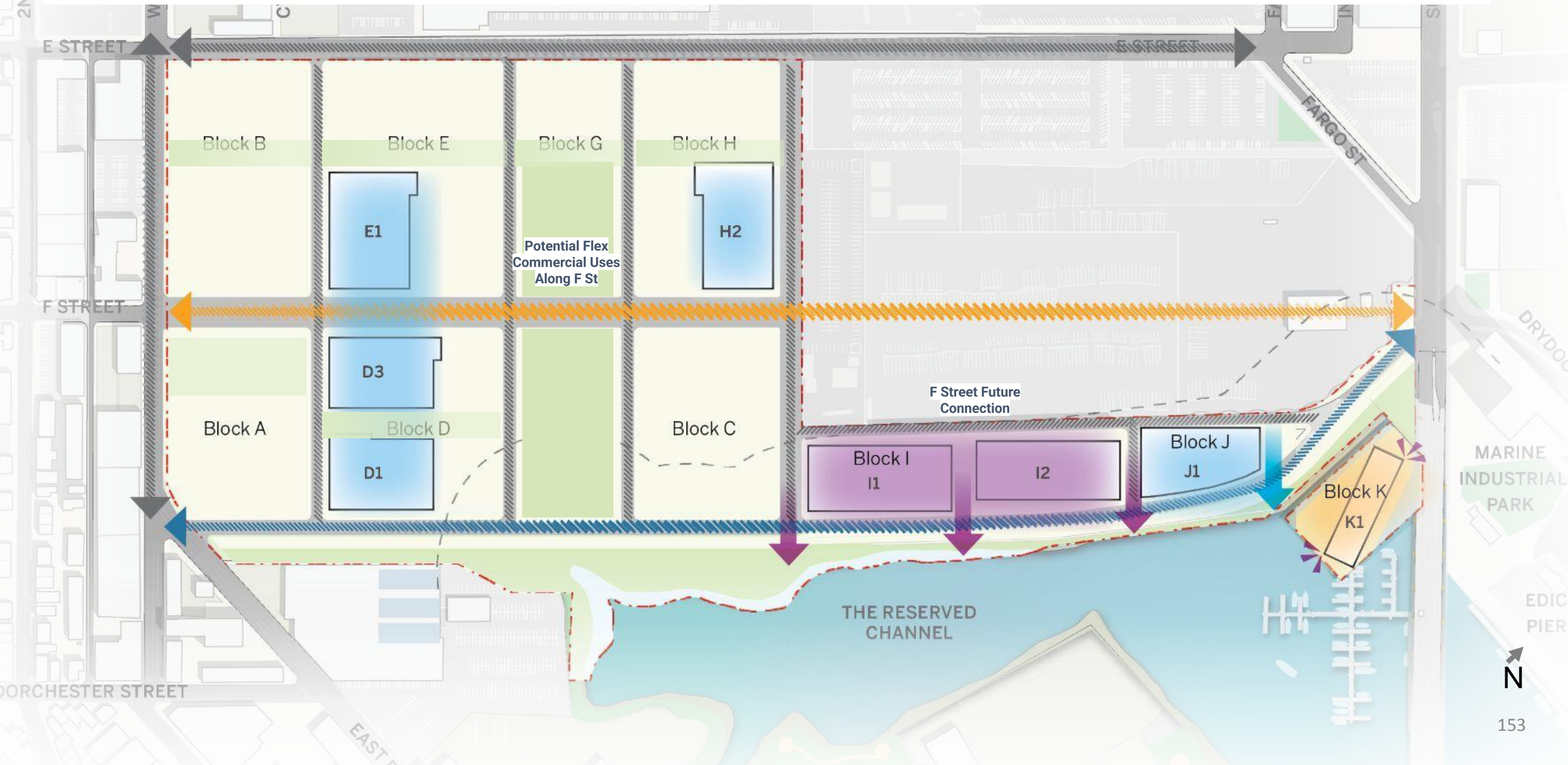
2. Project Update | The Big Ideas: Implementation – Upland Open Space and Massing

Mixed Use Park Edge



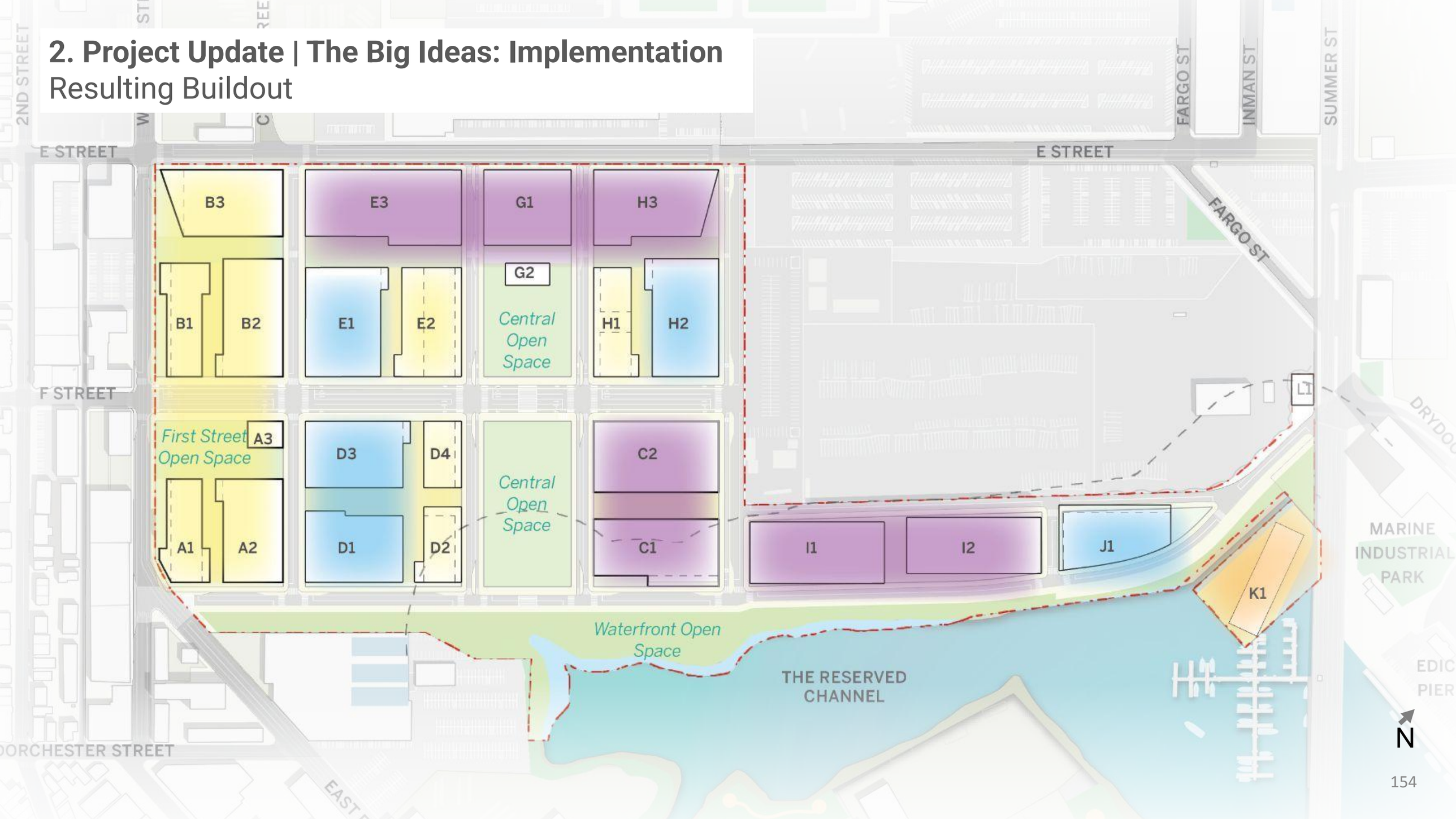
2. Project Update | The Big Ideas: Implementation – F Street Corridor & Waterfront Massing

Flexible Development



2. Project Update | The Big Ideas: Implementation

Resulting Buildout



2. Project Update | The Big Ideas: Implementation

Resulting Buildout and 25% Open Space Goal



2. Project Update | The Big Ideas: Implementation

Resulting Buildout and 25% Open Space Goal **with Beginnings in the Phase 1 Project**



Agenda

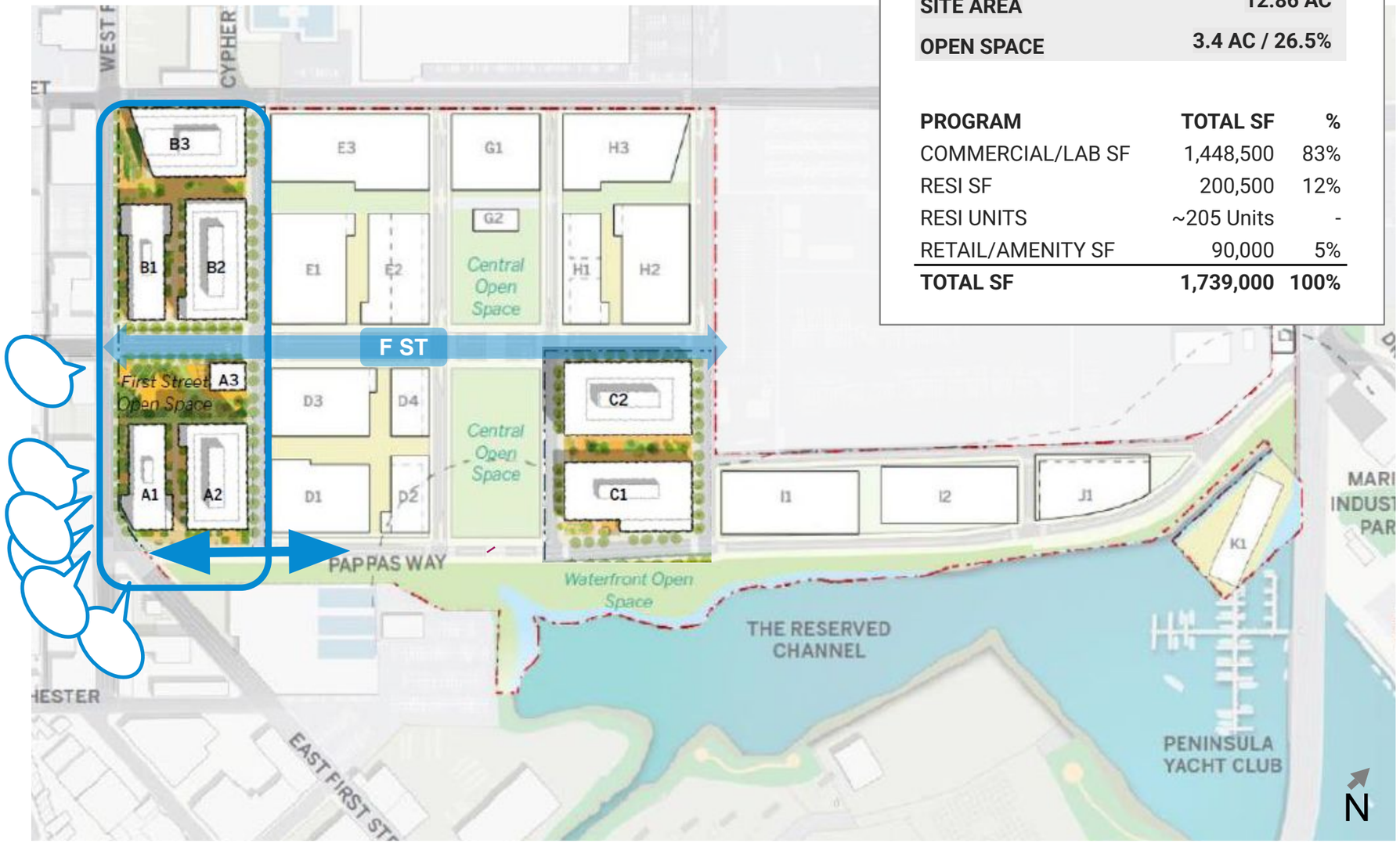
1. Procedural Background
2. **What we Heard and Project Update**
   - The Big Ideas
   - The Phase 1 Project & Changes in Response to Comments
3. Next Steps
4. Discussion

2. What We Heard and Project Update
Phase 1 Project Comment Themes

BCDC Lens:
- Urban design before buildings
- Intrigued by zooming out
- Connections beyond the project
- What's close for transportation
- What's been the community 'vibe'

Planning Foundations, The Big Ideas
- F Street – *Road to nowhere?*
- Pappas Way – *long term future?*
- Massport Area Planning – *next door?*
- Access to Transit

The What and the Where
- Program - *Priority Commercial?*
- Heights and Building Density
- West First Street - *ROW and setbacks*
- West 1st Park Location



PREVIOUSLY PRESENTED

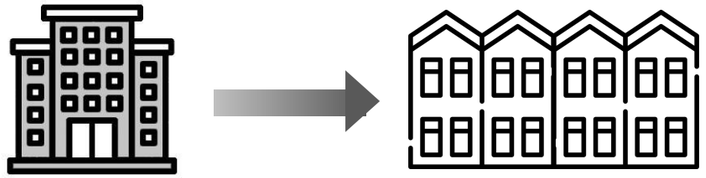
SITE AREA	**12.86 AC**
OPEN SPACE	**3.4 AC / 26.5%**

PROGRAM	**TOTAL SF**	**%**
COMMERCIAL/LAB SF	1,448,500	83%
RESI SF	200,500	12%
RESI UNITS	~205 Units	-
RETAIL/AMENITY SF	90,000	5%
TOTAL SF	**1,739,000**	**100%**

2. Project Update | The Phase 1 Project & Changes in Response to Comments

Change Summary

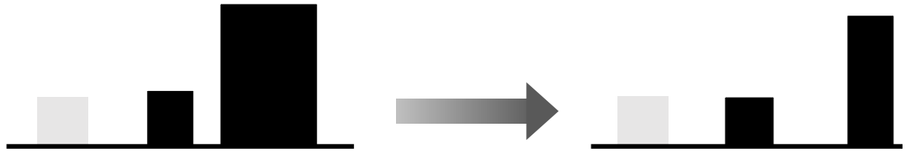
1 Program and Uses



From commercial buildings near West First St…

… to Residential only

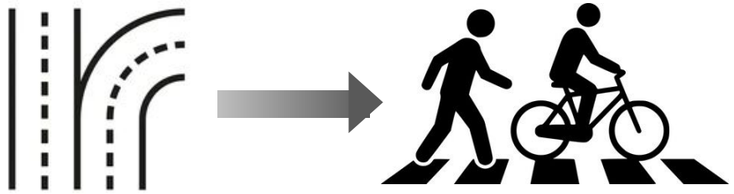
2 Building Scale



Shift the density…

…away from the neighborhood and increase setbacks

3 Mobility Network



On West First Street…

On Pappas Way…

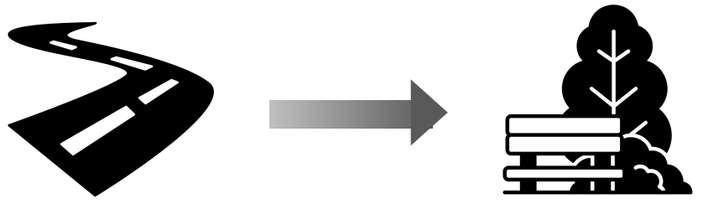
On F Street…

… Add bike lanes

… Limit car traffic

… Support a transit oriented future

4 Open Space Strategy



Turn Pappas Way / West First Intersection…

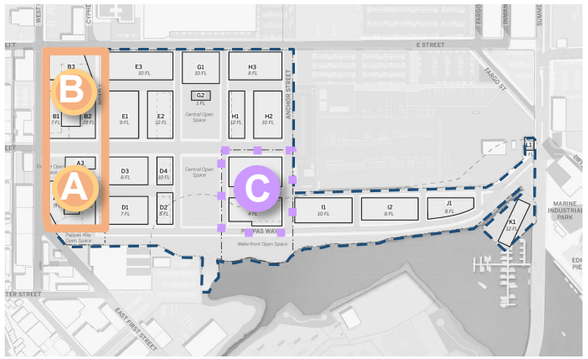
… Into long term Pappas Way Open Space

2. Project Update | The Phase 1 Project & Changes in Response to Comments

Initial Phase shifts program priority from Commercial to Residential

Responsive to:

- Pursue use mix with a greater mix of residential; less demand on roads – *(BPA)*
- Explore alternative Phase 1 program with majority residential uses – *(MEPA)*



Phase 1 Block Locations (A, B, & C)



Old Plan (PNF/ENF)
Final Buildout (A&B)



New Plan
Final Buildout (A&B)

AREA SUMMARY	SF	UNITS	%
PHASE 1 - ENF	**1,739,000**	**205**	**100%**
Commercial *	1,448,500		83%
Residential	200,500	205	**12%**
Retail / Civic	90,000		5%

AREA SUMMARY	SF	UNITS	%
PHASE 1 - Revised	**1,559,500**	**935**	**100%**
Commercial *	567,000		37%
Residential	908,500	935	**58%**
Retail / Civic	84,000		5%

* Block C remains a part of the Phase 1 Commercial program, unchanged from previous filing

Lab / Office
Residential / Hotel

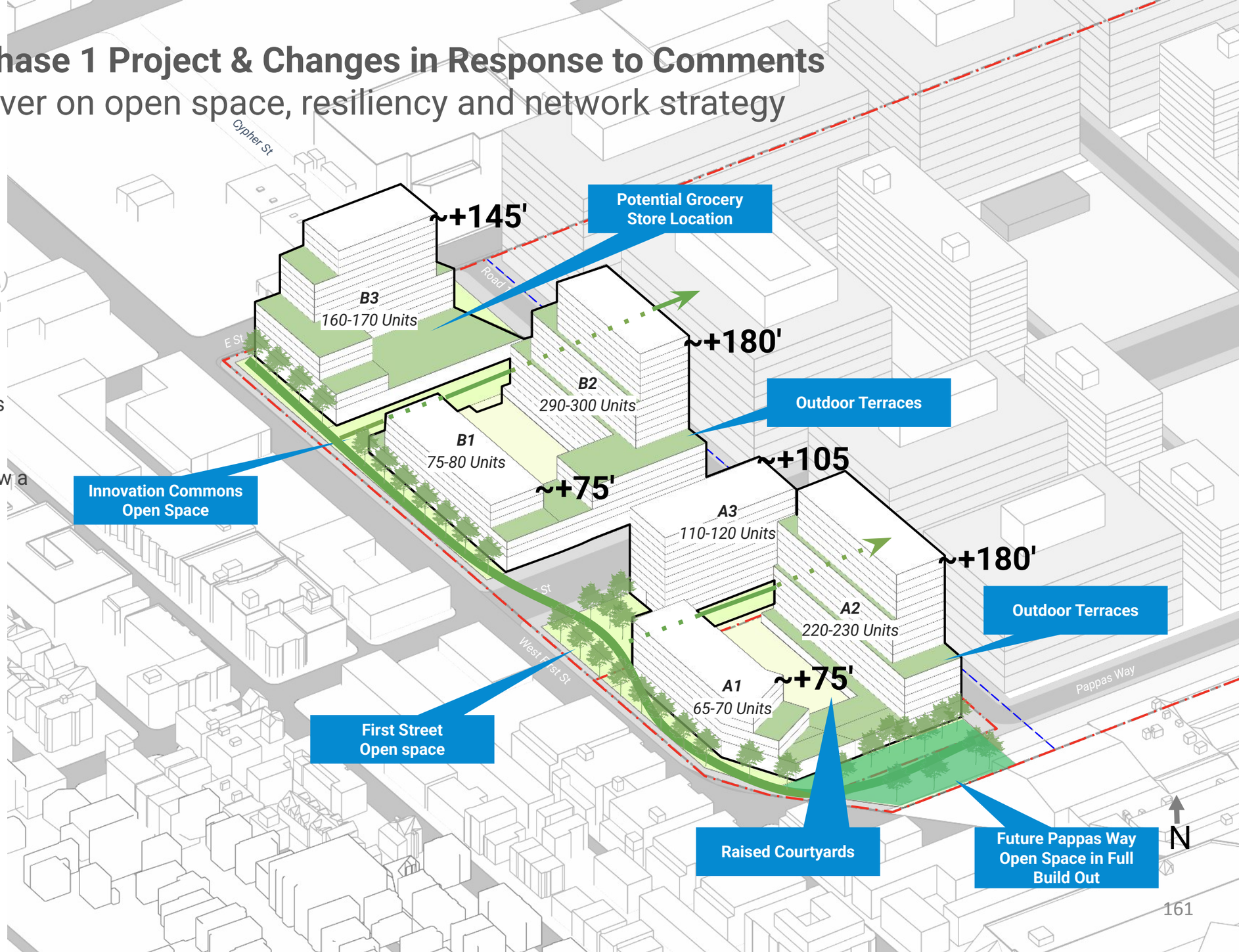
2. Project Update | The Phase 1 Project & Changes in Response to Comments

Density configured to deliver on open space, resiliency and network strategy

Responsive to:

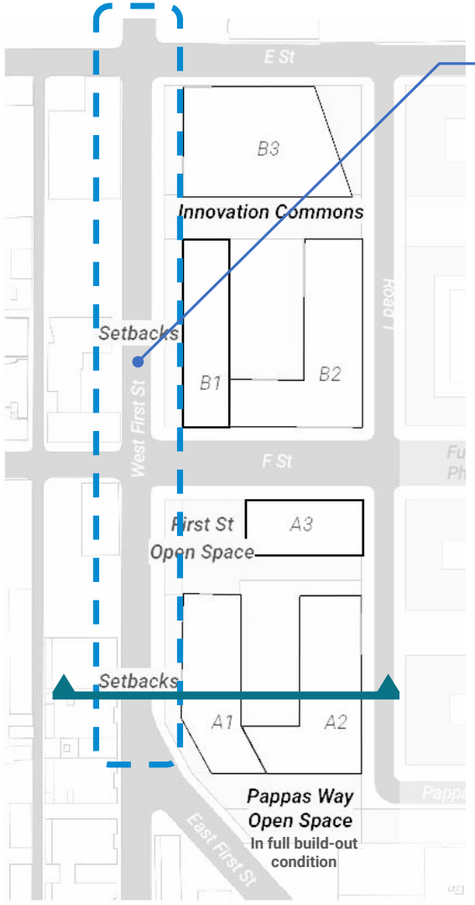
- Pursue use mix with a greater mix of residential; less demand on roads – *(BPA)*
- Explore alternative Phase 1 program with majority residential uses – *(MEPA)*

- Locate buildings so Pappas Way can eventually be closed as a street; better as green space, environmental mitigation - *(Abutter)*
- Locate a grass park on Pappas Way; allow a permeable space for better water management - *(Abutter)*



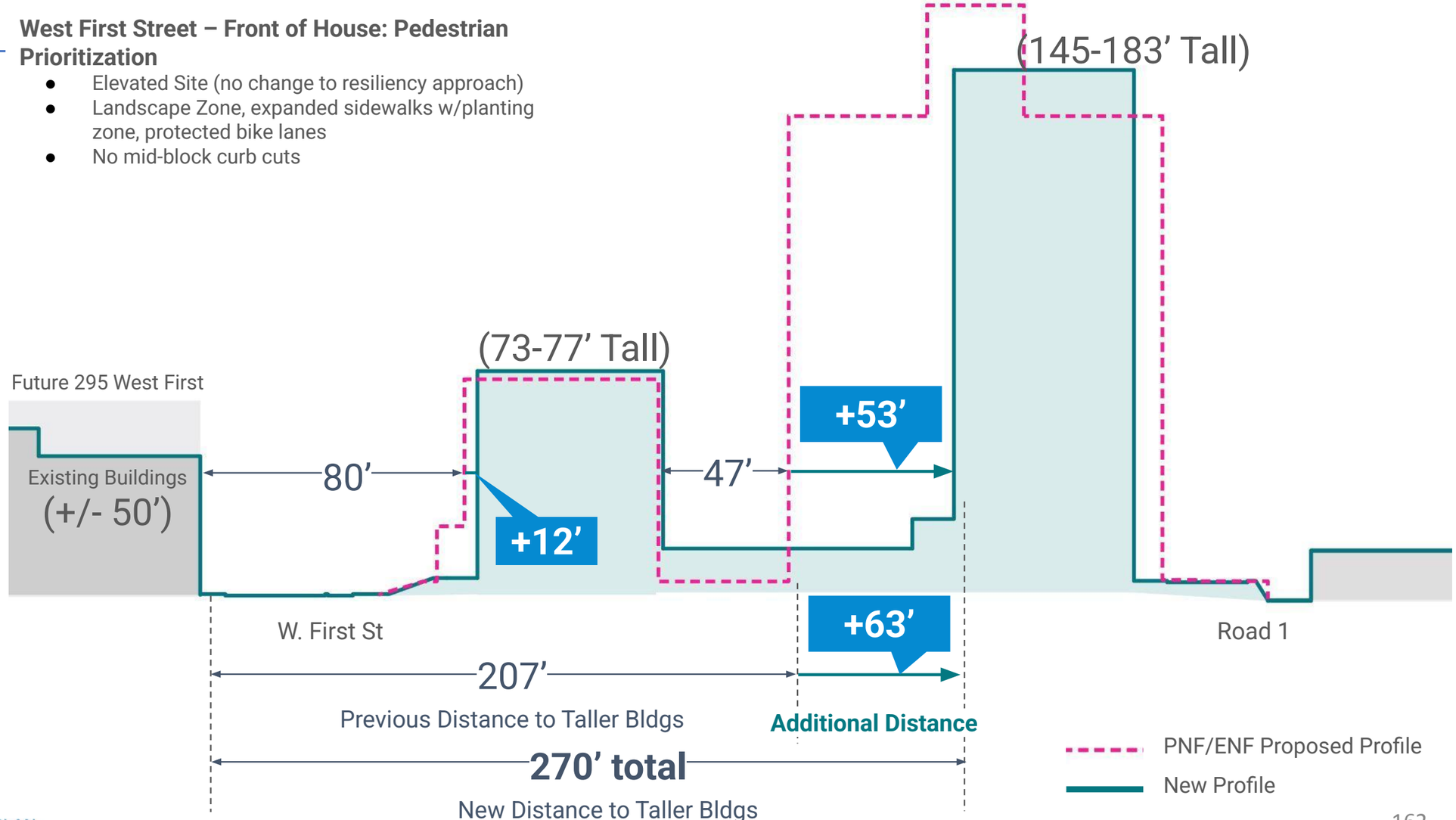
2. Project Update | The Phase 1 Project & Changes in Response to Comments

Increased setbacks move density further from neighborhood; pedestrian priority along West First St



West First Street – Front of House: Pedestrian Prioritization

- Elevated Site (no change to resiliency approach)
- Landscape Zone, expanded sidewalks w/planting zone, protected bike lanes
- No mid-block curb cuts



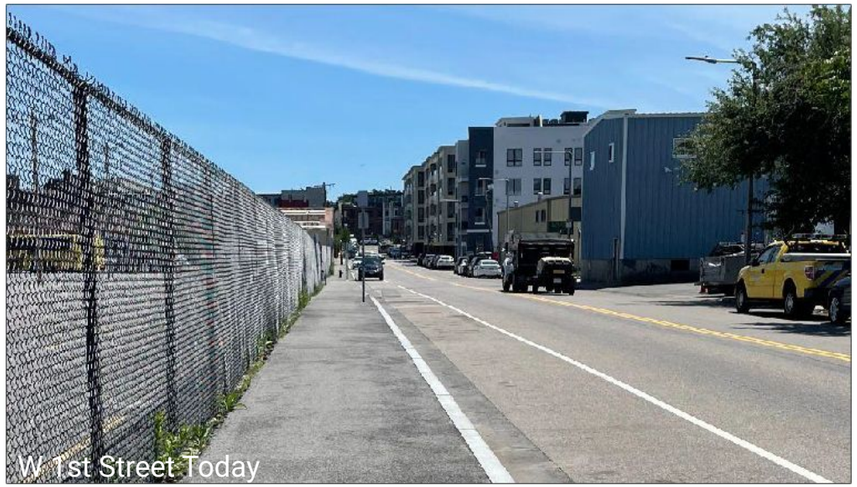
New Plan
Final Buildout (A&B)

2. Project Update | The Phase 1 Project & Changes in Response to Comments

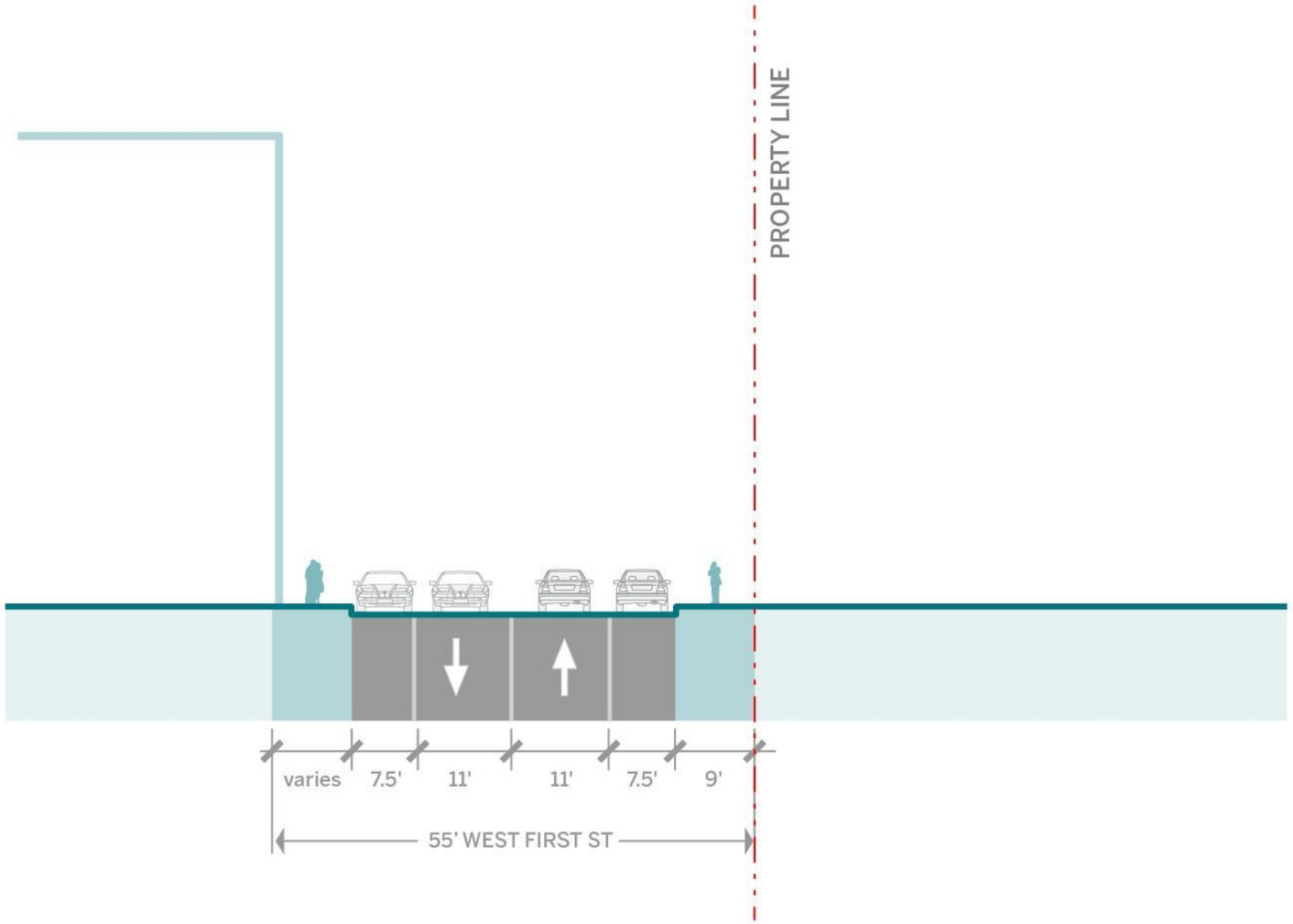
West First Street | Existing Conditions



W 1st Street Today



W 1st Street Today

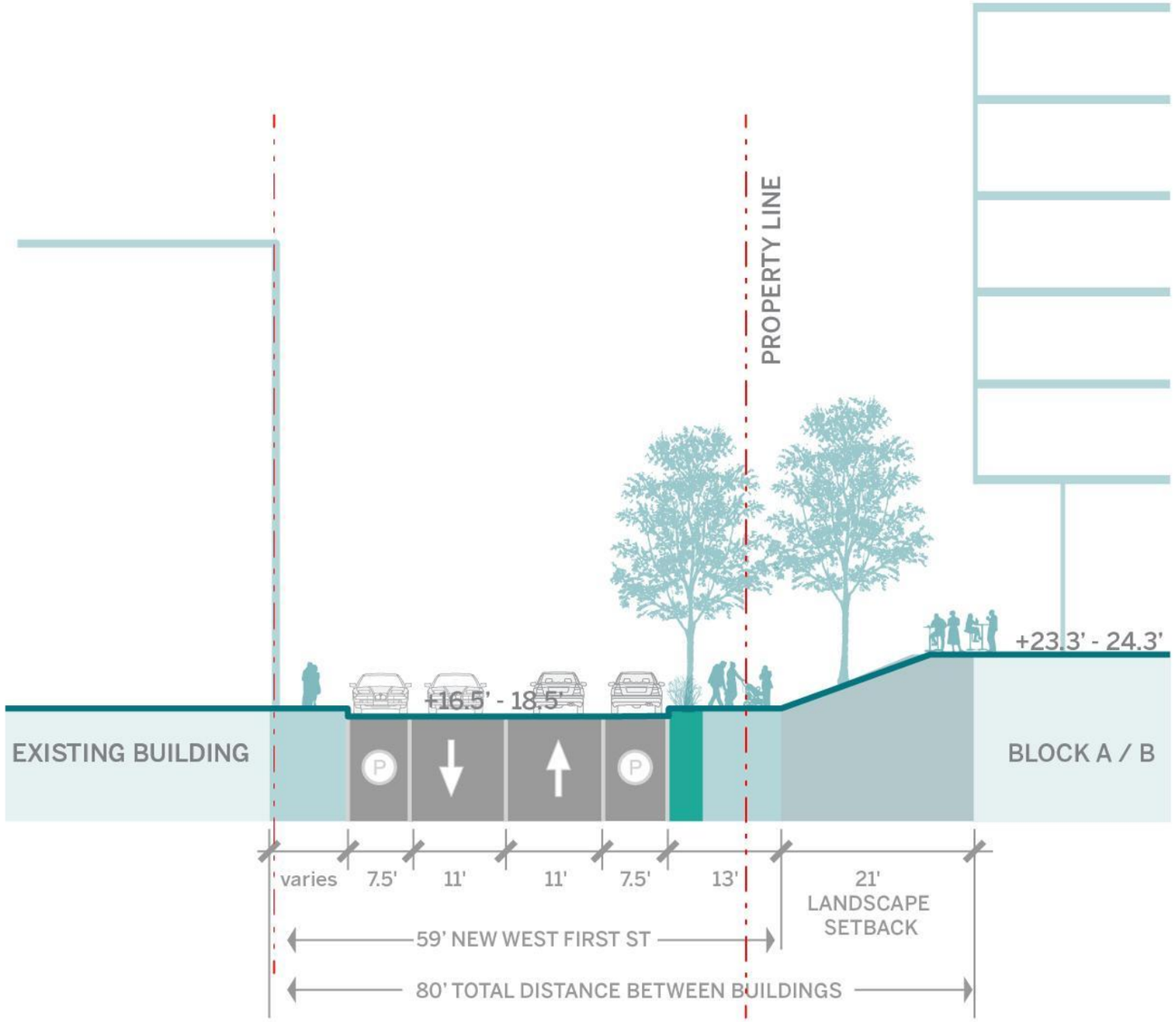


2. Project Update | The Phase 1 Project & Changes in Response to Comments

West First Street | **Old** (PNF/ENF Proposed)



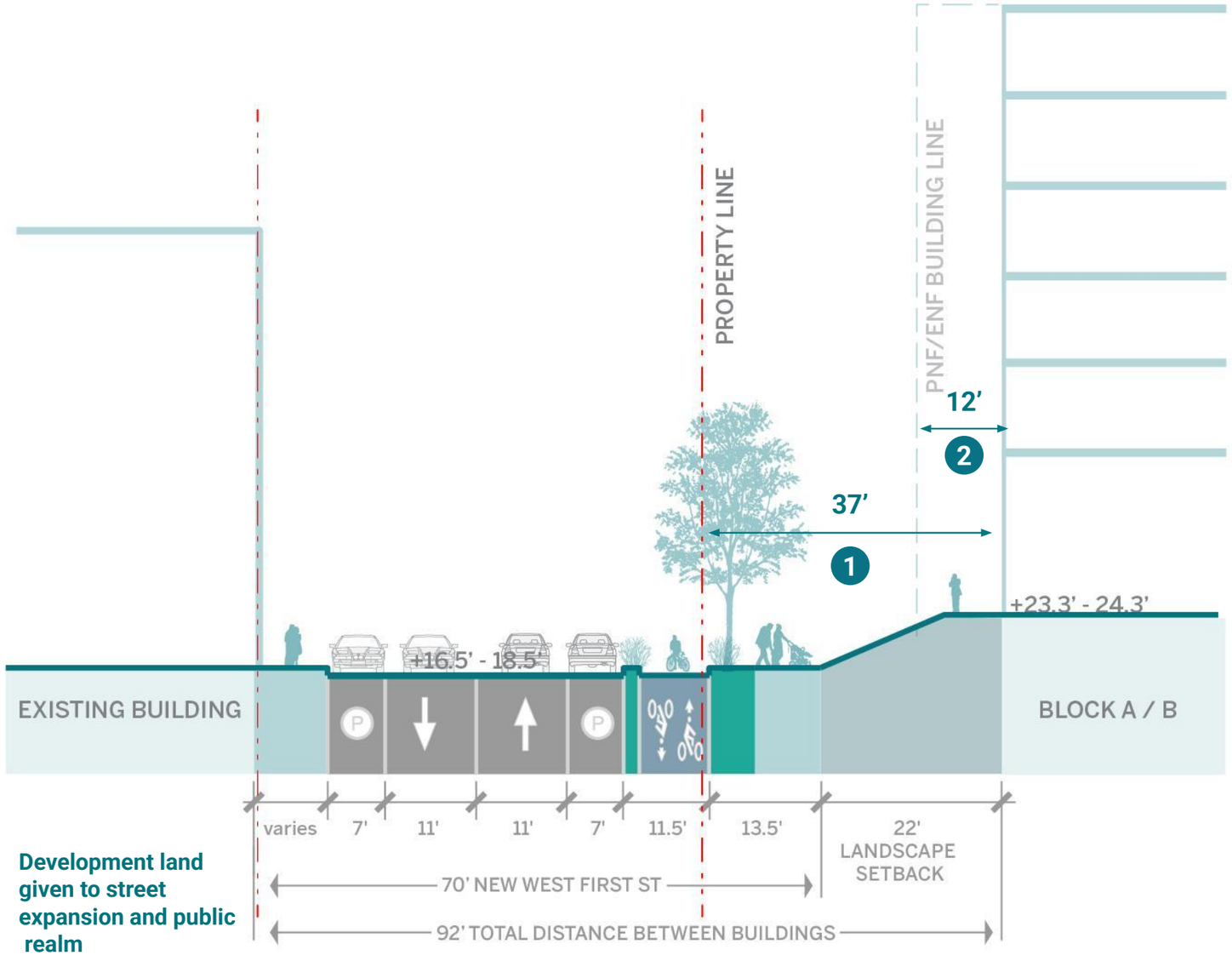
Resiliency Strategy



2. Project Update | The Phase 1 Project & Changes in Response to Comments

West First Street | **New**





1 **Development land given to street expansion and public realm**

2 **Additional building setback since PNF/ENF**

2. Project Update | The Phase 1 Project & Changes in Response to Comments



Pappas Way and West First Street



Pappas Way

2. Project Update | The Phase 1 Project & Changes in Response to Comments

View looking north-west on West 1st St



Before (PNF/ENF)



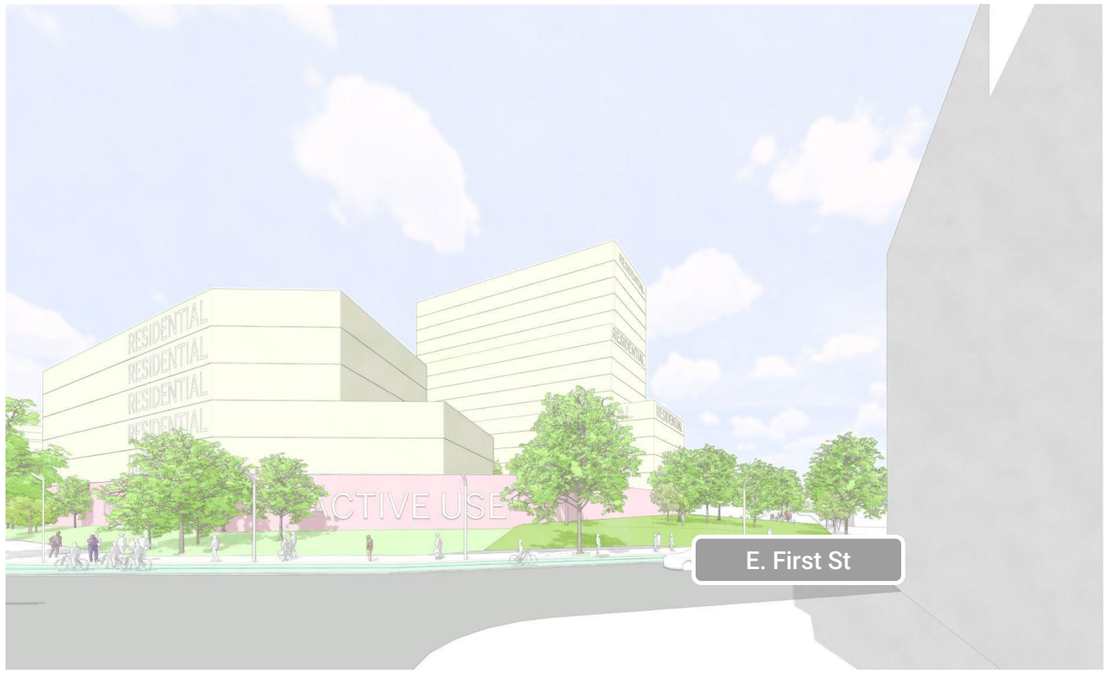
After

2. Project Update | The Phase 1 Project & Changes in Response to Comments

View looking north-east down Pappas Way



Before (PNF/ENF)



After

2. Project Update | The Phase 1 Project & Changes in Response to Comments

Before (PNF/ENF) | View on East 1st Street looking north



Before (PNF/ENF)



After

2. Project Update | The Phase 1 Project & Changes in Response to Comments

Ground/Second Floor Plan for Blocks A & B in Final Buildout Condition

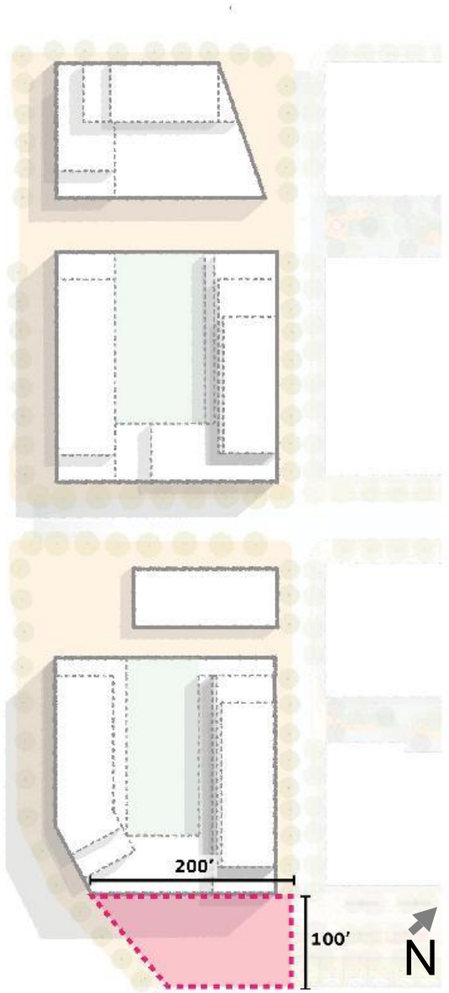


- Retail / Active Use
- Residential Lobby/Amenities
- Residential Units
- BOH
- Public Open Space
- Residential Access
- Vehicle Access
- Bldg. Footprint Above

0 10 50 100'

2. Project Update | The Phase 1 Project & Changes in Response to Comments

Scale references for the future Pappas Way Open Space

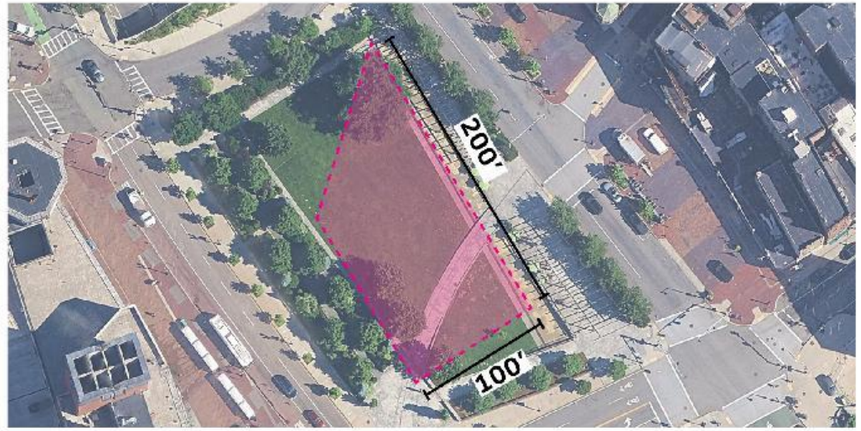


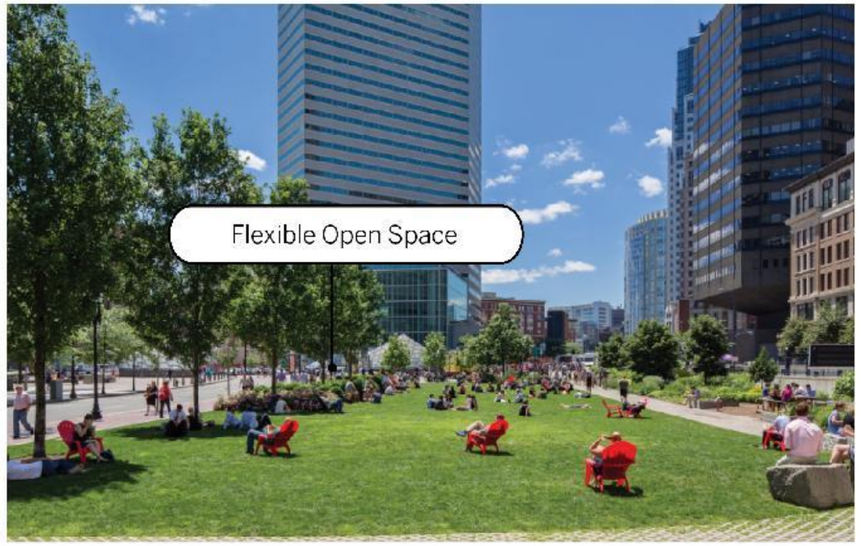
MARTIN'S PARK, BOSTON





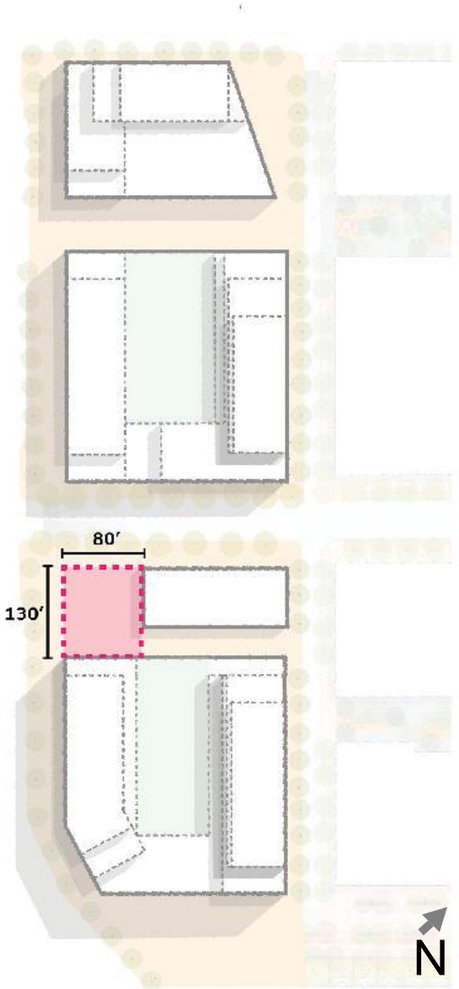
ROSE KENNEDY GREENWAY, BOSTON





2. Project Update | The Phase 1 Project & Changes in Response to Comments

Scale references for future F Street Open Space

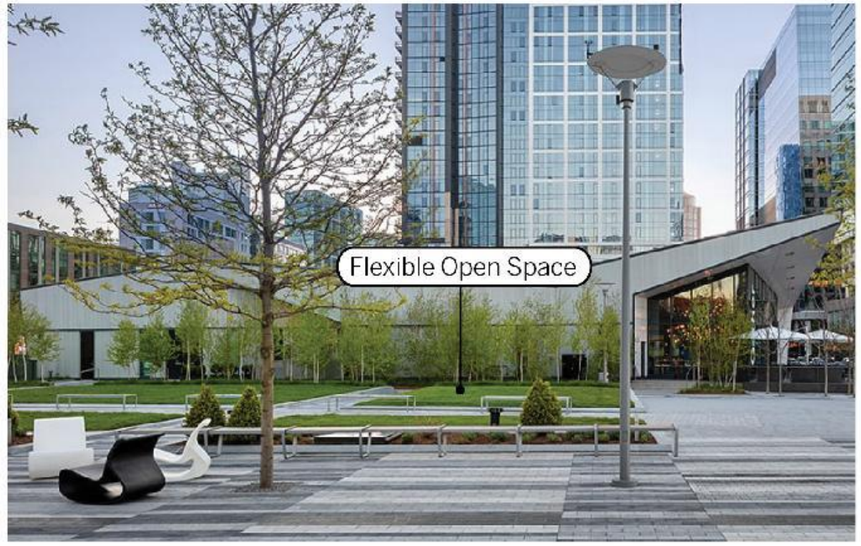


SEAPORT COMMON, BOSTON



TRIANGLE PARK, CAMBRIDGE

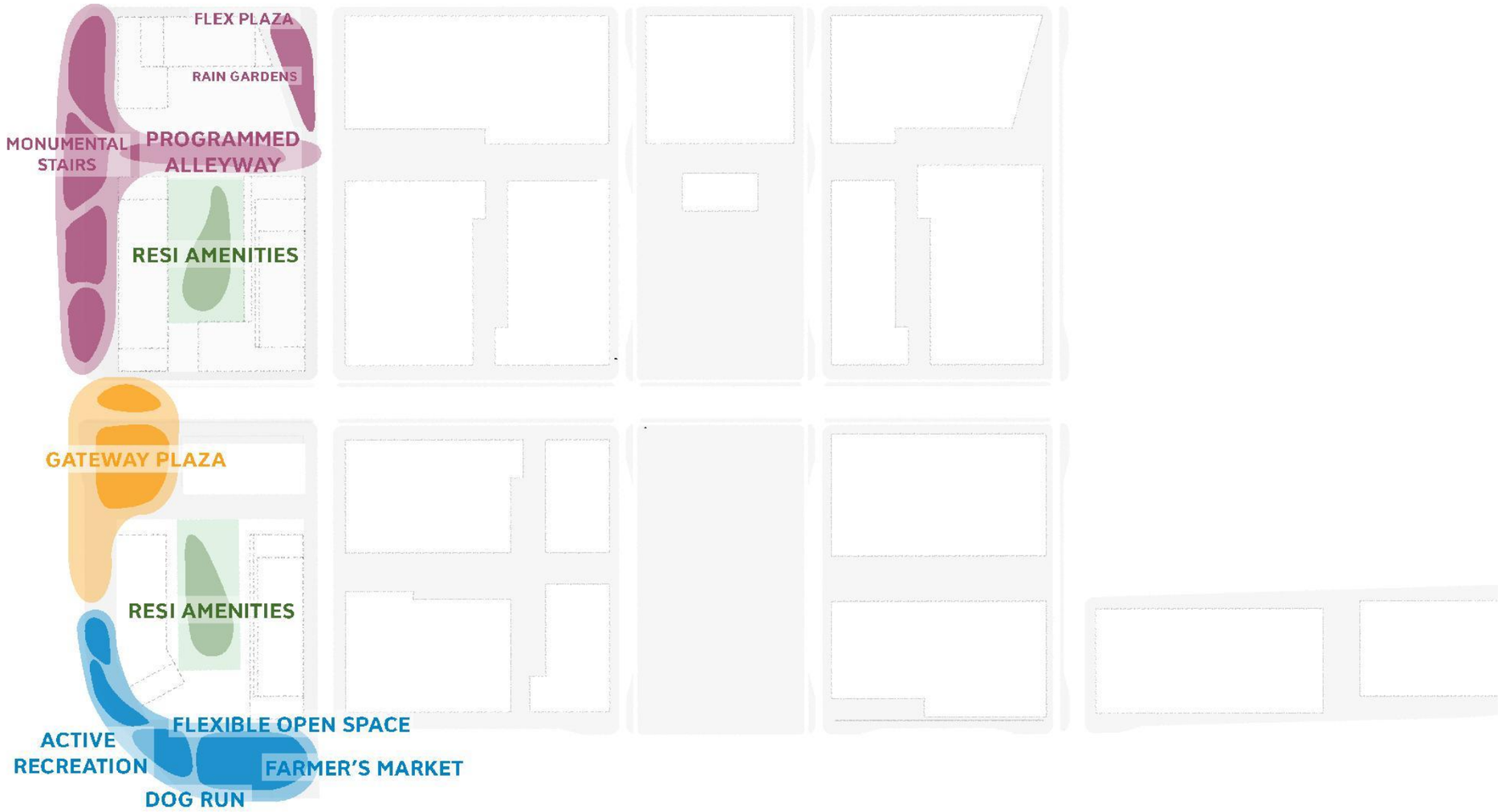






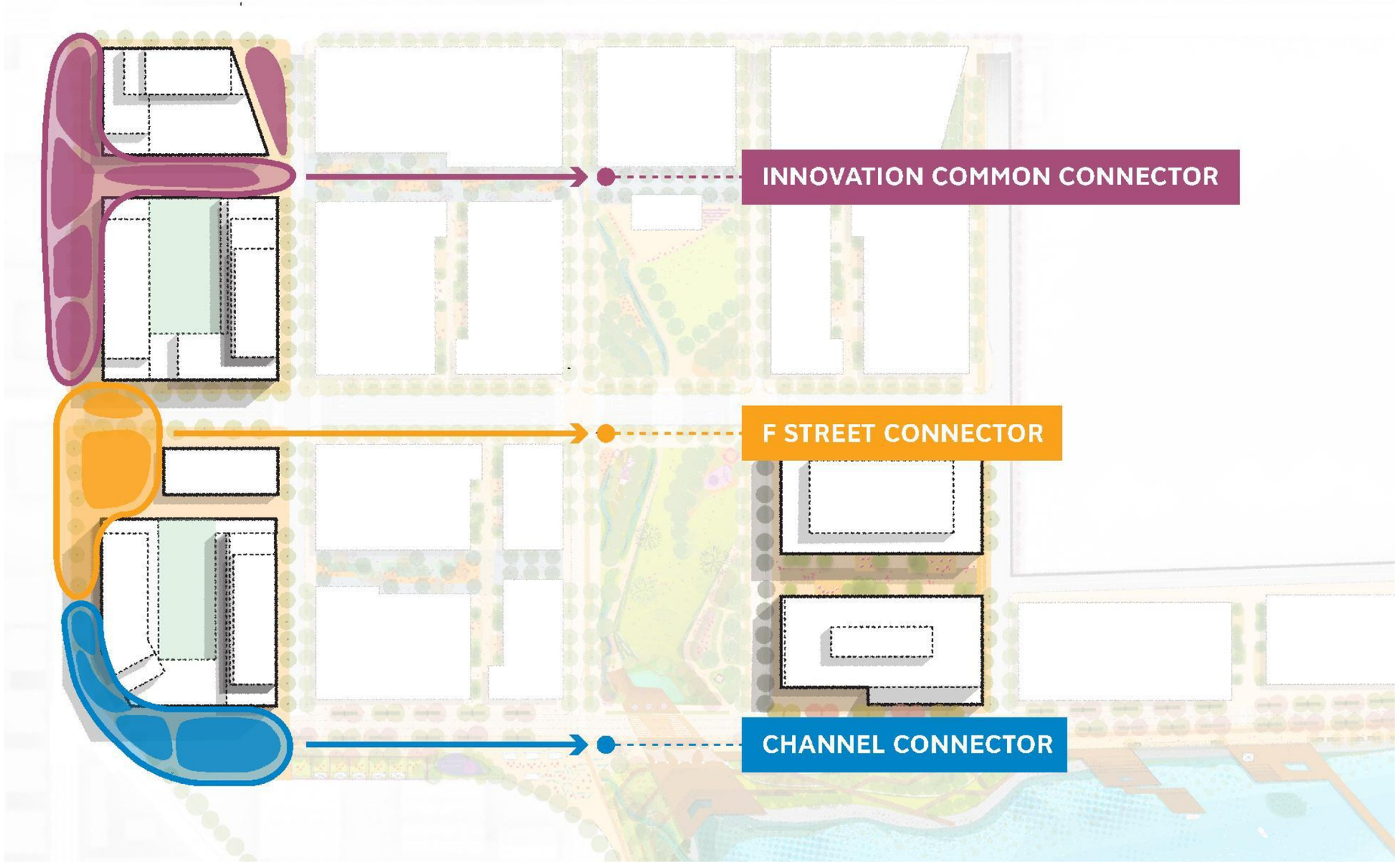
2. Project Update | The Phase 1 Project & Changes in Response to Comments

Conceptual Open Space Programming



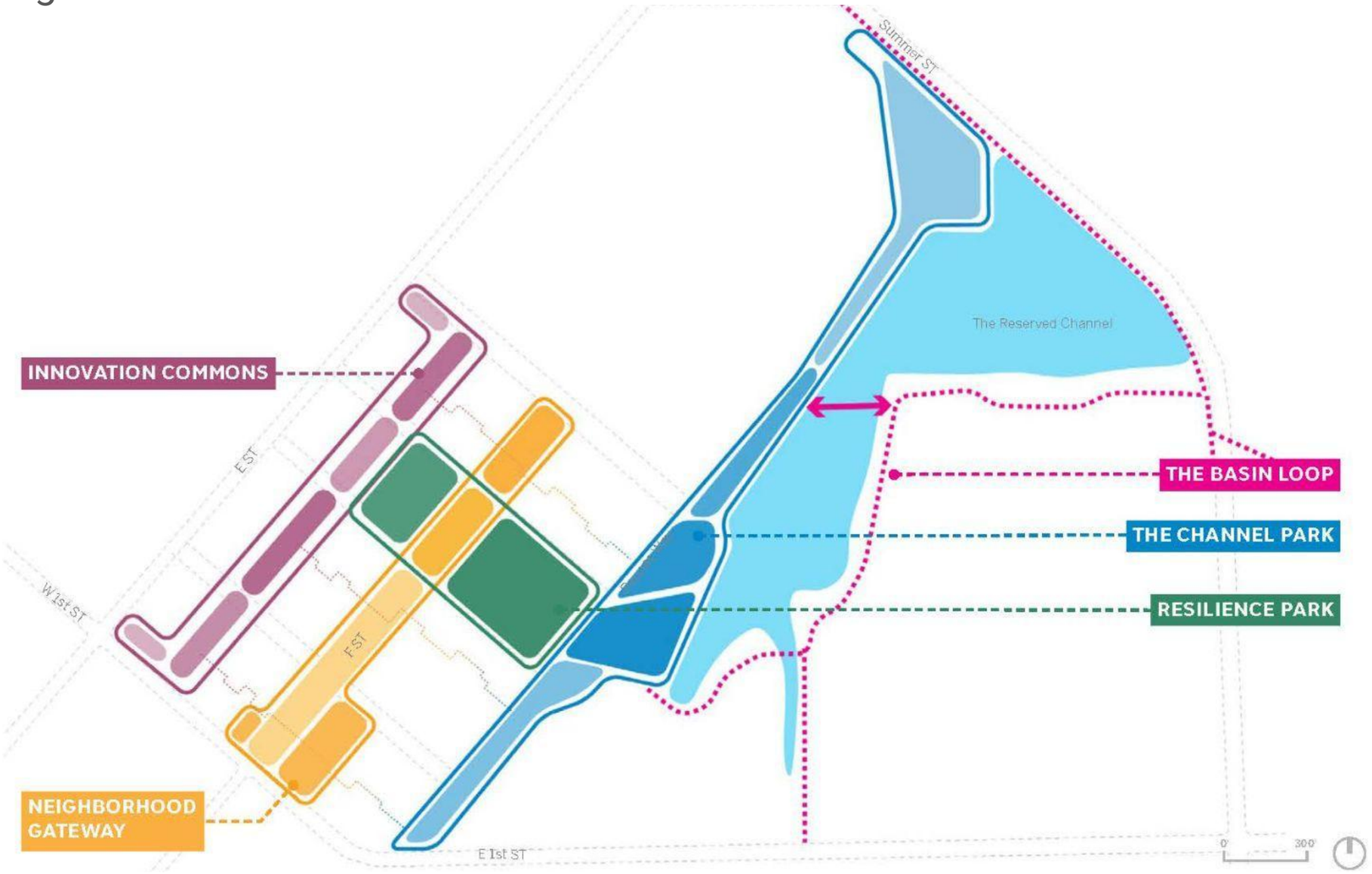
2. Project Update | The Phase 1 Project & Changes in Response to Comments

Open Space concept as parts of the whole



2. Project Update | Resulting Public Realm Strategy

Pieces Working Together

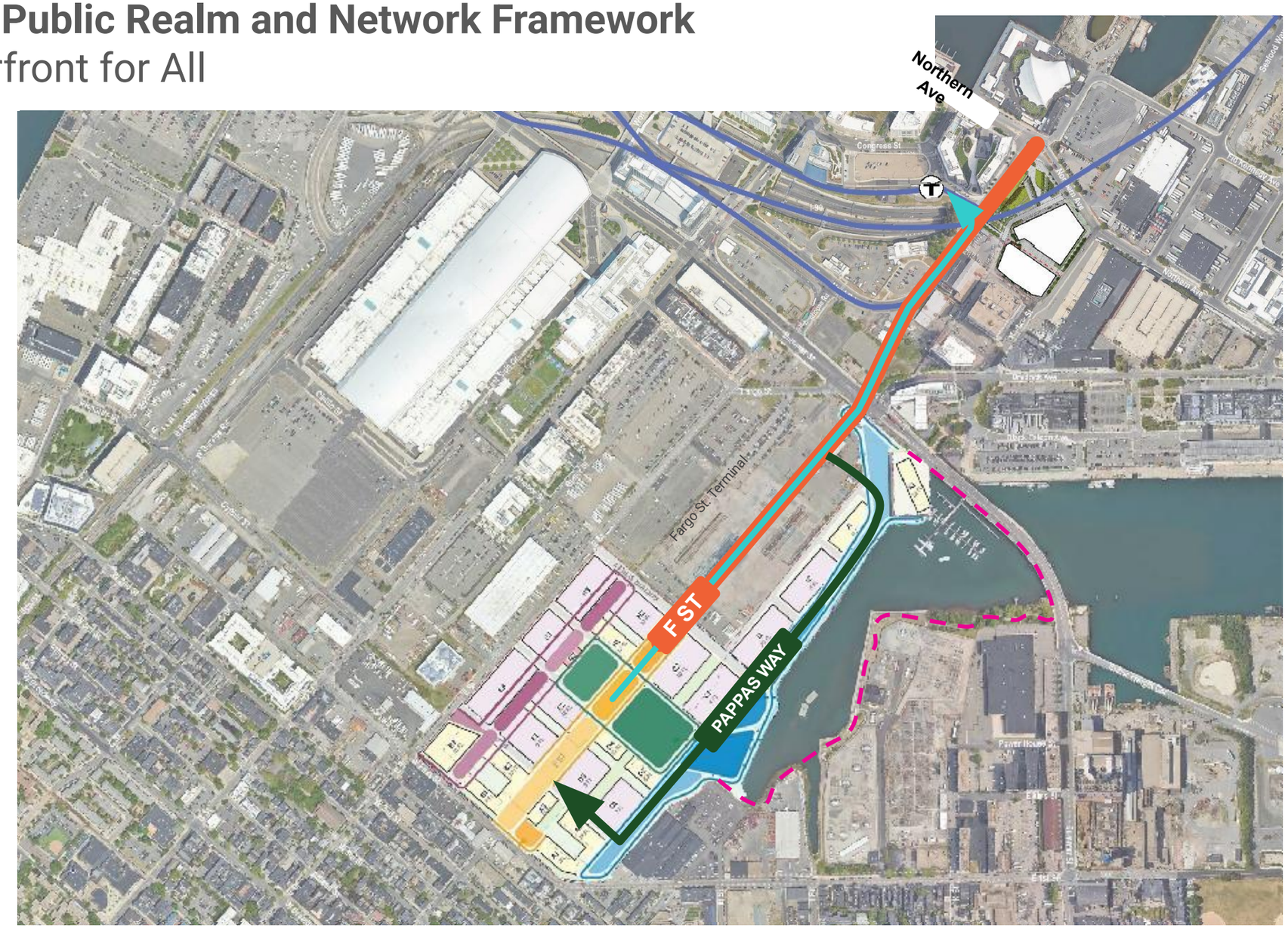


2. Project Update | Resulting Public Realm and Network Framework

Organized to Support a Waterfront for All

- **F Street Planned for Realization**
  - **means for central, Silver Line connectivity**
  - **Neighborhood Gateway**
  - **Innovation Common**

- **Pappas Way; Safe & Resilient Future**
  Transition to secondary, pedestrian oriented street; recreational edge, rational safe intersections
  - **Waterfront Open Space**
  - **Central Open Space**
  - **The Basin Loop**
    Multi-stakeholder project



2. Project Update | Resulting Public Realm and Network Framework

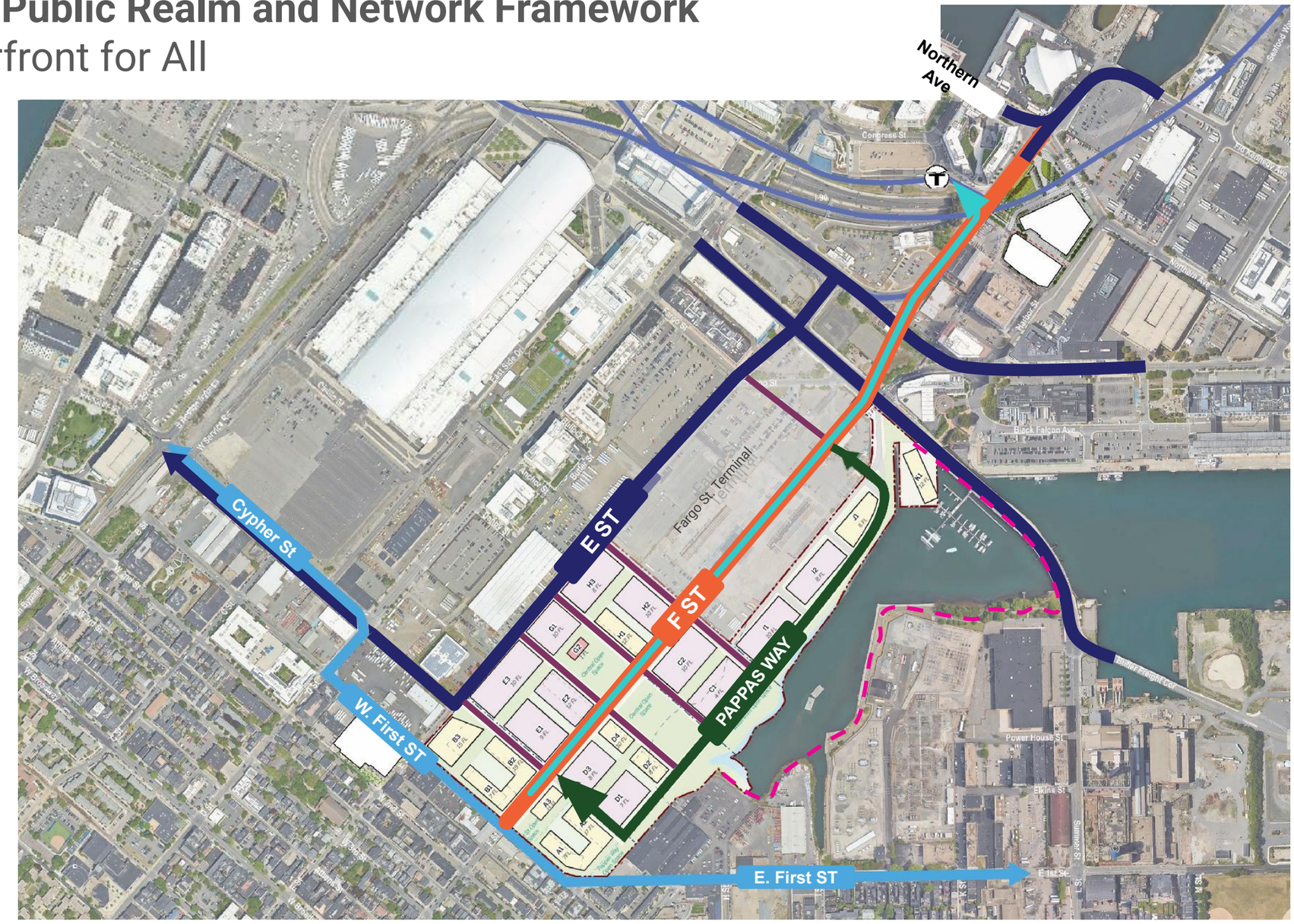
Organized to Support a Waterfront for All

- **F Street Planned for Realization**
  - **means for central, Silver Line connectivity**
  - **Neighborhood Gateway**
  - **Innovation Common**

- **Pappas Way; Safe & Resilient Future**
  Transition to secondary, pedestrian oriented street; recreational edge, rational safe intersections
  - **Waterfront Open Space**
  - **Central Open Space**
  - **The Basin Loop**
    Multi-stakeholder project

- **West 1st Bicycle Infrastructure achieved along Project's Frontage**

- **Maritime Operational Needs Supported**



Agenda

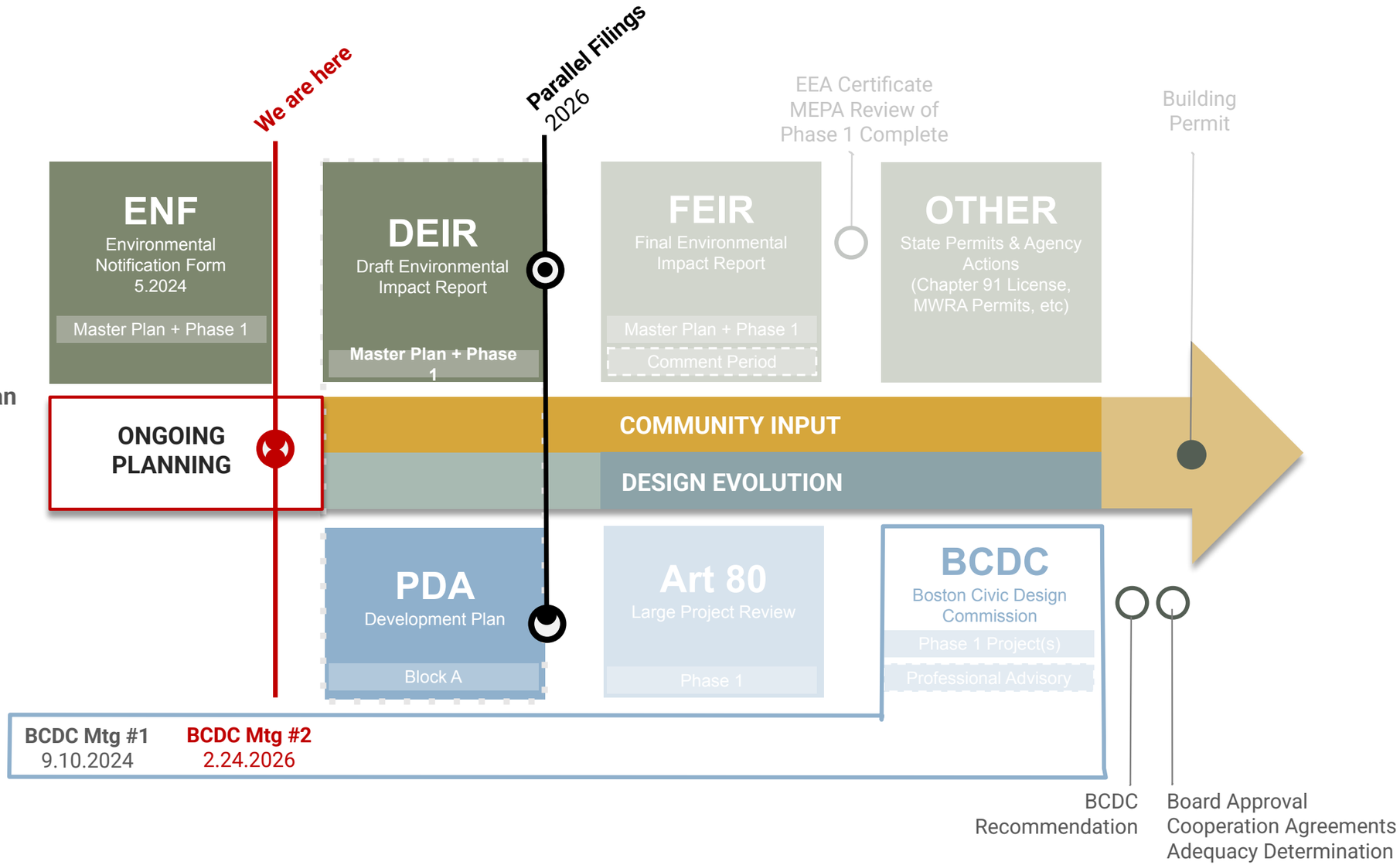
1. Procedural Background
2. What we Heard and Project Update
   - The Big Ideas
   - The Phase 1 Project & Changes in Response to Comments
3. Next Steps
4. Discussion

3. Next Steps

Continue to Engage Project Stakeholders with Updates, Design Evolution

1. MEPA SRP - DEIR
Master Plan
Revised Phase 1
Block A
Block B
Block C
Design Guidelines

2. Article 80 – PDA Development Plan
Block A – *Fee Parcel (A1, A2)*



Agenda

1. **Procedural Background**
2. **What we Heard and Project Update**
   - The Big Ideas
   - The Phase 1 Project & Changes in Response to Comments
3. **Next Steps**
4. **Discussion**

4c | BCDC Meeting #1

RESERVED CHANNEL DEVELOPMENT

OXFORD PAPPAS ENTERPRISES, INC.

BCDC – Meeting #1

September 10 , 2024

The Reserved Channel Site Today



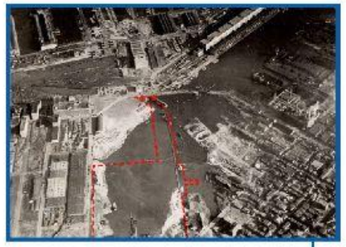
Site:
Approximately **42 acres**
Massport Ground Lease: **38.23 ac**
Fee Ownership: **3.43 ac**

Today:
- **~785,000 SF** of building area
- **8 buildings**
- **Use mix**: 20% life science, 15% office, and 65% industrial
- 12 tenants, some with lease term through December 2033

Team Introduction

Planning for the Future at the Reserved Channel

1943: The US Navy begins filling parts of the Reserved Channel basin, creating the E Street Annex, the area occupied by PCC Today.



2010-2012: The new sea wall and harbor walk is constructed.



2010: A new, 75-year extension to the 1964 ground lease is executed.

2018: 645 Summer St reopens as a state of the art laboratory building.



OXFORD

PAPPAS ENTERPRISES, INC.

2019

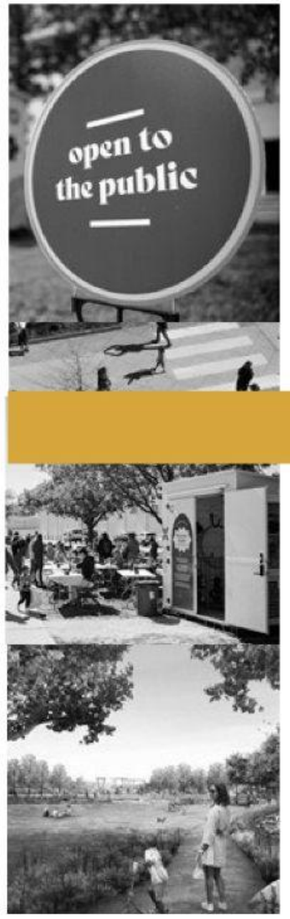
SOM ARUP SCAPE STANTEC





Public Process

Formal Process | Local Procedure Focuses on **Phase 1 Project**



COMMUNITY INPUT

CONCEPT PLANNING

Article 80B*

LOI 4.2023

PNF
Project Notification Form
11.2023

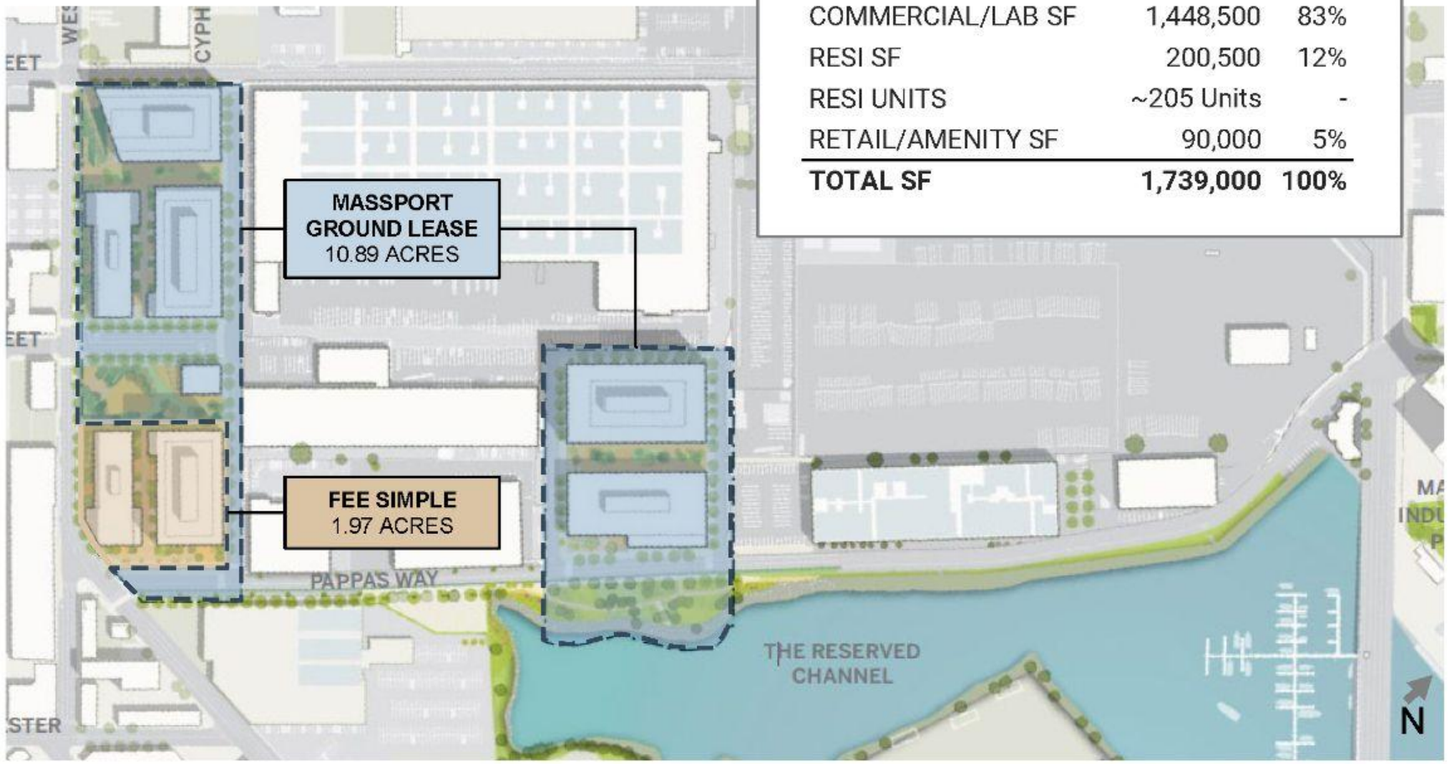
Phase 1

Comment Period

Local Procedure

SITE AREA	**12.86 AC**
OPEN SPACE	**3.4 AC / 26.5%**

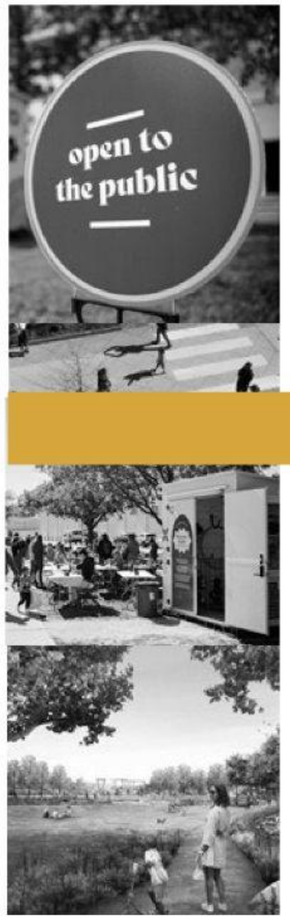
PROGRAM	**TOTAL SF**	**%**
COMMERCIAL/LAB SF	1,448,500	83%
RESI SF	200,500	12%
RESI UNITS	~205 Units	-
RETAIL/AMENITY SF	90,000	5%
TOTAL SF	**1,739,000**	**100%**



* Article 80 Review "Light" (Voluntary) for projects on Massport Land

Public Process

Formal Process | State Procedure Focuses on **Phase 1 Project and Master Plan**



State Procedure

MEPA
Special Review
Procedure (SRP)

COMMUNITY INPUT

CONCEPT PLANNING

Article 80B*

LOI 4.2023

PNF
Project Notification Form
11.2023

Phase 1

Comment Period

Citizens Advisory Committee (CAC)

Local Procedure



* Article 80 Review "Light" (Voluntary) for projects on Massport Land

Public Process

Parallel State and Local Procedures



State Procedure

April 22
April 23
May 8
May 15
May 22

EEA Certificate
6.28.2024

EEA Certificate

EEA Certificate
MEPA Review of
Phase 1 Complete

Building Permit

MEPA Special Review Procedure (SRP)

Citizens Advisory Committee (CAC)

ENF
Environmental Notification Form
5.2024
Master Plan + Phase 1
Comment Period

DEIR
Draft Environmental Impact Report
Master Plan + Phase 1
Comment Period

FEIR
Final Environmental Impact Report
Master Plan + Phase 1
Comment Period

OTHER
State Permits & Agency Actions
(Chapter 91 License, MWRA Permits, etc)

COMMUNITY INPUT

CONCEPT PLANNING

DESIGN EVOLUTION

Article 80B*

LOI 4.2023

PNF
Project Notification Form
11.2023
Phase 1
Comment Period

DPIR
Draft Project Impact Report
Phase 1
Comment Period

BCDC**
Boston Civic Design Commission
Phase 1 Project
Professional Advisory

Local Procedure

Scoping Determination

BCDC Approval

Board Approval
Cooperation Agreements
Adequacy Determination

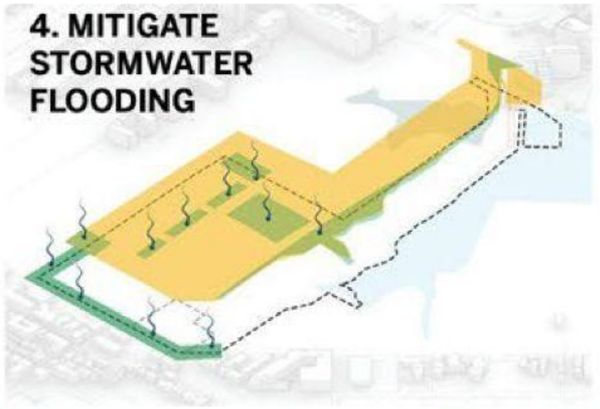
* Article 80 Review "Light" (Voluntary) for projects on Massport Land
** BCDC may run concurrent with DPIR activities

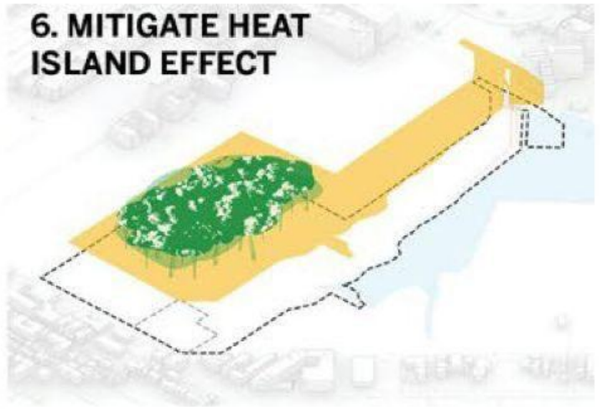
Resilience Strategy

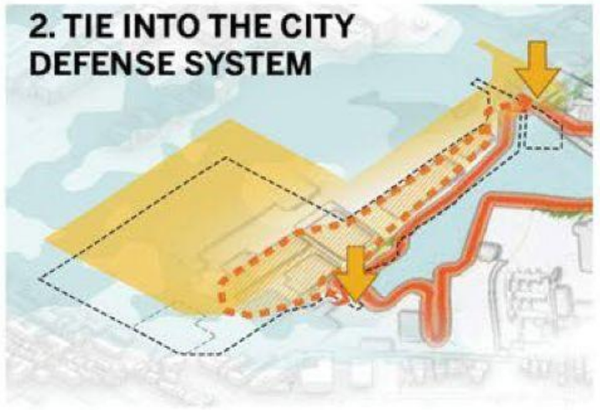
BASE ASSUMPTIONS

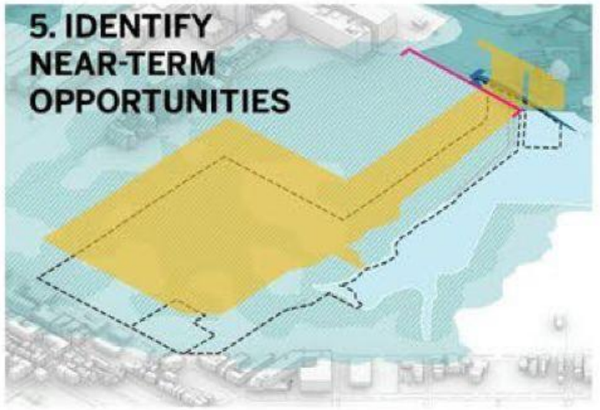
1. **Elevate the site & buildings** to ensure it is resilient to future coastal flooding (regular tidal flooding and coastal storm event)
2. **Meet city minimum flood defense DFE** to enable future accommodations for City's long-term plans for coastal flood defense
3. **Maintain a good urban connections** to the surrounding neighborhood (mitigate potential urban design impacts of site elevation)
4. **Mitigate any potential increases in stormwater flooding**
5. **Identify opportunities** to address near-term coastal flooding in the wider neighborhood
6. **Mitigate heat island effect**
7. **Foster social resilience**

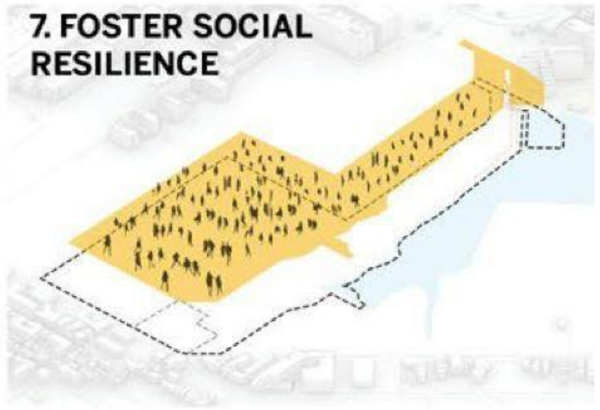


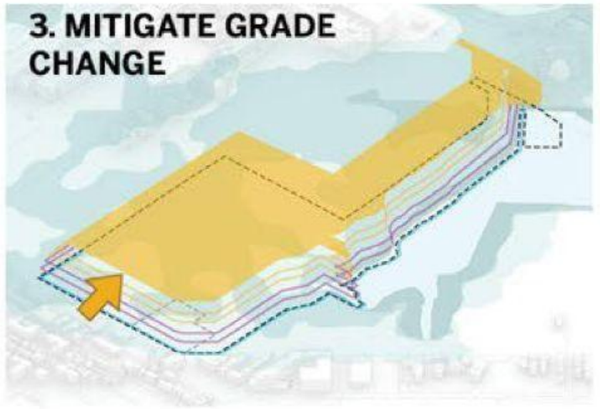












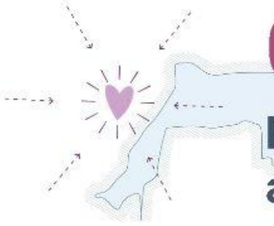
Planning Principles



01

A waterfront for all

Transform the Reserved Channel into a distinctive waterfront which fosters community and well-being.



02

From an edge to a center

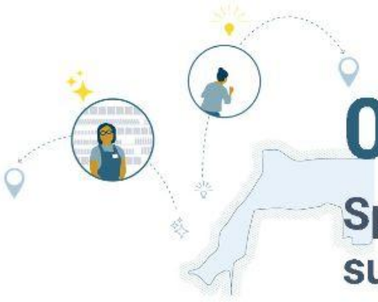
RCD is stitching South Boston together with the waterfront and surrounding neighborhoods.



03

A welcoming place

Setting the stage for moments of discovery, chance encounters and a variety of experiences.



04

Springboard for success

RCD is making a launch pad for opportunity: a place for diverse home grown businesses to experiment and thrive.



05

A global leader in resilience

RCD isn't just one step ahead of climate change — it's looking generations into the future.



06

A showcase for the best of South Boston

RCD sets the stage for local talent to shape the future of the neighborhood.



07

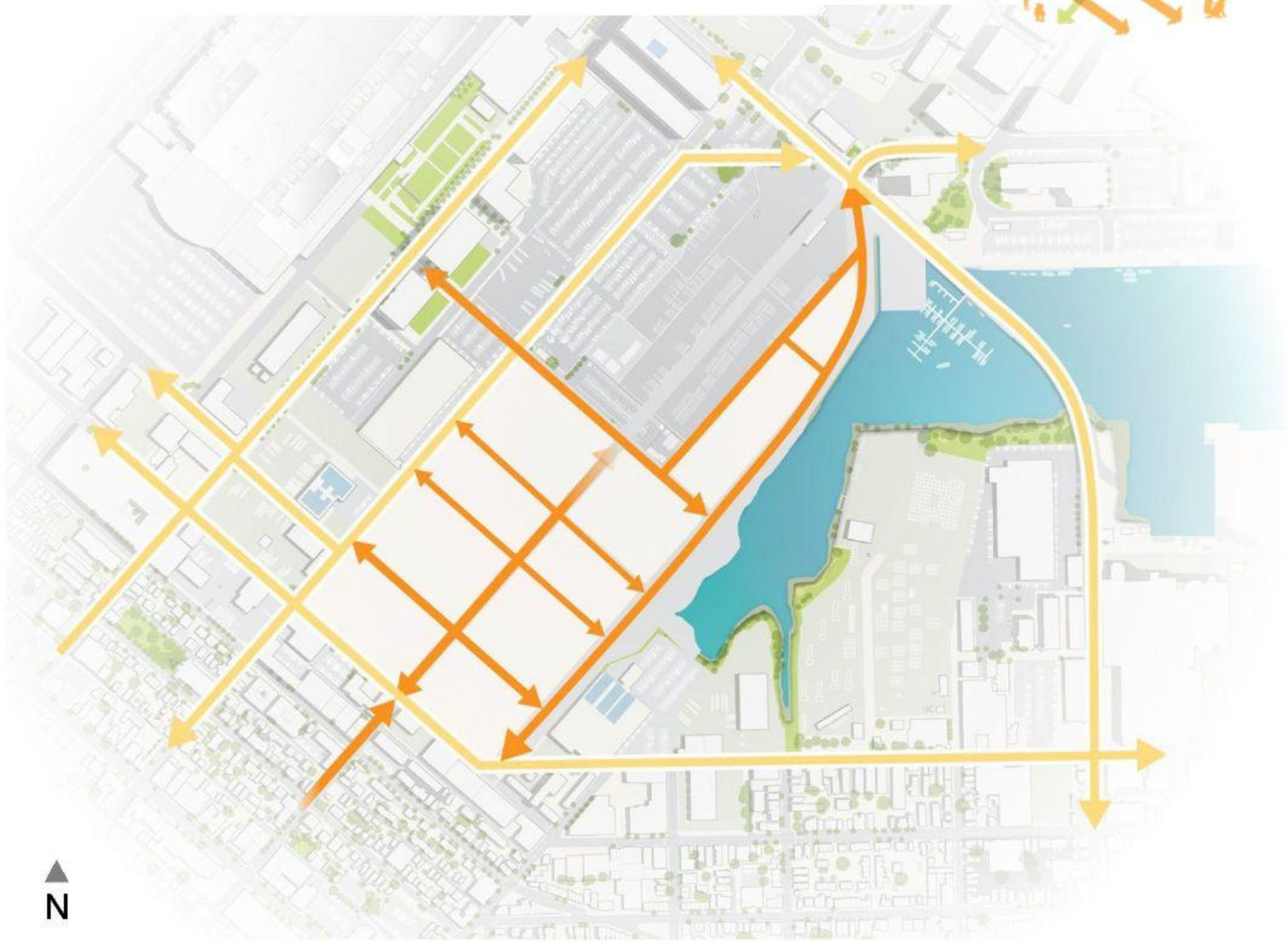
A partner in it together

We are in it for the long haul. We want to work together to meet the evolving needs and aspirations of all neighbors.

Complete the grid

Extend existing South Boston streets into the new district






Victoria Gardens, Rancho Cucamonga


Parc Passeig De Sant Joan, Parcelona

Establish the Basin Walk

Complete and enhance an exceptional waterfront loop






Hunters Point Park, New York



Chicago Riverwalk

Invest in open space

Create significant upland parks, plazas, and open spaces






Hunters Point Park, New York


Industry City, New York

Prioritize connections

Introduce a network of intimate and active pedestrian connections





Papirøen, Copenhagen



City Thread, Chattanooga

Introduce a Mix of Uses

A variety of commercial, residential, maritime-industrial, and employment-based opportunities







Phase 1 Plan

PHASE 1 SITE AREA	12.86 AC				
PHASE 1 OPEN SPACE	3.4 AC / 26.5% of Site Area				
	BLOCK A	BLOCK B	BLOCK C	TOTAL	%
LAB/COMMERCIAL SF	343,500	538,000	567,000	1,448,500	83%
RESI SF	91,000	109,500	-	200,500	12%
RESI UNITS	~95 Units	~110 Units	-	~205 Units	-
RETAIL/AMENITY SF	18,500	30,500	41,000	90,000	5%
TOTAL SF	**453,000**	**678,000**	**608,000**	**1,739,000**	**100%**

MASSPORT GROUND LEASE
FEE PARCEL(S)

B3
B1
B2
A3
A1
A2
C2
C1

Focus on West 1st St

- ~ 200 new residences
- 3 Commercial Buildings
- ~50,000 SF retail & amenities
- Civic Pavilion
- 1, 5, 6 & 11 stories



Commercial/Life Science + Health and Wellness

- 2 Commercial Buildings
- ~40,000 SF retail & amenities
- 4 & 10 stories



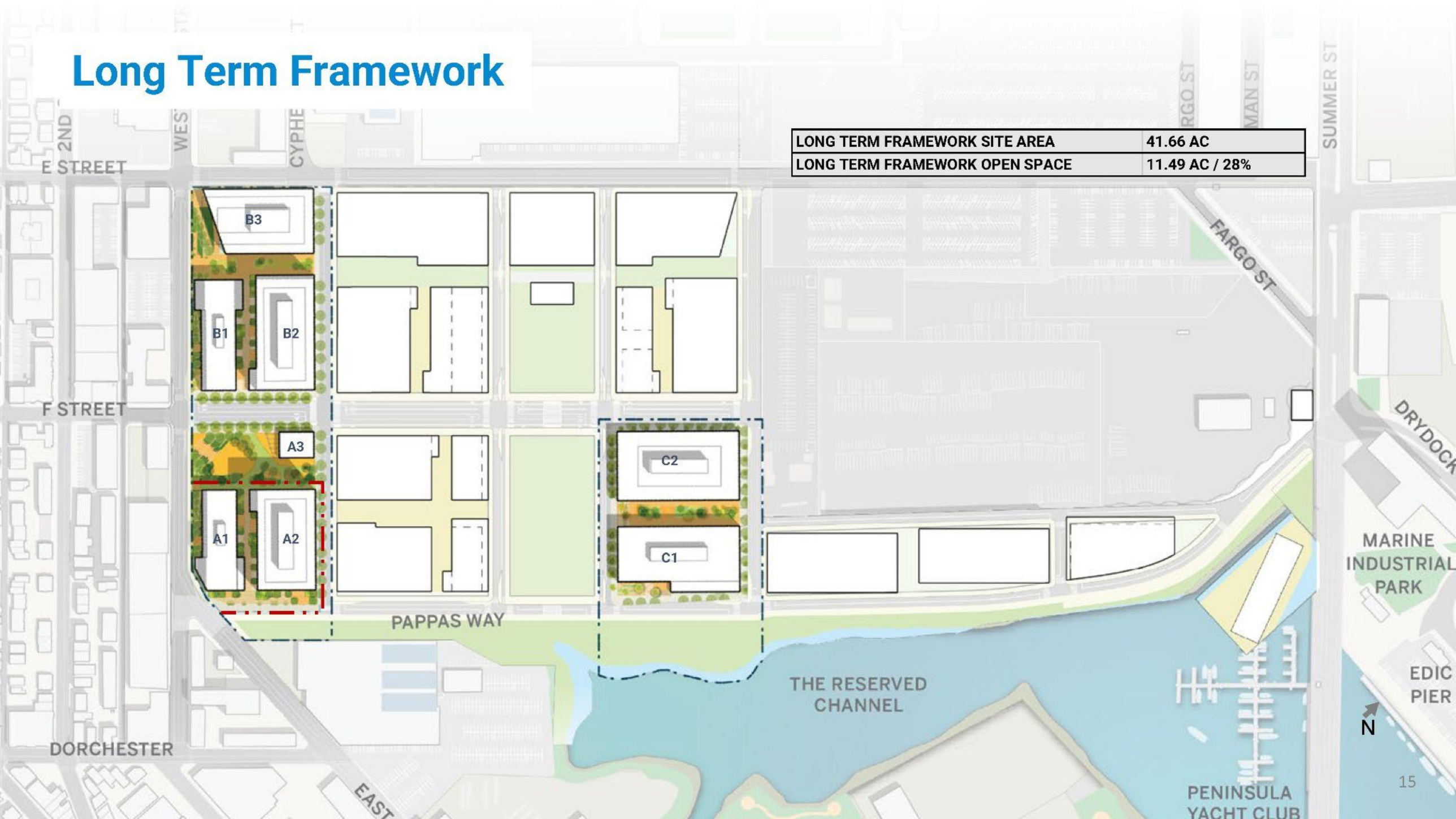
Waterfront Connection

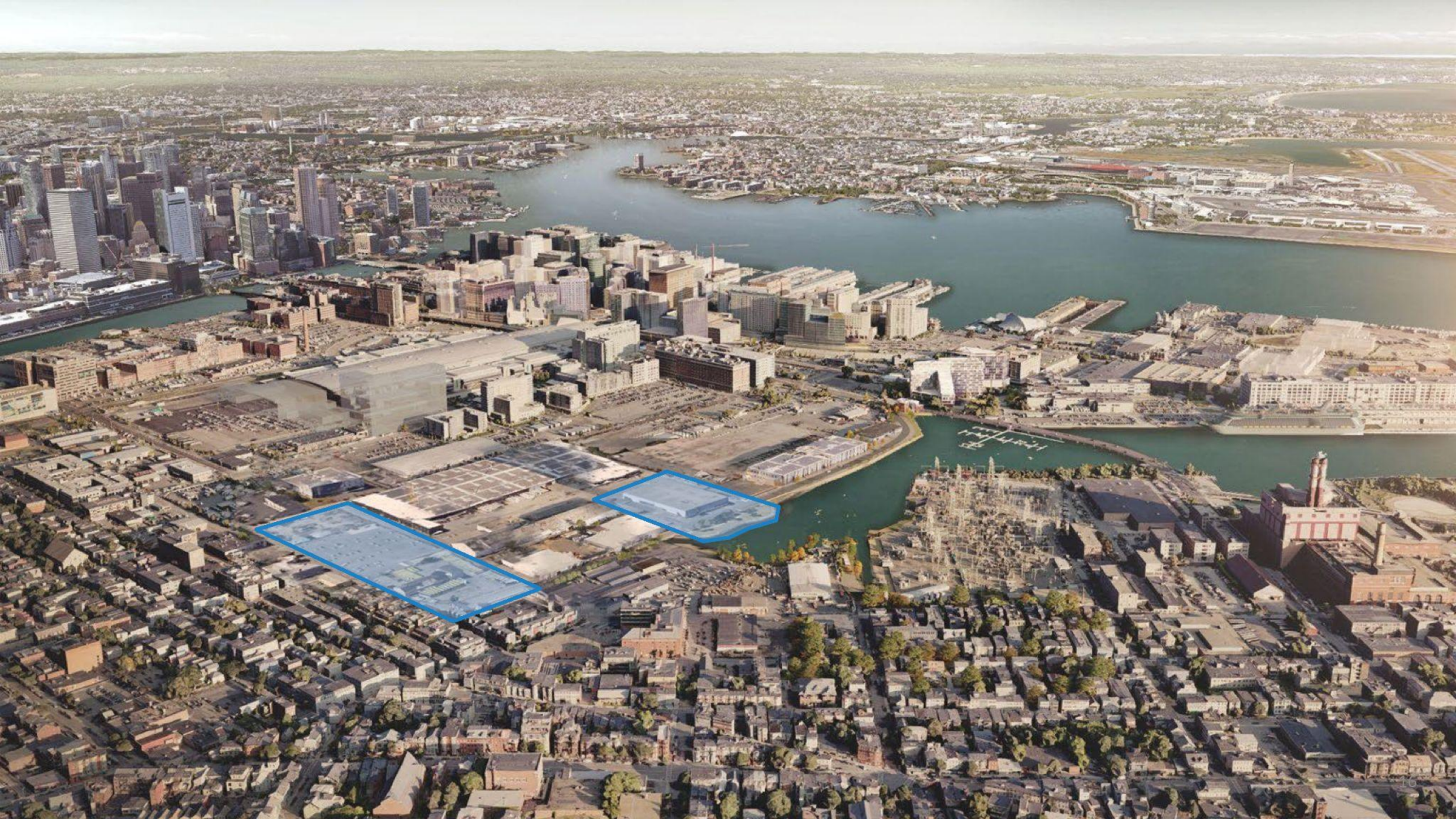


E STREET
F STREET
PAPPAS WAY
DORCHESTER
THE RES
CHANNEL
MARINE INDUSTRIAL PARK
PENINSULA YACHT CLUB
DRYDOCK
EDIC PIER
N

Long Term Framework

LONG TERM FRAMEWORK SITE AREA	41.66 AC
LONG TERM FRAMEWORK OPEN SPACE	11.49 AC / 28%






Active Ground Floor Uses & Neighborhood Amenities
Improved Pedestrian Environment
Increased Employment
Revitalized Waterfront Open Space
New Open Spaces and Public Ways
New Residences
Neighborhood and Site Resiliency

Neighborhood Park



Potential Building Expressions



West First Street Frontage



4d | Design Guidelines

Phase 1 Design Guidelines

Table of Contents

1. Planning Orientation

- Intent of Design Guidelines
- Background
- Block Plan Parameters

2. Public Realm Design Guidelines

Overview

- Approach
- Character Zones and Programming
- Resiliency Strategy

Open Spaces

- Landscaped Corridors
- West First Gateway
- Pappas Way (Interim Improvements)
- Waterfront Improvements (Interim Improvements)

Streetscapes

- West First Street
- F Street
- Road 1 (Interim Improvements)
- Road A, B, C (Interim Improvements)

3. Building Design Guidelines

Overview

- Height Control
- Massing Expression and Articulation
- Building Height and Mechanical Enclosures
- Access and Pedestrian Prioritization
- Building Frontages
- Design Expression

Block A Guidelines

- Setback and Street Relationship
- Massing
- Ground Floor Activation
- Facade Look and Feel

Block B Guidelines

- Setback and Street Relationship
- Massing
- Ground Floor Activation
- Facade Look and Feel

Block C Guidelines

- Setback and Street Relationship
- Massing
- Ground Floor Activation
- Facade Look and Feel

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Intent of Design Guidelines

These Design Guidelines have been developed to **ensure design excellence** in the public spaces, landscape areas, and buildings of the Reserved Channel Development project area. The site — which has evolved considerably and served the region for decades as a working waterfront and center of industrial activity — is poised to become an **integral part of the South Boston community fabric** engaging long-time residents, workers, and visitors in new and productive ways.

As such, these Guidelines provide a **framework** for redevelopment that respects and responds to the area's industrial heritage while supporting a **vibrant, accessible, and resilient mixed-use waterfront district**, while ensuring seamless integration with the scale, character, and patterns of the surrounding residential and commercial neighborhoods.

These guidelines are intended to **guide the future detailed design of the project's initial phase**, while also **establishing a standard for subsequent phases to follow**, ensuring that the character, form, and quality of new development and public spaces contribute positively to the evolving identity of the district and strengthen connections to the surrounding community and the Reserved Channel waterfront.

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Background - Urban Context

The Reserved Channel Development (RCD) **Project Site** is located at the northern edge of South Boston, bounded by the Reserved Channel waterfront to the east, the well-established South Boston neighborhood to the south, the **expansive industrial** and **commercial facilities** of the Raymond L. Flynn Marine Park to the northeast, and the Seaport area to the north.

The approximately **42-acre Reserved Channel Development area** occupies a strategic position between South Boston's established neighborhood fabric, the working waterfront, and the Seaport, reflecting the site's long evolution as part of the city's industrial and maritime landscape.

Project Site

- **Size:** 42 Acres
- **Location:**

  300 West First Street, 647B Summer Street, Ward6, South Boston, MA

- **Existing Conditions:**
  - Large industrial buildings
  - Open-air surface parking lots
  - Reserved Channel edge
  - Open Space with walking paths and historical signage



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Background - Overall Framework

The vision to transform the majority industrial site is shaped by a set of powerful urban design drivers that respond to the site's **maritime legacy, strategic waterfront location, and role within South Boston and the broader city context.** These drivers inform both the Phase 1 Projects - the subject of these Design Guideline - and the long-term buildout of the 42-acre district. These planning principles provide the foundation for a flexible framework and include:

- **Resiliency:** Enhancement of an Exceptional Waterfront
- **Mobility:** Extension of South Boston's Street Network into a New, Walkable District
- **Open Space:** Creation of a Network of Upland Parks, and Waterfront Destinations
- Implementation with **Phasing and Long-Term Adaptability** in Mind
- A Balanced **Mixed-Use** District
- Strong, **Cohesive Urban Design**

Site Composition

- **Phase 1: 12.86 Acres**
  a. Mix of Massport ground lease and fee simple ownership
  b. Three development blocks
- **Future Phases: 29.14 Acres**
  a. Mix of Massport ground lease and fee simple ownership
  b. Eight future development blocks



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Background - Phase 1

Phase 1 includes **three development blocks ranging in size from 2.2 to 2.8 acres**, **eight buildings** (six residential and two commercial) ranging in scale from 81,000 to 451,000 sf, and **2.76-acres of new public open space**. The Phase reimagines West First Street right of way through an expanded public realm, while interior site access is granted through a new F Street, and several temporary access roads (Road 1 and Roads A, B, and C). Interim waterfront enhancements along Pappas Way promote early activation of the waterfront.

Project Site

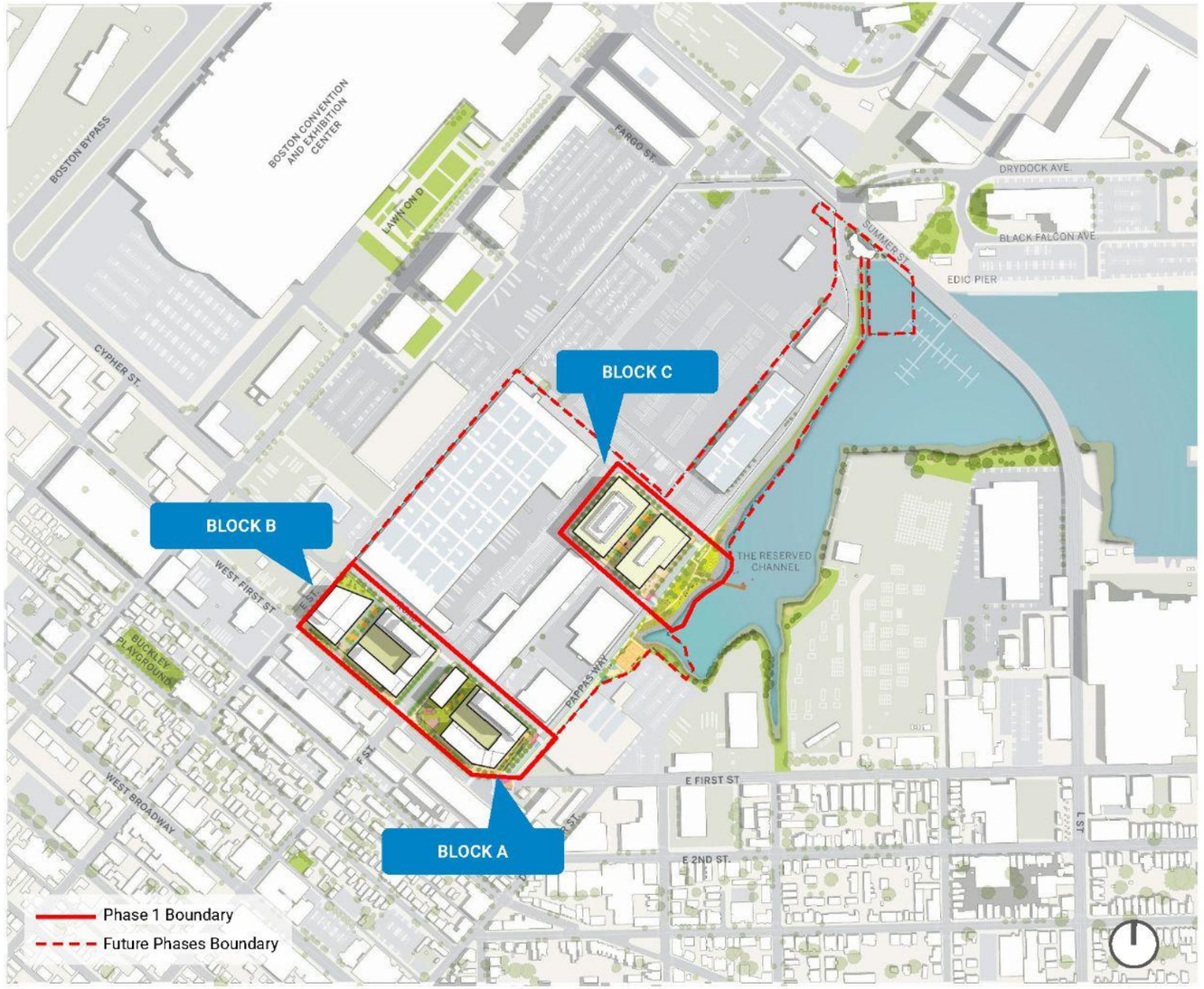
- **Phase 1:**

  12.86-acre within existing 42-acre business park

  a. 10.89-acre Massport ground lease
  b. 1.97-acre fee simple ownership

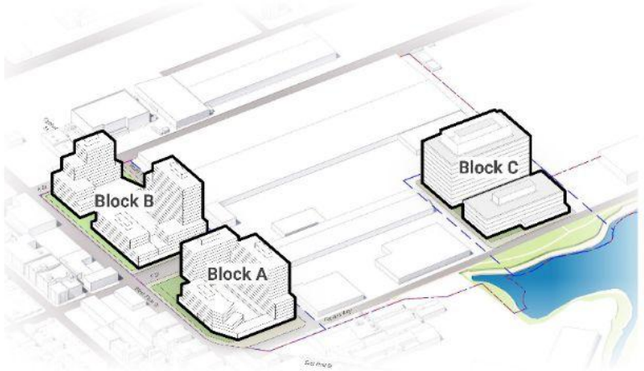
  Three Development Blocks (Eight Buildings)

  a. Block A: 2.3 acres (three residential buildings)
     Block B: 2.9 acres (three residential buildings)
     Block C: 2.4 acres (two commercial buildings)
  b. Open Space: 2.76-acre
  c. New Street: F Street
  d. Temporary Roads: Road 1, Roads A, B, and C



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Block Plan Parameters

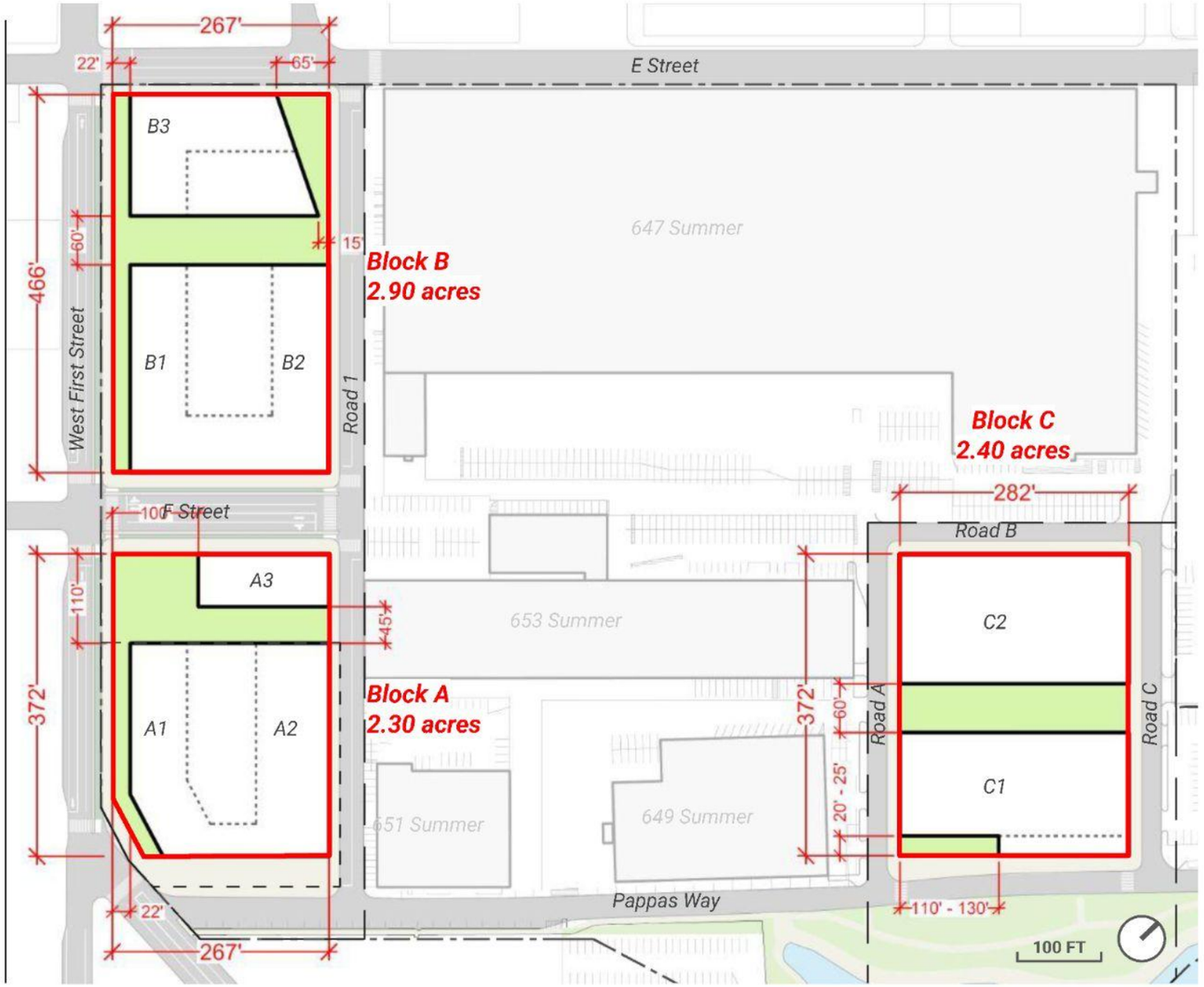


Overview

The Phase 1 Design Guidelines establish **key urban and architectural design parameters** to guide the future design of each building, the proposed open spaces, and the public realm of the streets and sidewalks ensuring that the entire development comes together in a clear, cogent, and coordinated manner.

Depicted here are the dimensioned planning parameters that reflect the **Oxford and Pappas Enterprises' (OxP)** close coordination with **Massport**, the **City of Boston**, and the **South Boston Community**.

As detailed across the following pages, the Design Guidelines endeavor to **first establish a topical overview of approach and subsequently identify** how that strategy is implemented at the scale of each individual open space or building.



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2. PUBLIC REALM DESIGN GUIDELINES

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2. PUBLIC REALM DESIGN GUIDELINES

Overview

- Approach
- Character Zones & Programming
- Resiliency Strategy

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Approach

Phase 1 Public Realm Approach

Phase 1 establishes the foundational public realm framework for the Reserved Channel development, introducing a connected network of streetscapes, open spaces, and landscape corridors that organize the site and link the neighborhood to the waterfront. Tree-lined streets, block landscape corridors, and new open spaces work together to create a legible and walkable district that prioritizes pedestrian comfort, active transportation, and access to the water.

The Phase 1 public realm also advances the project's resilience and community goals. Approximately 200 new trees, green stormwater infrastructure, and layered planting strategies support canopy growth, stormwater management, and urban heat mitigation. New civic spaces, including neighborhood open spaces and the waterfront improvements along the Reserved Channel, provide flexible areas for recreation, gathering, and everyday neighborhood life while establishing the identity of the emerging district.



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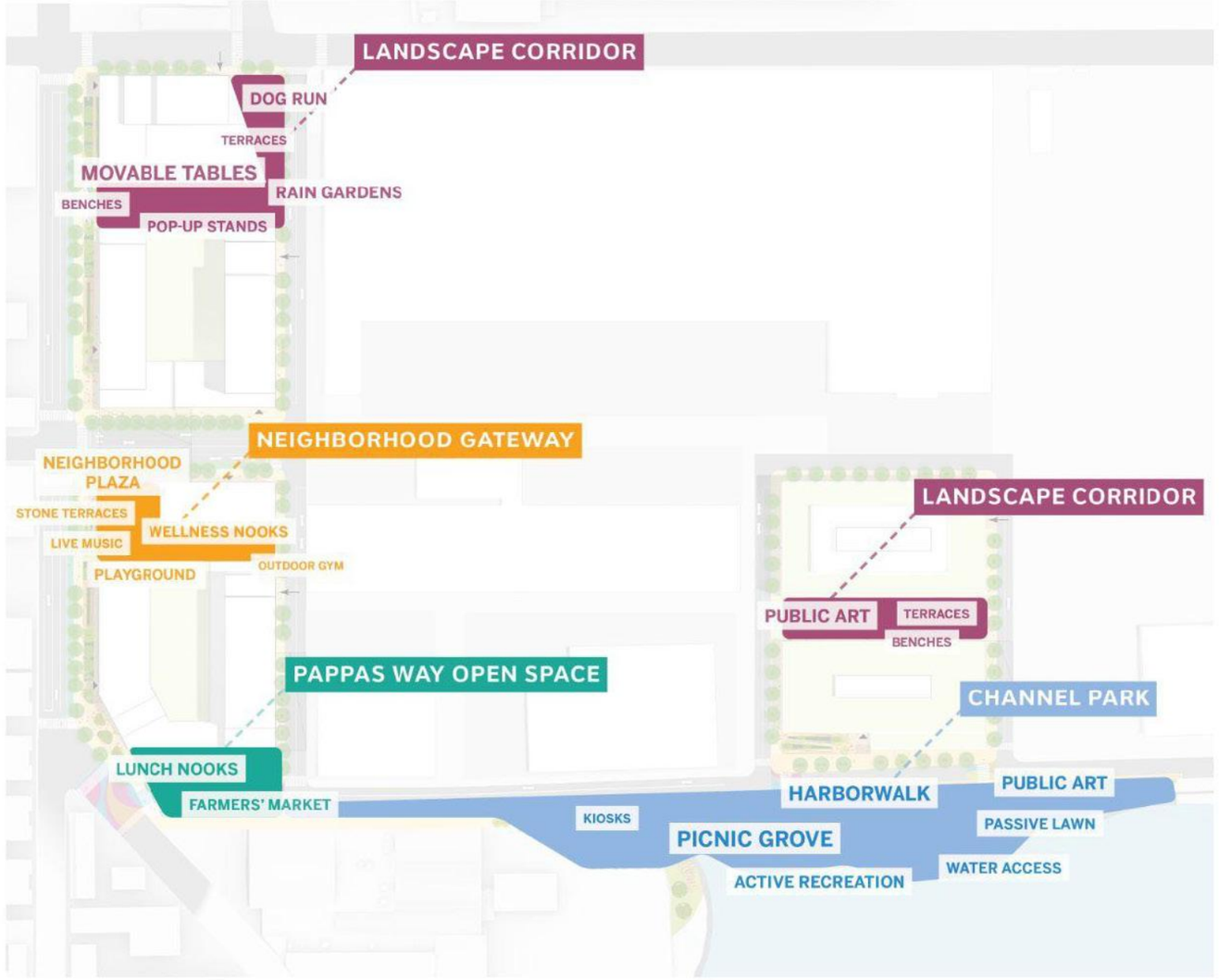
Character Zones and Programming

Phase 1 Character Zones + Programming

Phase 1 organizes the public realm into a series of distinct landscape character zones that structure the experience of the site and establish the identity of the emerging district. With foundations in a sitewide resiliency response, the open spaces work together to define new public points of entry to the site, introducing the tree-lined landscape environments that will support continuous and resilient pedestrian environments and interconnect streets, open spaces, and building frontages.

The Phase 1 open spaces are designed to support a range of flexible community uses that activate the public realm throughout the day and across seasons. Neighborhood-oriented spaces at the Neighborhood Gateway accommodate everyday recreation and gathering, while landscape corridors intervene to break down the scale of blocks and introduce opportunities for more informal social spaces and temporary programming such as pop-up vendors, food trucks, and small community events.

Along the project's eastern edge, two interim open space interventions begin to establish connections along the length of the site. At the waterfront, Channel Park introduces opportunities for recreational uses, while at Pappas Way, an expanded public realm promotes improved access and variable programming.



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Resiliency Strategy - Green Infrastructure

Strategy

1. Green infrastructure elements shall be designed in accordance with the City of Boston's guidance in the *Stormwater Tree System Design Guide* and the Boston Water and Sewer Commision's guidance in the *Boston Green Infrastructure Planning and Design Handbook*.
2. Streetscapes and open spaces should incorporate green stormwater infrastructure to capture, slow, and treat runoff prior to discharge to the municipal system and Boston Harbor.
3. Bioretention areas (rain gardens) should be integrated where space allows, using engineered soils and native plantings to filter runoff and improve water quality
4. Stormwater planters may be used along sidewalks, plazas, and street edges where larger bioretention areas are constrained by utilities or limited right-of-way.
5. Bioretention systems and planters should include appropriate soil media, overflow structures, and underdrains as needed, consistent with Boston Water and Sewer Commission guidance.
6. Stormwater tree systems should be prioritized within streetscapes to intercept rainfall, capture runoff, and provide shade that mitigates urban heat island effects
7. Tree planting areas should provide adequate soil volume and continuous rooting space, using structural soil, suspended pavement, or shared soil trenches where feasible.
8. Tree placement should consider utilities, building frontages, and overhead constraints while maximizing canopy coverage and pedestrian comfort.
9. Permeable paving may be incorporated in plazas, sidewalks, and low-traffic areas to reduce runoff and support infiltration where site conditions allow.



Bioretention (Rain Gardens)



Stormwater Tree Systems



Stormwater Planters



Permeable Pavements

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Resiliency Strategy - Tree Canopy

Strategy

The Site, today characterized by widespread impervious surfaces that make it uniquely susceptible to the urban heat island effect and an increasing number of high heat days, is positioned for a transformation through implementation of the Phase 1 projects.

It is estimated that Phase 1 will introduce approximately 200 new trees across streets, open spaces, and landscape corridors with a goal to provide shade, improve microclimate, and mitigate urban heat island effects, supporting the goals of Boston's Urban Forest Plan and Heat Resilience Plan.

Through the prioritization of native or regionally adapted species suited to Boston's climate, approximately 25% canopy coverage of the site can be achieved within the first five years of planting across streetscapes and open spaces. Executed in coordination with the project's Green Infrastructure strategy, the new urban tree canopy will be positioned to support stormwater management, ecological health, and urban habitat for the long term.



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Resiliency Strategy - Open Space Planting

Design Guidelines

1. Open space landscapes shall utilize diverse native and regionally adapted plant communities that support habitat, seasonal variation, and ecological performance.
2. Tree canopy and layered vegetation should create cooling microclimates, helping mitigate urban heat island effects and improve comfort for year-round public use.
3. Planting design should emphasize layered, naturalistic compositions that support biodiversity and create immersive landscape experiences.
4. Plant palettes should balance ecological function, seasonal character, and long-term resilience while remaining adaptable to future site conditions and maintenance needs.


Quercus palustris


Sassafras albidum


Cercis canadensis

GROUNDCOVERS


Rhus aromatica


Aronia melanocarpa


Itea virginica


Eragrostis spectabilis


Deschampsia flexuosa


Tiarella cordifolia


Lobelia cardinalis


Aquilegia canadensis


Penstemon hirsutus

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Resiliency Strategy - Streetscape Planting

Design Guidelines

1. Streetscape planting shall prioritize durable canopy trees suited to urban conditions, including constrained soils, roadway salt exposure, and variable moisture.
2. Tree species should be native or regionally adapted and contribute to the district's canopy strategy while providing shade that mitigates urban heat island effects and improves pedestrian comfort.
3. Understory planting should use simple, resilient shrubs and groundcovers that tolerate urban stress while supporting seasonal interest and ecological value.
4. Plant palettes should support stormwater performance, soil health, and long-term ecological resilience, while maintaining sufficient species diversity to reduce vulnerability to pests and disease.


Acer rubrum


Gleditsia triacanthos


Celtis occidentalis

GROUNDCOVERS


Rhus aromatica


Aronia melanocarpa


Itea virginica


Eragrostis spectabilis


Deschampsia flexuosa

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2. PUBLIC REALM DESIGN GUIDELINES

Open Spaces

- Landscaped Corridors
- West First Gateway
- Pappas Way
- Waterfront Improvements

Permanent Improvements: *Represent improvements not anticipated to be superseded, expanded, or displaced by future phase projects*

Interim Improvements: *Represent improvements fulfilling an interim use case, anticipated to be superseded, expanded or displaced by future phase projects*

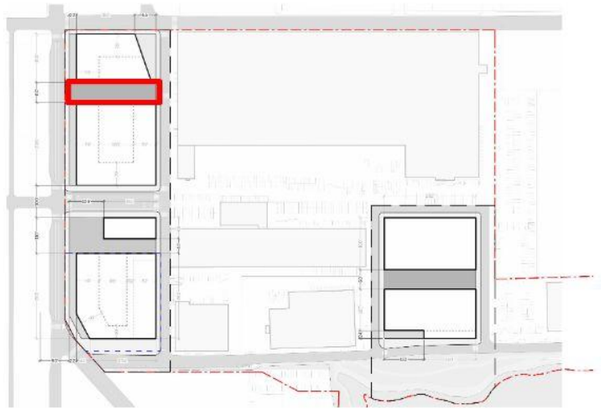
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Landscaped Corridors



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Landscaped Corridors - Block B



Design Guidelines

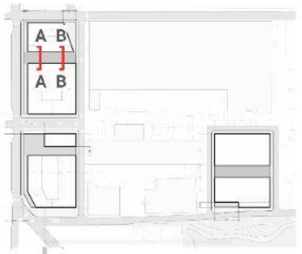
1. The Block B landscape corridor shall provide a pedestrian-oriented open space connection through the center of Block B, linking surrounding streets, building frontages, and adjacent open spaces.
2. The corridor shall support everyday activities including circulation, informal gathering, and outdoor seating associated with adjacent ground-floor uses.
3. Active building frontages shall engage directly with the corridor through entrances, lobby spill-out areas, and outdoor seating where appropriate.
4. Walkways along building frontages shall be a minimum of 10 feet wide and may expand in key locations to accommodate spill-out activity from active ground-floor uses such as café seating.
5. Tree canopy and planting shall be incorporated generously to provide shade, support pedestrian comfort and microclimate, and reinforce the landscape character of the corridor.

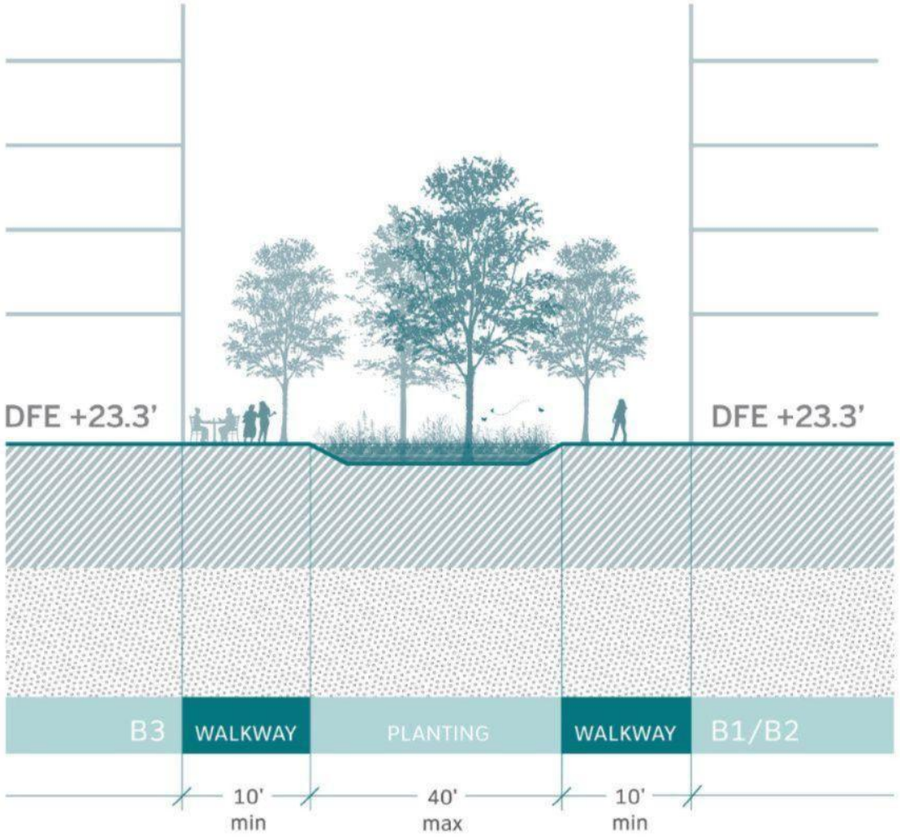


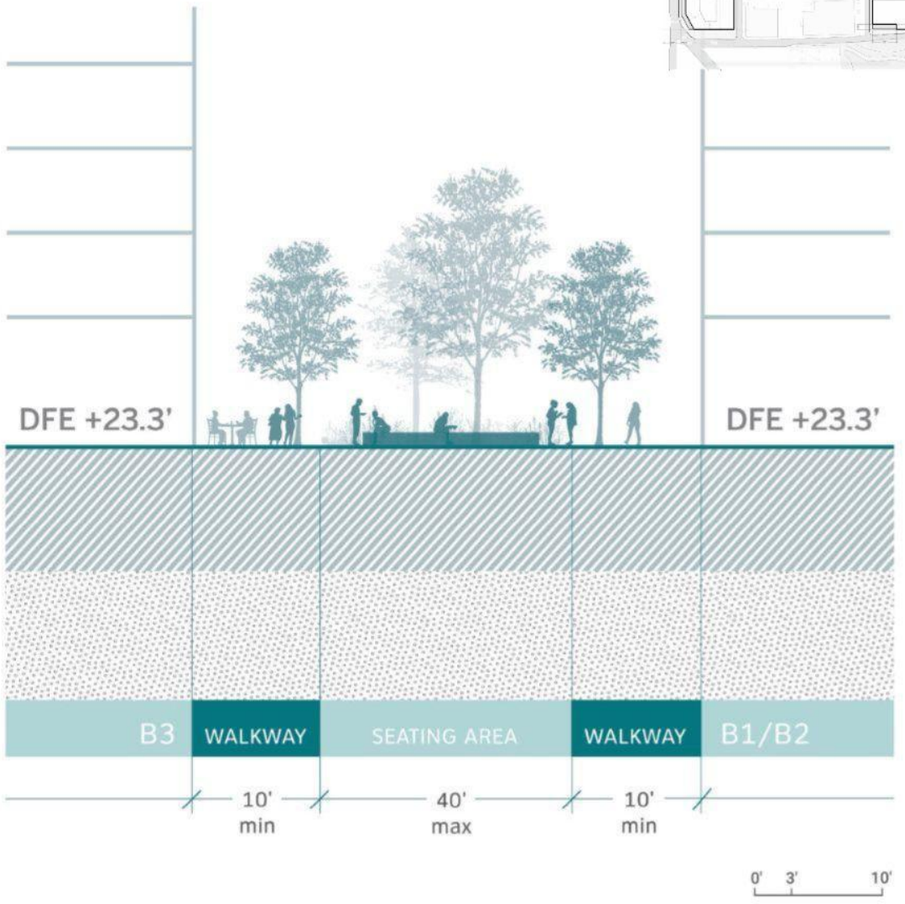
** Elevations are referenced to the BCB datum. To convert to NAVD88, subtract 6.46 ft.*

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Landscaped Corridors - Block B



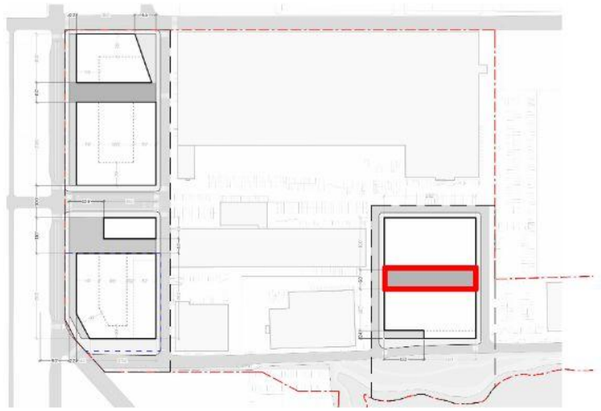




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Landscaped Corridors - Block C



Design Guidelines

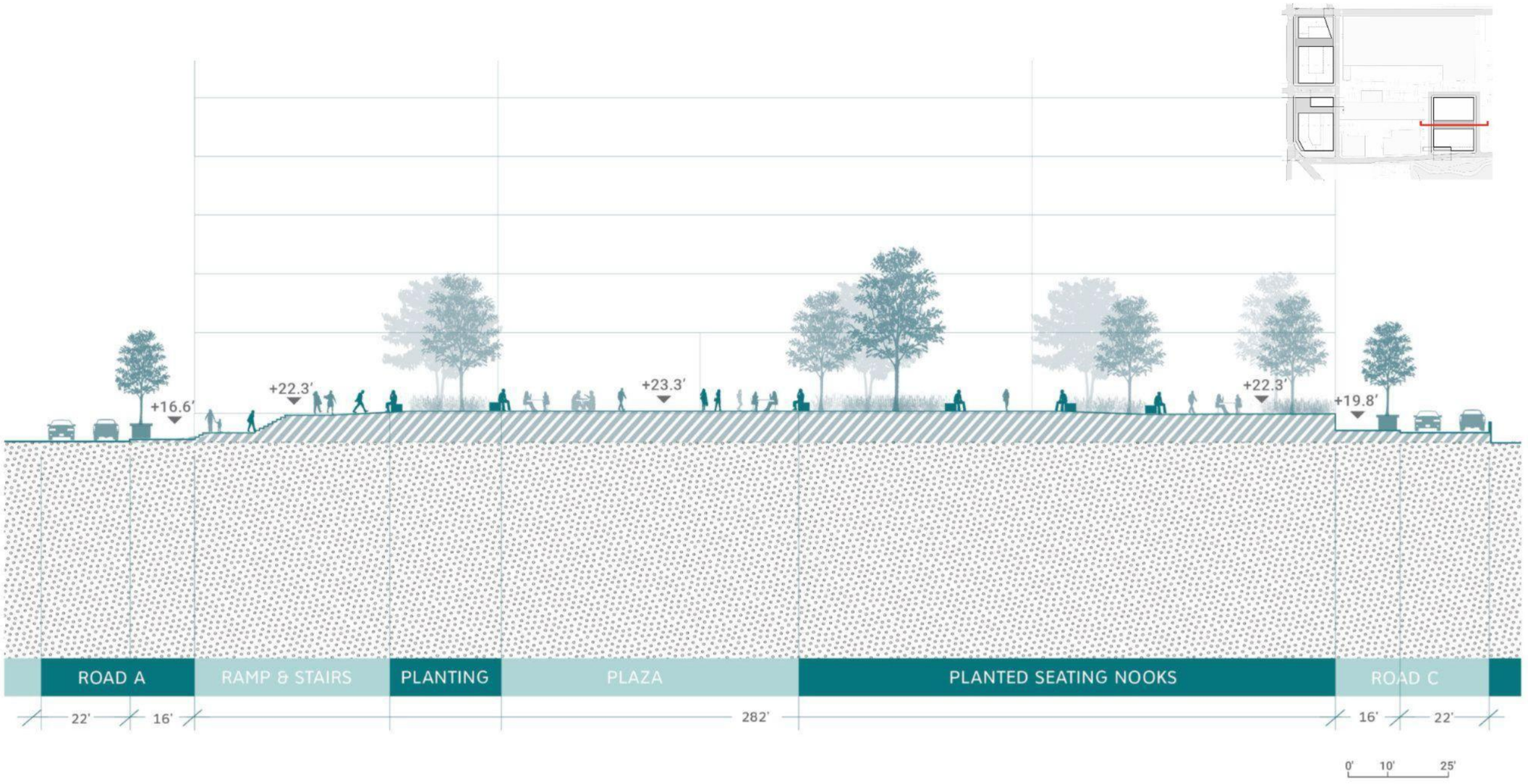
1. The Block C landscape corridor shall provide a pedestrian-oriented open space connection through the center of Block C, linking Road A and Road C and adjacent building frontages.
2. The corridor shall support everyday activities including circulation, informal gathering, and outdoor seating associated with adjacent ground-floor uses.
3. Active building frontages shall engage directly with the corridor through entrances, lobby spill-out areas, and outdoor seating where appropriate.
4. Walkways along building frontages shall be a minimum of 10 feet wide and may expand in key locations to accommodate spill-out activity from active ground-floor uses such as café seating.
5. Tree canopy and planting shall be incorporated generously to provide shade, support pedestrian comfort and microclimate, and reinforce the landscape character of the corridor.



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Landscaped Corridors - Block C



** Elevations are referenced to the BCB datum. To convert to NAVD88, subtract 6.46 ft.*

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West First Gateway



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West First Gateway





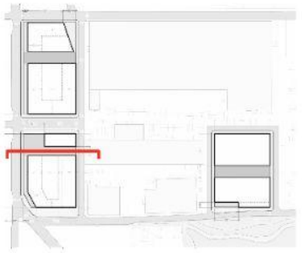
Design Guidelines

1. An open entry plaza shall be located at the corner of West 1st Street and F Street, creating a clear and inviting gateway into the site.
2. The West First Gateway shall function as a welcoming neighborhood park and entry space for the South Boston community, serving existing and future residents, patrons and employees.
3. The park shall incorporate active, multigenerational neighborhood amenities that support a range of community uses and informal gatherings.
4. These amenities may include spaces for wellness and quiet activity, such as yoga, tai chi, or contemplation, as well as active neighborhood uses such as play environments or flexible recreation areas.
5. Planting and tree canopy shall be incorporated generously to support pedestrian comfort and microclimates while reinforcing the landscape character of the park.

** Elevations are referenced to the BCB datum. To convert to NAVD88, subtract 6.46 ft.*

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West First Gateway



** Elevations are referenced to the BCB datum. To convert to NAVD88, subtract 6.46 ft.*

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West First Gateway



** Elevations are referenced to the BCB datum. To convert to NAVD88, subtract 6.46 ft.*

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Pappas Way *(Interim Improvement)*



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Pappas Way *(Interim Improvement)*



Design Principles: Program and District Context

1. As an interim improvement, The Pappas Way open space shall be planned to not preclude or challenge the long-term objective to decommission Pappas Way between Road 1 and West First Street for its improvement as a greater public open space.
2. Adjustment to street alignment will be planned in coordination with the City of Boston and Massport with a goal to increase and prioritize pedestrian safety, access, and visibility throughout the intersection by way of clear pedestrian routes and traffic-calming streetscape treatments.
3. Temporary streetscape activations, including paving or crosswalk art, may be incorporated to enhance wayfinding and signal the transitioning identity of the district to promote accessibility to the waterfront. Opportunities to collaborate with local artists or community groups in the design and implementation of these installations should be explored.
4. A shared-use path shall be incorporated along Pappas Way, extending the continuity of the existing network along the Reserved Channel.
5. Planting, seating, and interim planter boxes shall provide shade, comfort, and spatial definition while remaining flexible for the future raised street condition.



** Elevations are referenced to the BCB datum. To convert to NAVD88, subtract 6.46 ft.*

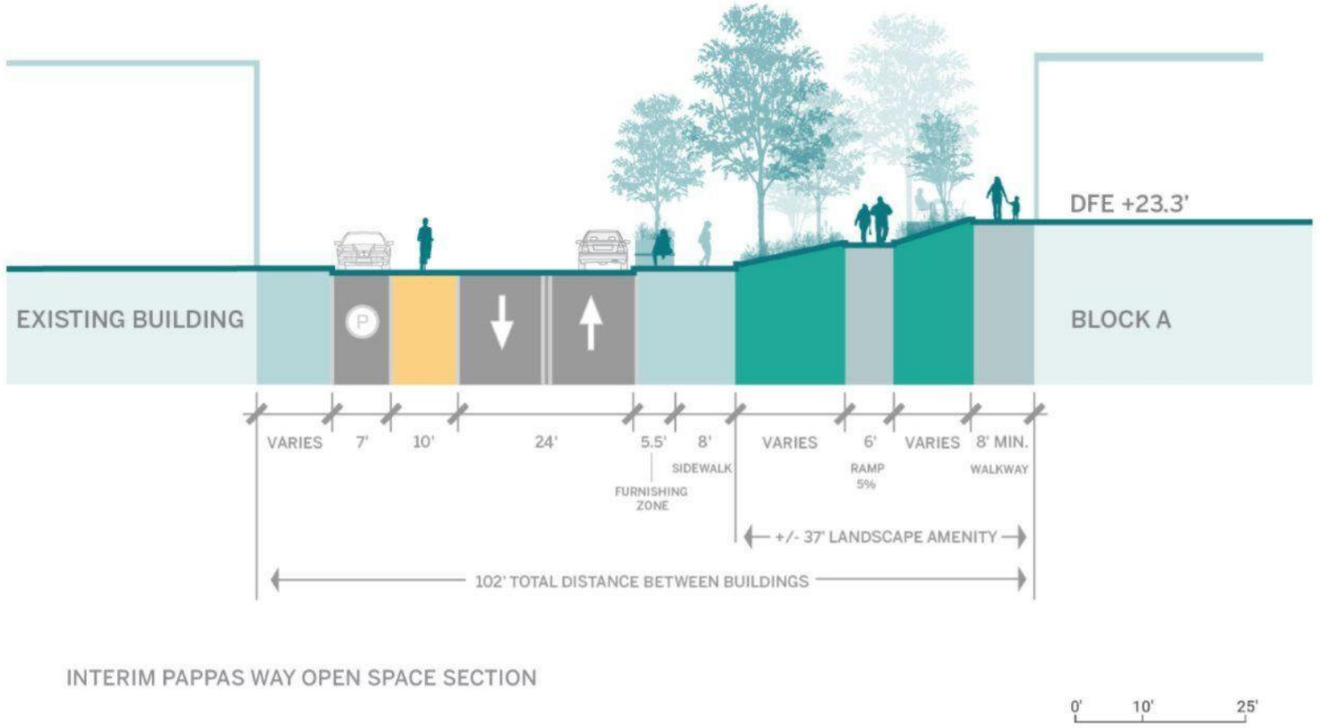
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Pappas Way *(Interim Improvement)*



Design Guidelines Continued

6. The Pappas Way open space shall accommodates the grade difference between the existing street elevation and the future resilient development floor elevation (DFE) through ramps, stairs, and planted slopes.
7. The landscape edge should functions as a topographic transition zone, integrating accessible routes while softening elevation changes through planting and landscape terraces.
8. Planting areas and landscape slopes shall support stormwater management, canopy growth, and microclimate comfort as part of the district's green infrastructure strategy.
9. The interim design should foster allows the public realm to function effectively public utility of the space in the interim condition while maintaining flexibility to adapt to future street elevation adjustments associated with long-term coastal resilience planning.



INTERIM PAPPAS WAY OPEN SPACE SECTION

** Elevations are referenced to the BCB datum. To convert to NAVD88, subtract 6.46 ft.*

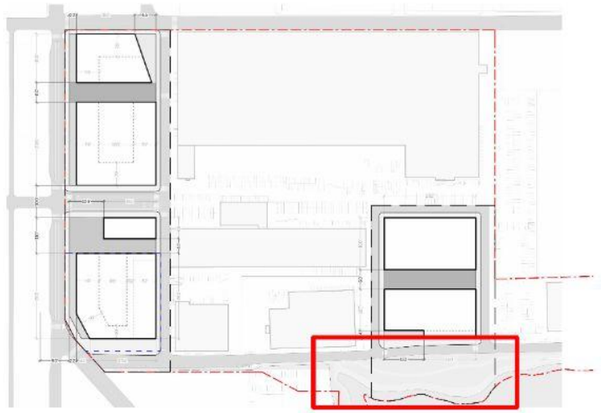
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Waterfront Improvements *(Interim Improvement)*



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Waterfront Improvements *(Interim Improvement)*



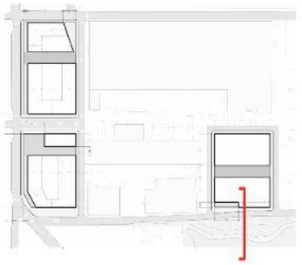
Design Guidelines

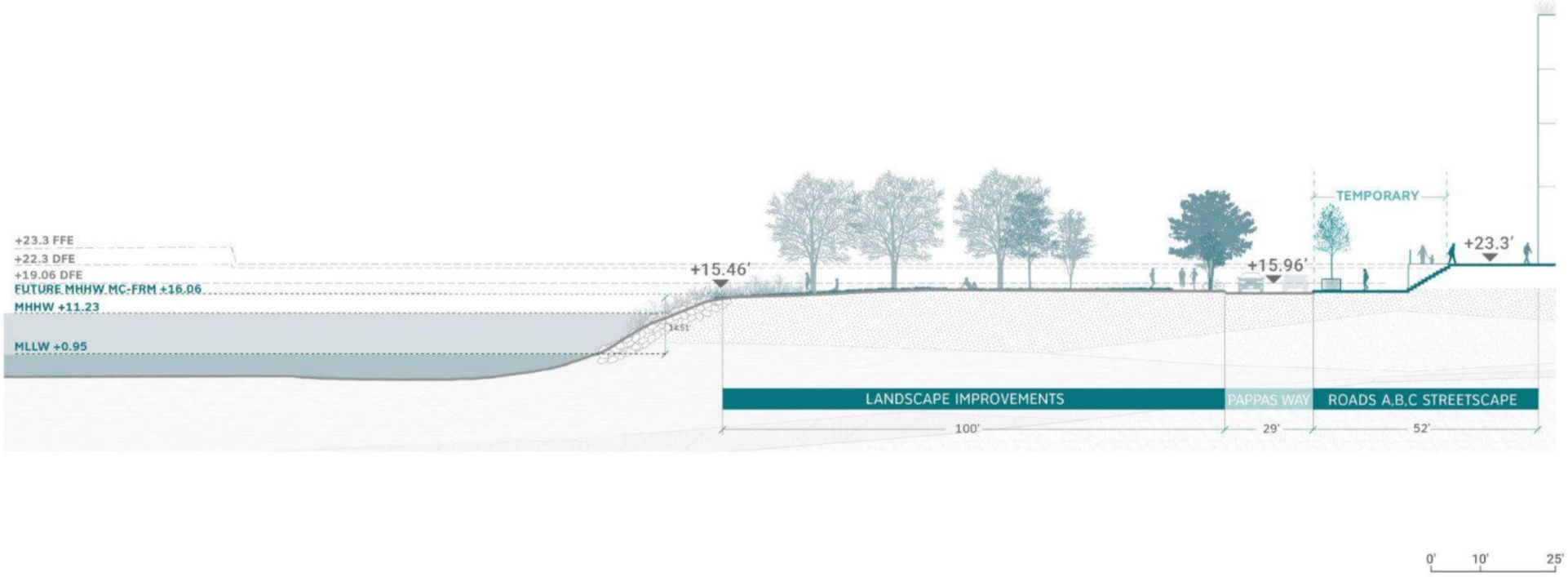
1. As an interim improvement, waterfront improvements shall introduce near-term open space amenities that activate the Reserved Channel while accommodating existing site elevations prior to future resilience upgrades.
2. The improvements should be planned in coordination with the 'Basin Loop' project to the extent practicable to leverage opportunities for potential interim enhancement of the waterfront. Among them, an existing surface parking lot could be improved into a 'gateway plaza' to expand access to, and breadth of, potential programming and activation of the waterfront. Water access potentials shall be simultaneously explored.
3. Planning shall be coordinated to expand share-use path provisions with connections to the existing shared-use path network at Pappas Way
4. The open space shall support a range of recreational opportunities, including passive gathering areas and zones for active recreation serving neighborhood users.
5. A programmable lawn shall provide flexible space for informal recreation, gatherings, and seasonal programming.
6. Interim landscape strategies shall prioritize light-touch, adaptable improvements that can evolve with future waterfront elevation changes.



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Waterfront Improvements *(Interim Improvement)*





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2. PUBLIC REALM DESIGN GUIDELINES

Streetscapes

- West First Street
- F Street
- Road 1
- Road A, B, C

Permanent Improvements: *Represent improvements not anticipated to be superseded, expanded, or displaced by future phase projects*

Interim Improvements: *Represent improvements fulfilling an interim use case, anticipated to be superseded, expanded or displaced by future phase projects*

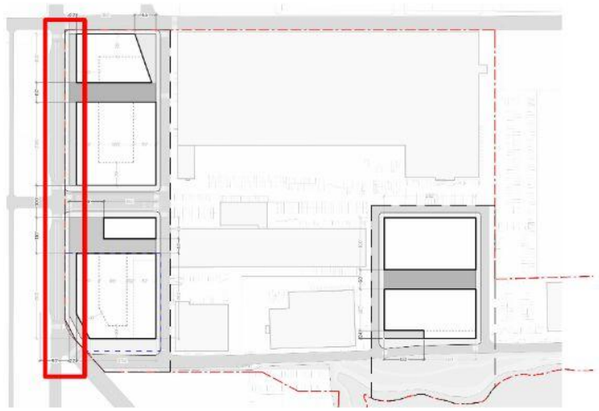
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West First Street



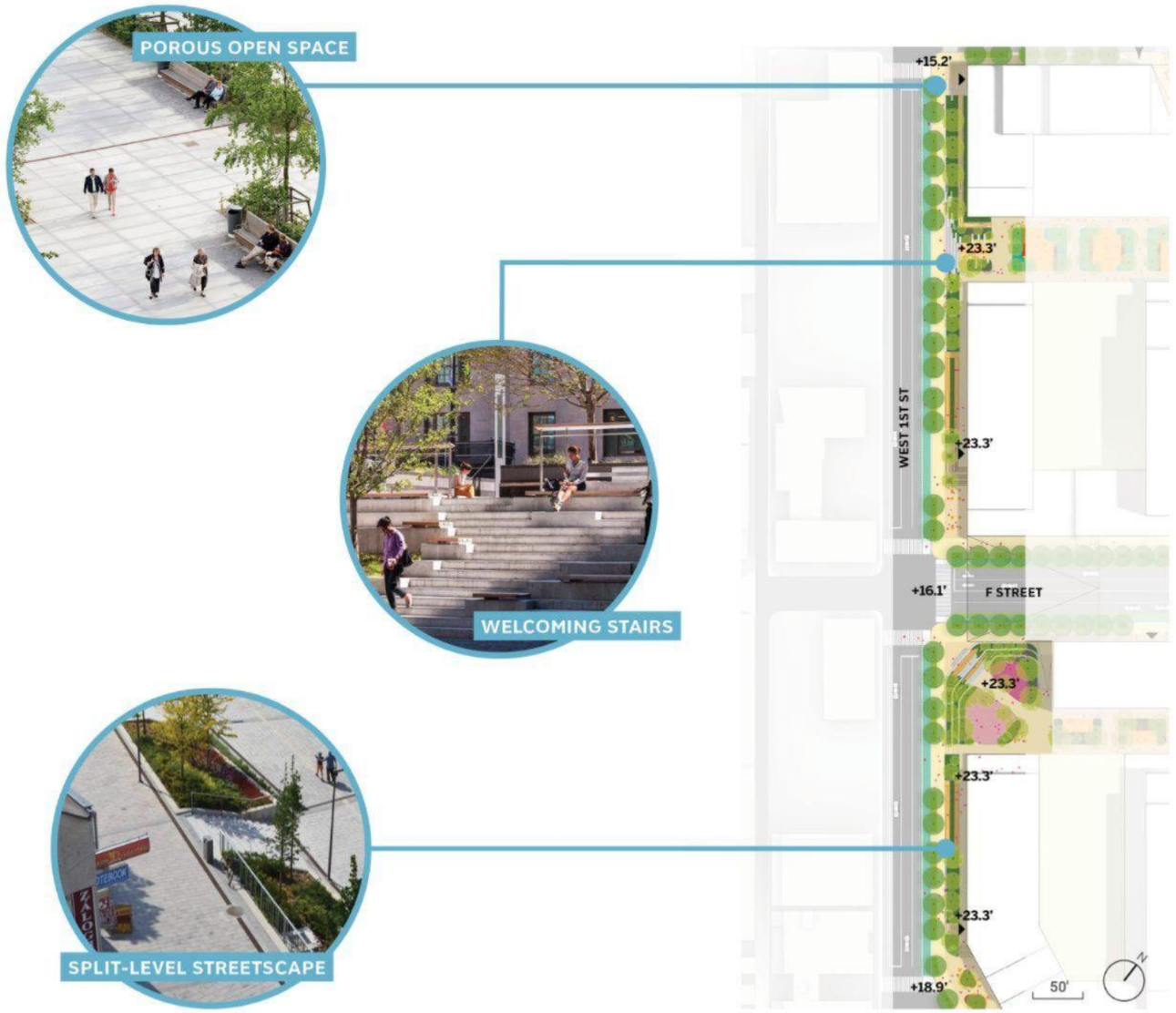
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West First Street



Design Guidelines

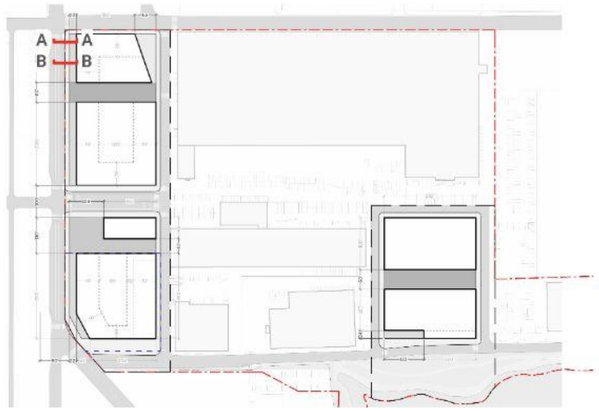
1. The design of the West 1st streetscape shall support a balanced, multi-modal corridor that safely accommodates the mobility of pedestrians, cyclists, and drivers.
2. A two-way protected bicycle facility shall be incorporated along the project's West 1st Street frontage
3. Consistent spacing of street trees shall seek to establish a continuous canopy and reinforce the streetscape rhythm, with strategic breaks at building entrances and stair or ramp locations to maintain visibility and highlight access points.
4. Grade transitions between the street and elevated building entrances shall be integrated into the streetscape through coordinated landscape, ramp, and stair elements, creating an accessible and active pedestrian environment, planned in coordination with future buildings
5. Planting, paving, and furnishing zones shall be coordinated to create a cohesive streetscape that supports pedestrian comfort and establishes an evolved identity for West 1st Street.



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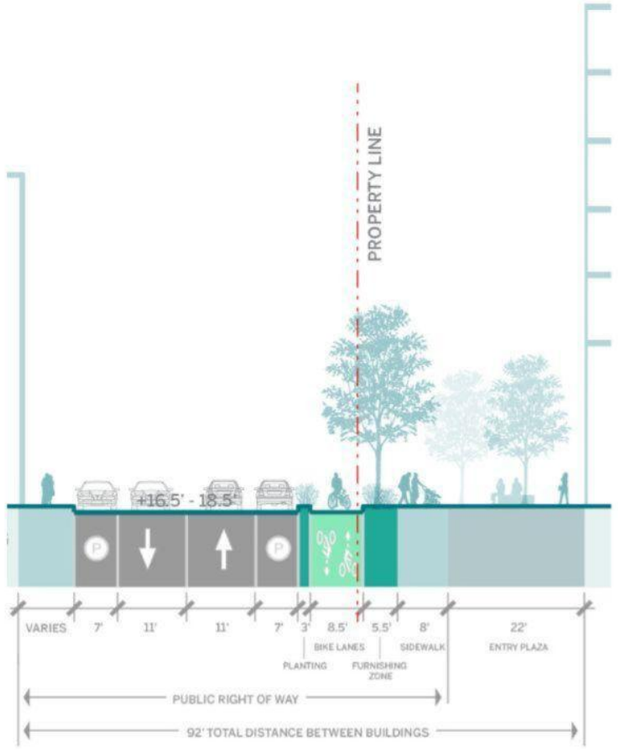
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West First Street

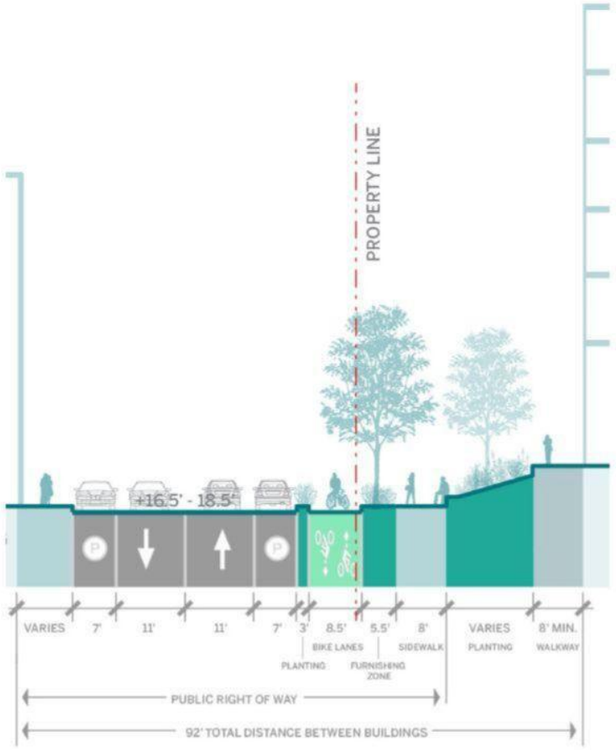


Design Guidelines Continued

6. At key corners, retail lobbies may meet the existing (lower) street level to provide welcoming entries and strengthen connections to the surrounding neighborhood.
7. Planted buffers between street level and upper-level walkways shall provide seasonal interest, support pedestrian comfort and microclimate, and enhance ecological resilience along the streetscape.
8. All planting areas shall be designed with a maximum slope of 3:1 to support healthy planting and long-term landscape performance.



WEST 1ST STREET SECTION A



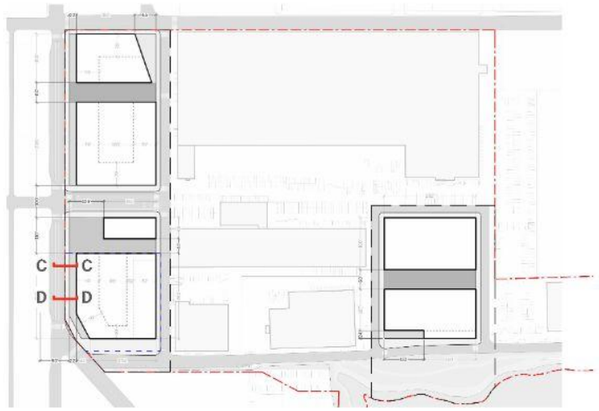
WEST 1ST STREET SECTION B

0' 10'

** Elevations are referenced to the BCB datum. To convert to NAVD88, subtract 6.46 ft.*

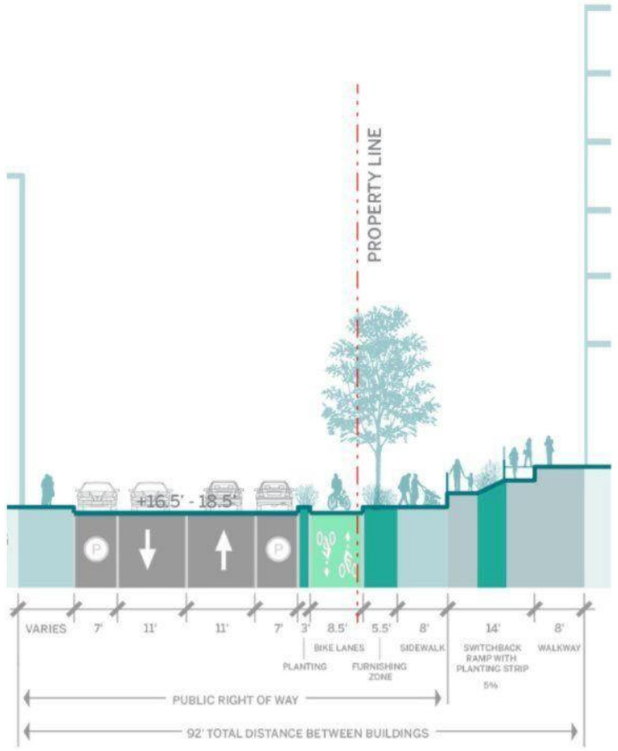
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West First Street

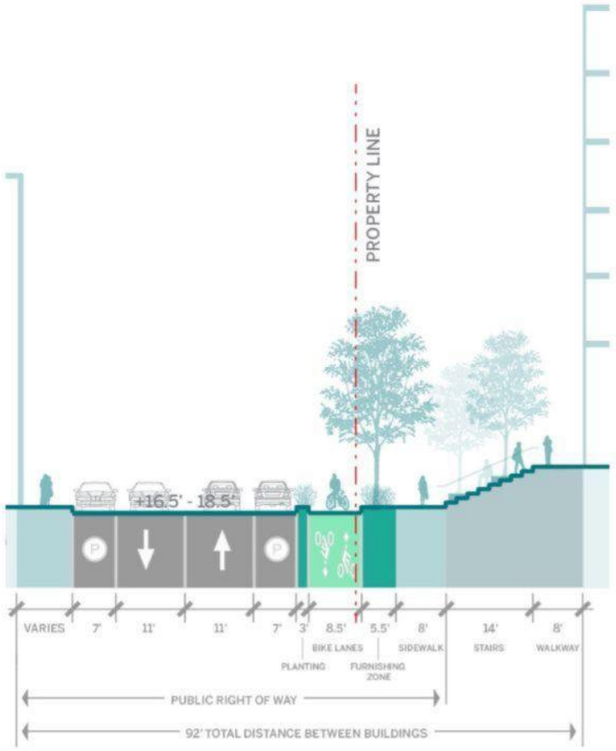


Design Guidelines Continued

9. Switchback ramps may be utilized in constrained locations to provide universally accessible routes to upper-level building frontages and landscape amenities where more gradual landscape-integrated ramps are not feasible.
10. Ramps shall be designed at slopes of less than 5% wherever possible, such that handrails and landings are not required by ADA code. Where necessary, ramps at grades up to 8.33% may be used strategically to reduce travel distance.
11. Railings shall be designed to meet accessibility requirements while minimizing visual impact within the landscape experience.
12. Generous planting shall be incorporated around ramp alignments wherever possible to create a comfortable, immersive landscape experience and support pedestrian comfort and microclimate.
13. Stairs shall be utilized strategically in conjunction with ramps to provide direct access and connections to landscape corridors and residential lobby entries.
14. Stair treads and risers shall be sized to balance access needs and comfortable pedestrian movement wherever possible.
15. Where required, railings shall be designed to meet accessibility requirements while minimizing visual impact within the landscape experience.



WEST 1ST STREET SECTION C



WEST 1ST STREET SECTION D

0' 10'

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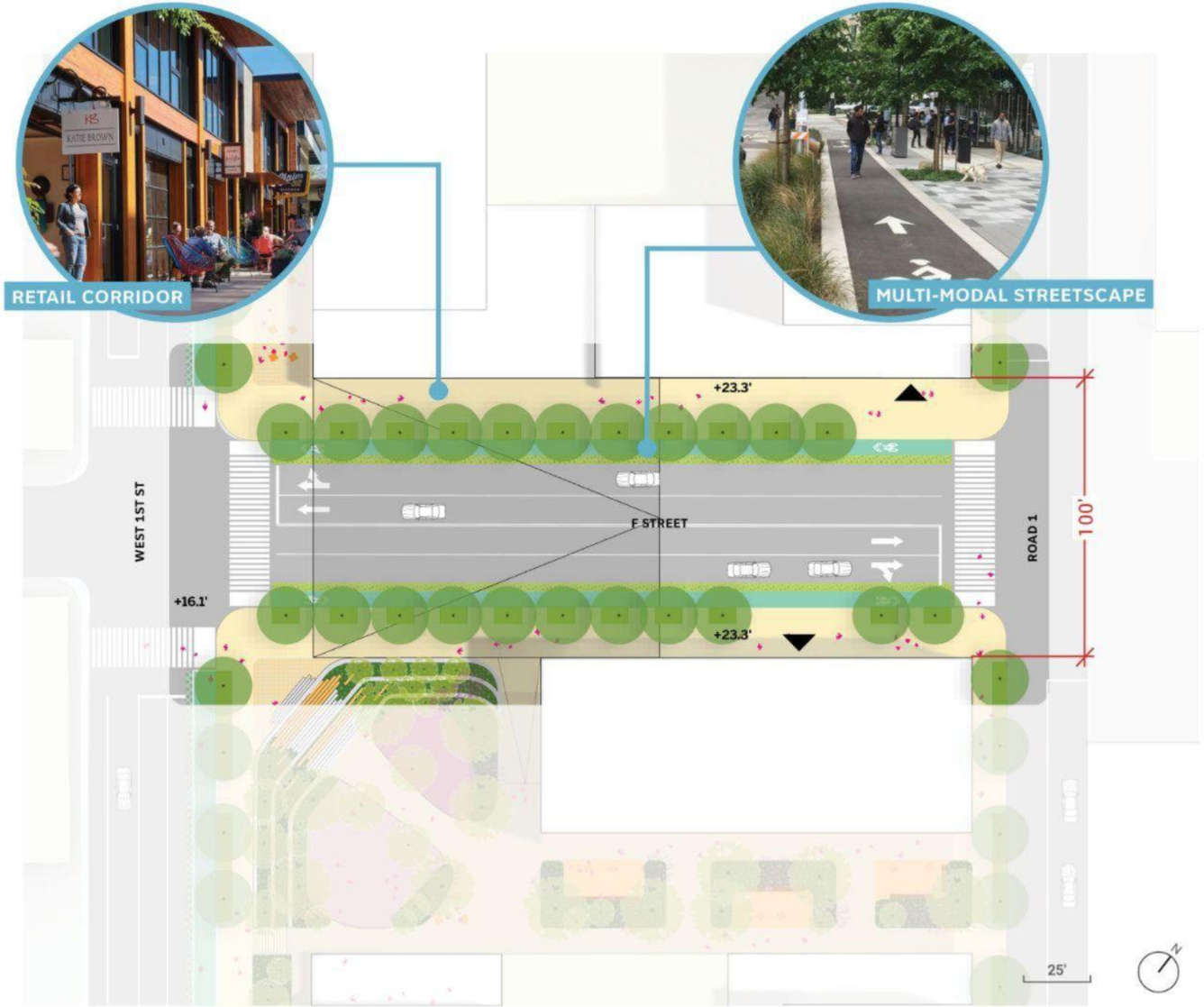
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F Street



Design Guidelines

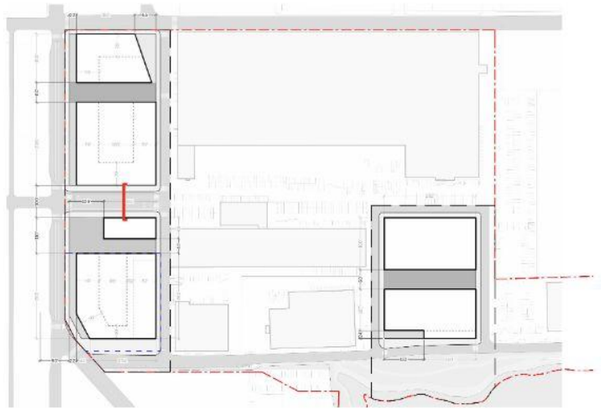
1. F Street will deliver the transportation 'backbone' of the greater project in the north south direction. As a principal corridor serving both Phase 1 and future phase development, F Street shall feature separated bicycle lanes within a multimodal streetscape design that safely accommodates pedestrians, cyclists, transit users, and vehicles.
2. Landscaping and furnishings along the street will be arranged to reinforce the streetscape rhythm while maintaining visibility to building storefronts and entrances.
3. Sidewalks with a minimum width of 13 feet shall be maintained to provide adequate spill-out space for ground-floor retail and pedestrian activity.
4. The street and public realm along this segment of F Street shall gradually ramp upward from the West 1st Street elevation to meet the target Design Flood Elevation (DFE), integrating resilience measures within the streetscape design and establishing the precedent for its continued north bound trajectory.



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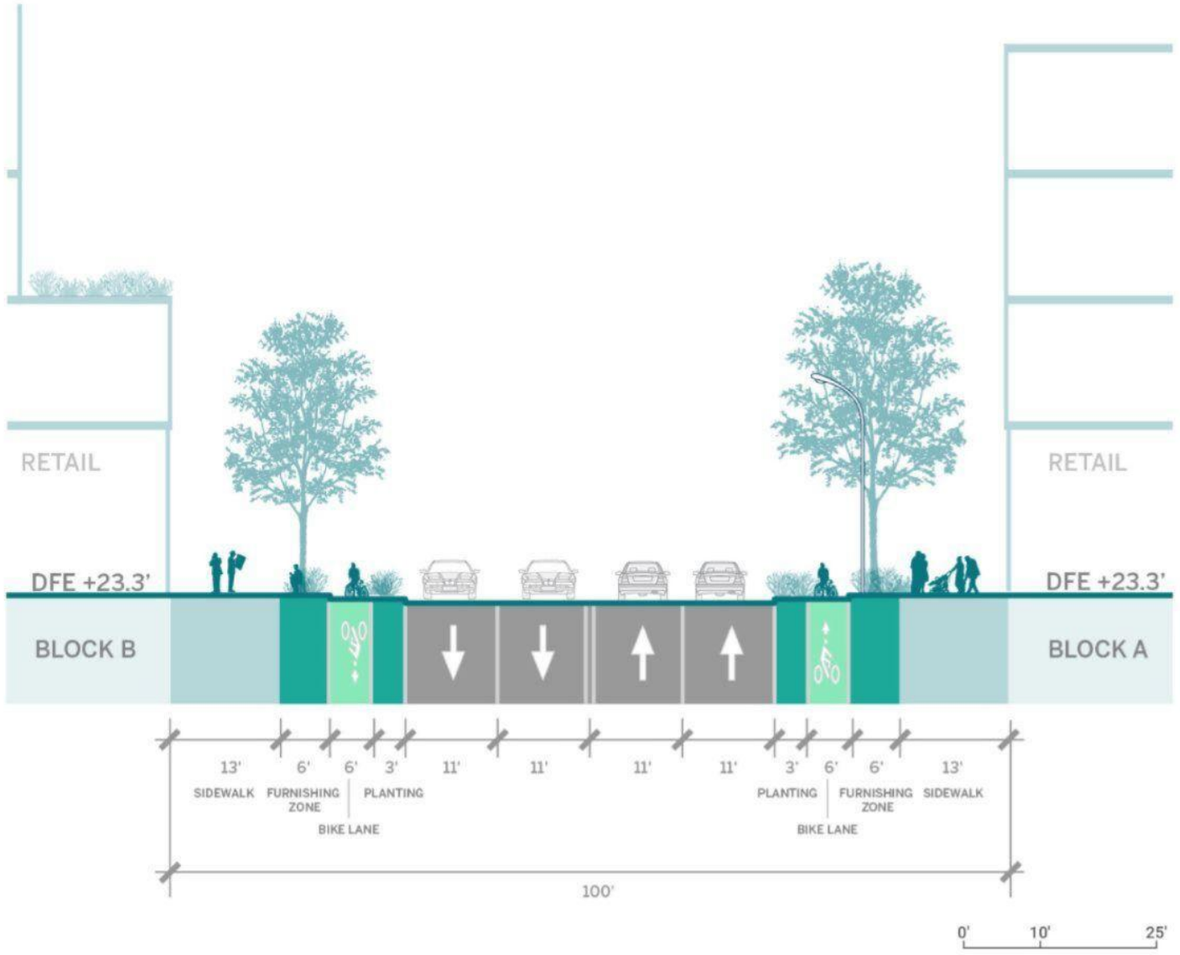
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F Street



Design Guidelines Continued

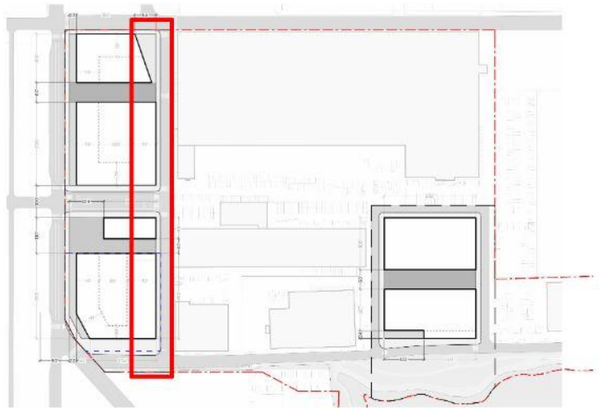
5. Bike lanes shall be located at an intermediate elevation between the adjacent sidewalk clear path and roadway, creating a safe and clearly defined multimodal streetscape.
6. A furnishing zone of at least 6 feet shall be provided between the sidewalk clear path and bike lane, accommodating street trees, lighting, and furnishings that support retail activation and pedestrian comfort and microclimate.
7. The furnishing zone shall include regularly spaced street trees that reinforce the rhythm of the streetscape.
8. Street tree species shall be selected and maintained to prioritize clear sightlines to ground-floor retail and storefront activity.



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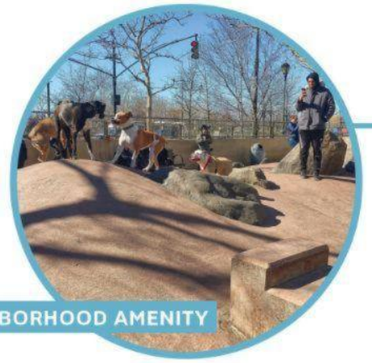
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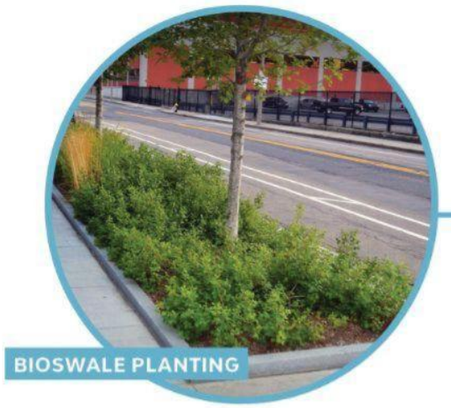
Road 1 *(Interim Improvement)*



Design Guidelines

1. Parallel to West First Street, the Road 1 streetscape design will balance the functional needs of the blocks to manage vehicular access and servicing to the site.
2. As an interim improvement, Road 1 will manage the transition between the higher Phase 1 development elevations and the lower existing elevations to the north and east.
3. An expanded public realm at Road 1's western terminus with E Street will manage east and west pedestrian circulation to separate these users from the routine turning movements of freight vehicles at E Street and Cypher Street.
4. Planting and street trees shall be aligned with the rhythm and spacing of trees on adjacent streets to reinforce a cohesive district streetscape.
5. Bioswale planting and other landscape stormwater strategies shall be incorporated where feasible to support ecological resilience and enhance the landscape character of the streetscape.







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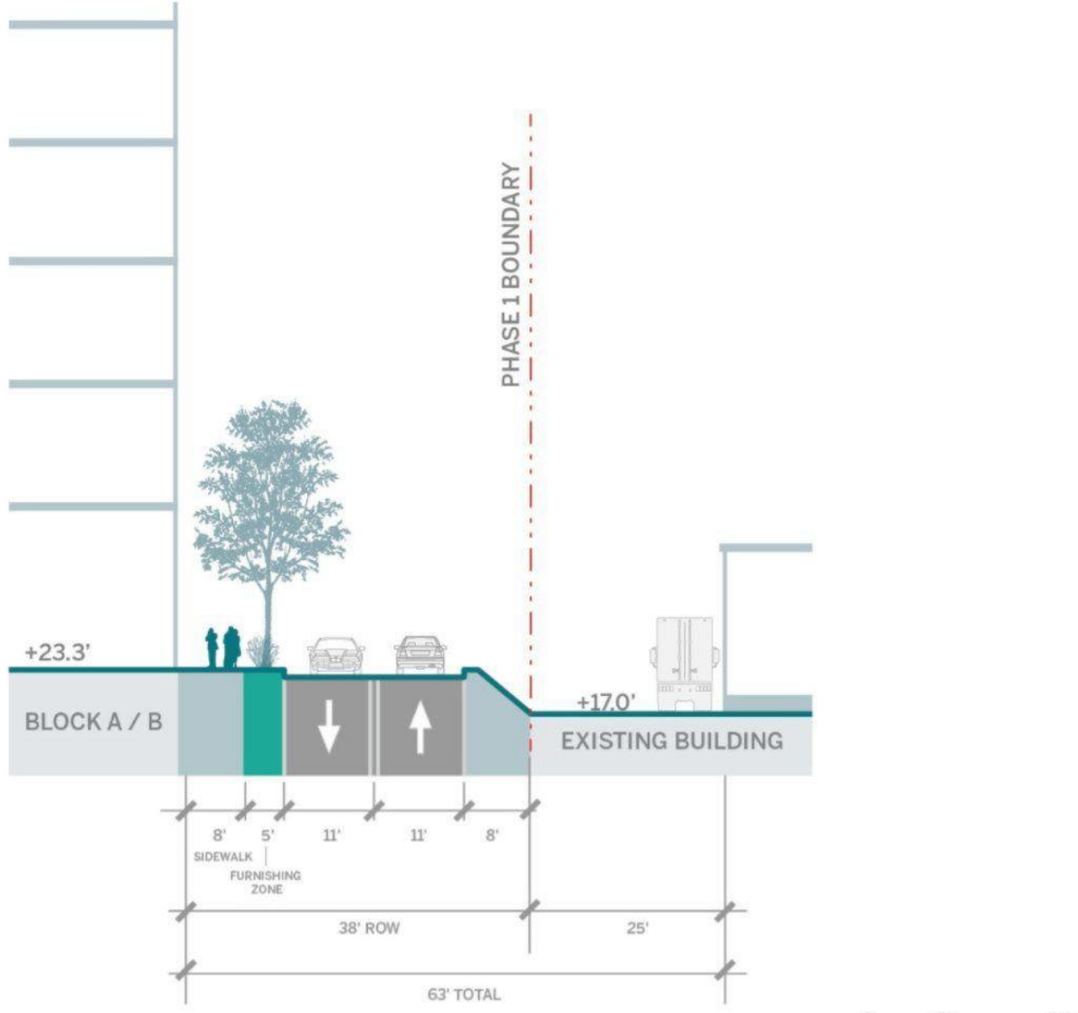
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Road 1 *(Interim Improvement)*



Design Guidelines Continued

6. The edge of Road 1 adjacent to Blocks A and B, shall establish the long-term streetscape condition, with a generous sidewalk and planting zone supporting direct pedestrian connections to planned open spaces.
7. Street trees shall be incorporated within the planting zone to reinforce the streetscape rhythm and support pedestrian comfort.
8. Landscape elements shall prioritize visibility and safe pedestrian movement along the corridor with special attention paid to building entrances and access points.
9. The eastern edge of Road 1 shall accommodate an interim condition addressing the elevation difference between the Phase 1 development and adjacent existing buildings.
10. An interim battered wall or landscaped slope transition shall resolve the grade difference between Phase 1 and future development projects while maintaining a safe and legible streetscape edge.

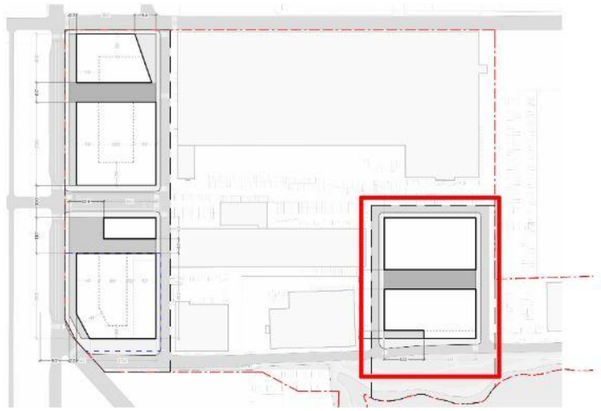


ROAD 1 PHASE 1 INTERIM SECTION

** Elevations are referenced to the BCB datum. To convert to NAVD88, subtract 6.46 ft.*

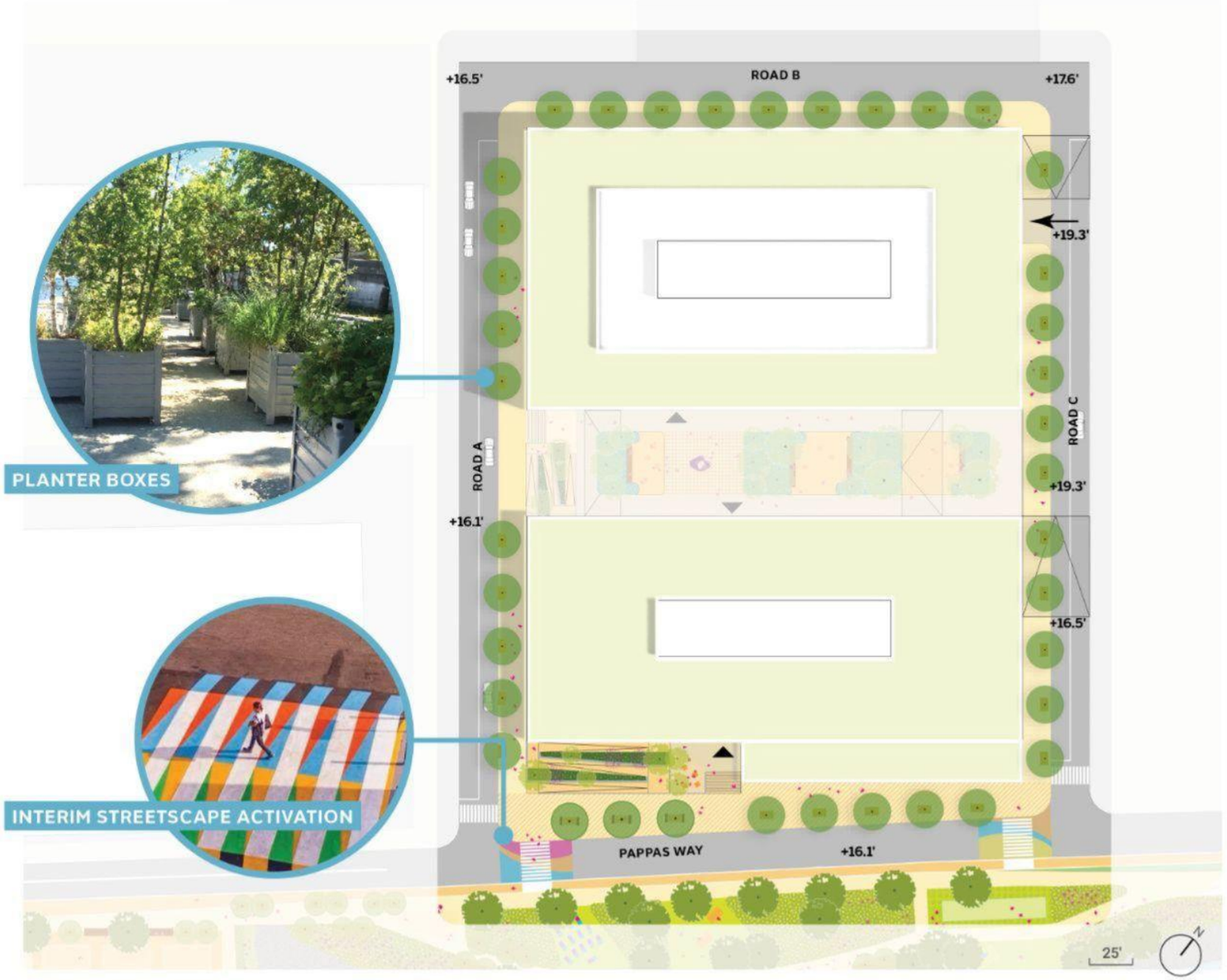
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Road A, B, C *(Interim Improvement)*



Design Guidelines

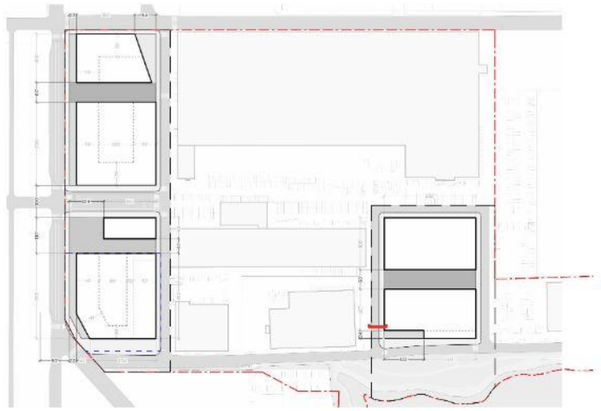
1. To maintain operations of existing campus users, roads A, B, and C shall function as interim streetscape conditions at the existing site elevation until future phases raise the streets and public realm to meet the target DFE.
2. Street trees shall be introduced using movable planter systems that provide shade, planting, and pedestrian comfort while allowing flexibility for future street reconstruction.
3. Planter systems shall function as a temporary nursery for future street trees, allowing trees to establish and mature before being integrated into permanent planting zones when the streets are reconstructed.



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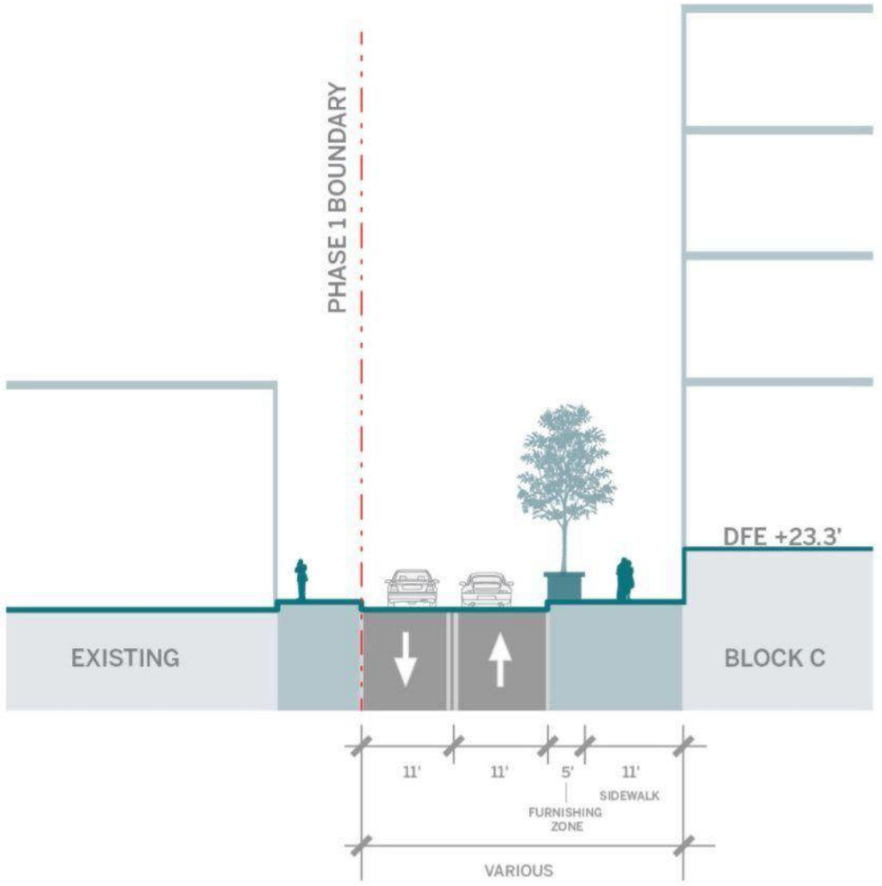
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Road A, B, C *(Interim Improvement)*



Design Guidelines

1. Sidewalks shall maintain a clear pedestrian path along building frontages through the interim street condition, with connections to the planned landscape corridor.
2. Planter-based tree systems shall provide shade and landscape buffering between pedestrians and the roadway.
3. The interim streetscape shall be designed to allow straightforward transition to the future raised street and public realm elevation.
4. Planters, paving, and site furnishings shall be configured to be removable or adaptable as the streets are reconstructed to meet the future DFE elevation.



TEMPORARY ROAD A, B, C SECTION

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3. BUILDING DESIGN GUIDELINES

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3. BUILDING DESIGN GUIDELINES

Overview

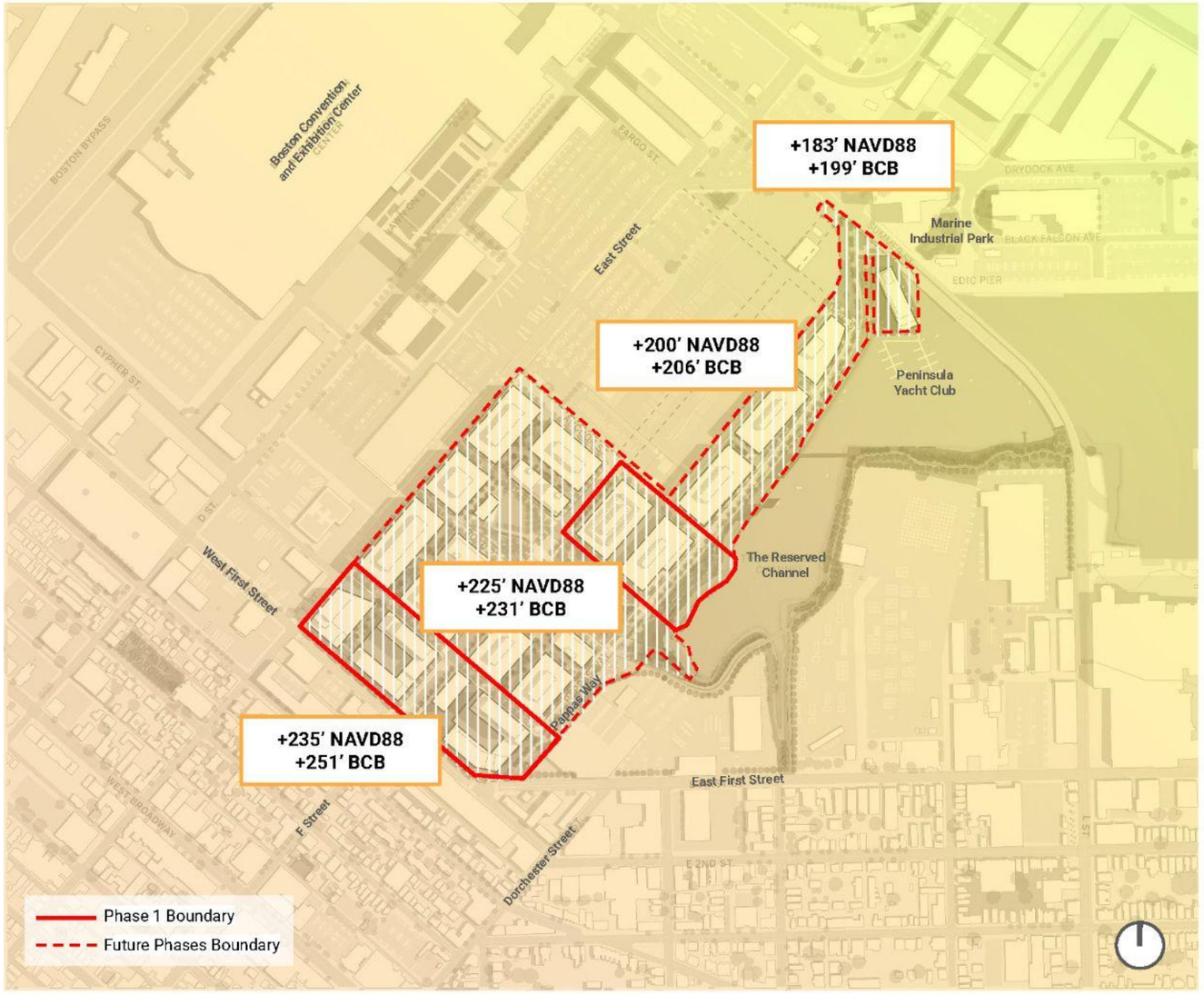
- Height Controls
- Massing Expression and Articulation
- Building Height and Mechanical Enclosures
- Access and Pedestrian Priorization
- Building Frontages
- Design Expression

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Height Controls

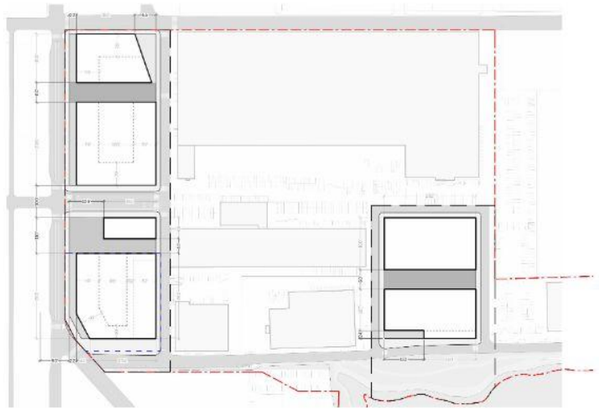
Overview

- The redevelopment project proposes to **reorient the prevailing light industrial and waterfront manufacturing land use patterns** of the existing site to a future mixed-use campus aligned to deliver on a coordinated set of planning principles. Considerations of height include the **regulatory bounds of area zoning controls, Chapter 91's Public Waterfront Act, and the Federal Aviation Administration (FAA)**, as well as the neighboring community and other project stakeholders.
- Provided the above considerations, the **maximum potential height limit** from among these is that of the **FAA** which concerns Boston Logan's airspace and is represented at right.
- **Defining Height:** Elevations described on the following pages are **referenced to the Boston City Base (BCB) datum. To convert to NAVD88, subtract 6.46 ft.** Annotated building heights on the pages that follow are measured from building DFE to the top of last occupiable floor. To convert between building heights and building elevation, add 23.3' or 24.3'.



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Massing Expression and Articulation



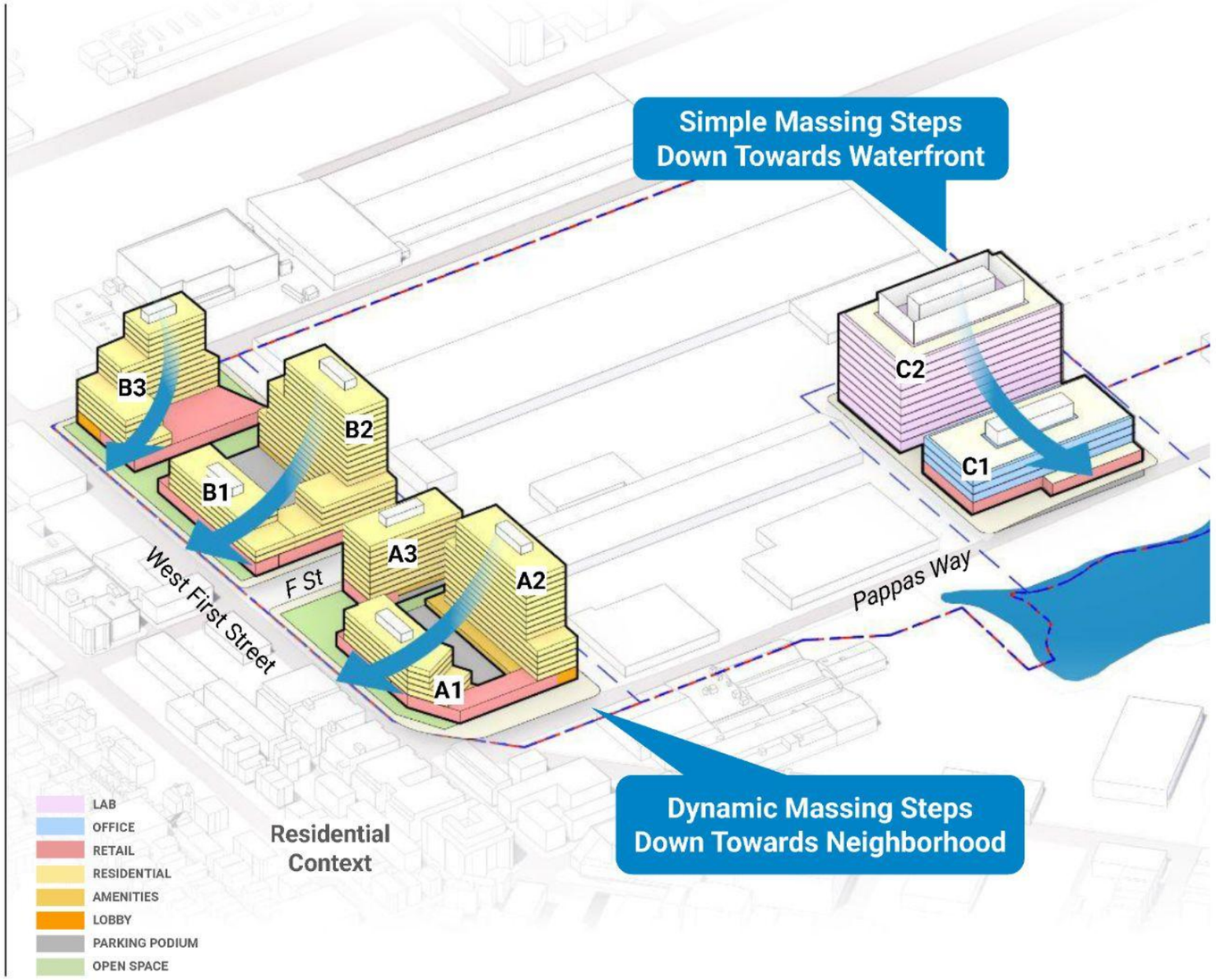
Overview

- **Block A / Block B**

  Block A and B respond to the scale of the adjacent South Boston neighborhood, with **heights generally stepping down toward West First Street** and the surrounding residential context. Greater height and density are concentrated farther from the neighborhood edge, while **open spaces support residential livability and the public realm**.

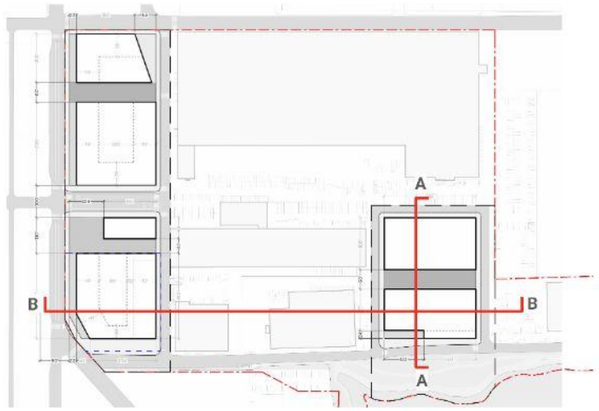
- **Block C**

  Block C is shaped by its relationship to the Reserved Channel waterfront, with **massing organized to preserve openness toward the water** and strengthen connections between buildings, public open space, and the waterfront edge.



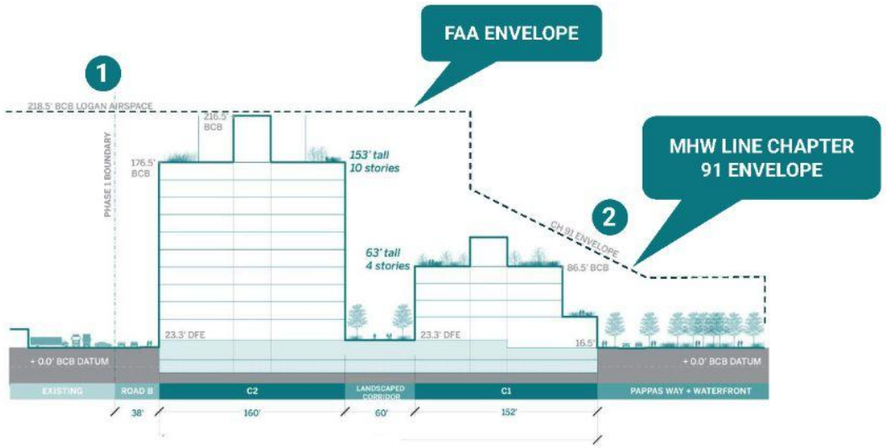
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Building Height and Mechanical Enclosures

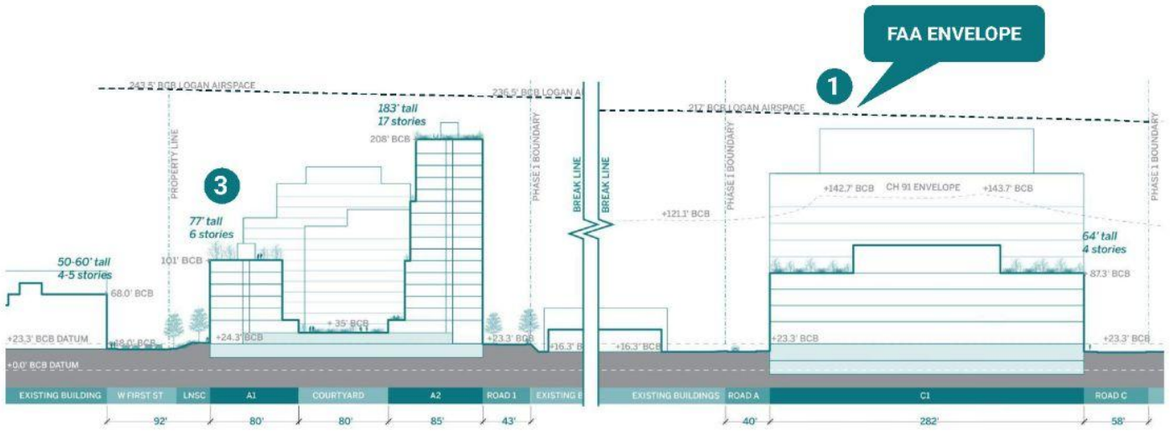


Design Guidelines

1. In order to comply with Logan airspace requirements, all portions of any building, including mechanical. Overruns, rooftop appurtenances, antennas, guardrails, etc **must be below the FAA envelope**.
2. Rooftop **mechanical enclosures** shall not exceed 40' in height for buildings supporting major life-sciences uses, nor 30' for commercial office buildings, nor 25' for residential buildings.
3. Rooftop planning should prioritize intentional **setbacks**, compatible with the overall building architecture.
4. Rooftop mechanical equipment should be aggregated within **enclosed volumes** where feasible, and be **screened with specific attention to views** of the same from the public way.
5. Within the Chapter 91 zone, block C building heights should be **terraced and stepped back to ensure compliance with waterfront height regulations**.



SECTION A

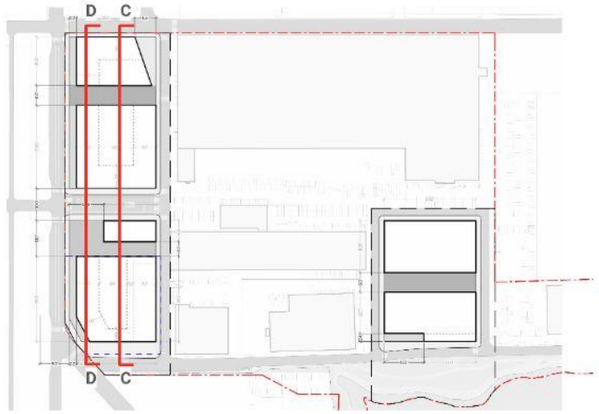


SECTION B

** Elevations are referenced to the BCB datum. To convert to NAVD88, subtract 6.46 ft.*

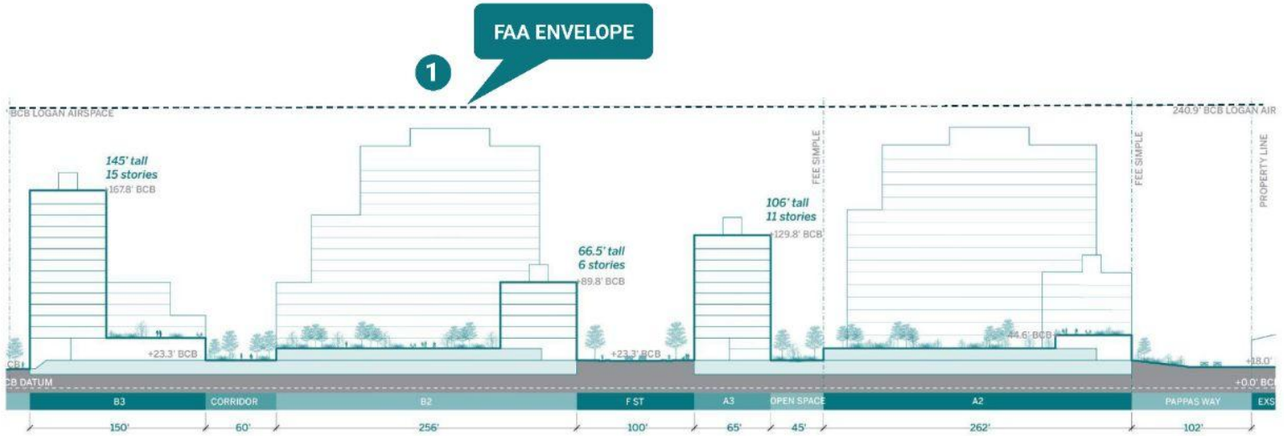
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Building Height and Mechanical Enclosures

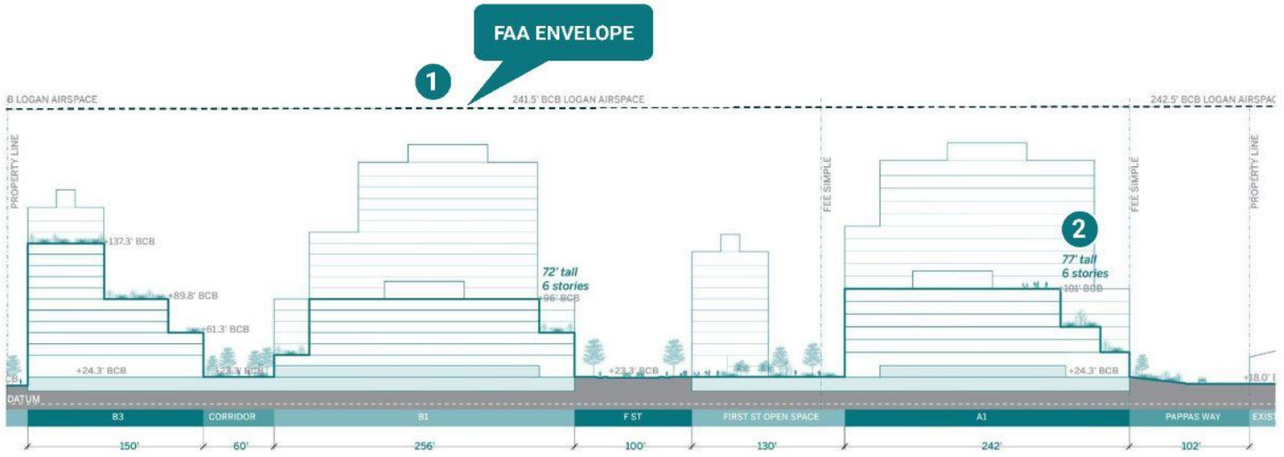


Design Guidelines

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3. Rooftop planning should prioritize intentional **setbacks**, compatible with the overall building architecture.
4. Rooftop mechanical equipment should be aggregated within **enclosed volumes** where feasible, and be **screened with specific attention to views** of the same from the public way.
5. Within the Chapter 91 zone, block C building heights should be **terraced and stepped back to ensure compliance with waterfront height regulations**.



SECTION C



SECTION D

** Elevations are referenced to the BCB datum. To convert to NAVD88, subtract 6.46 ft.*

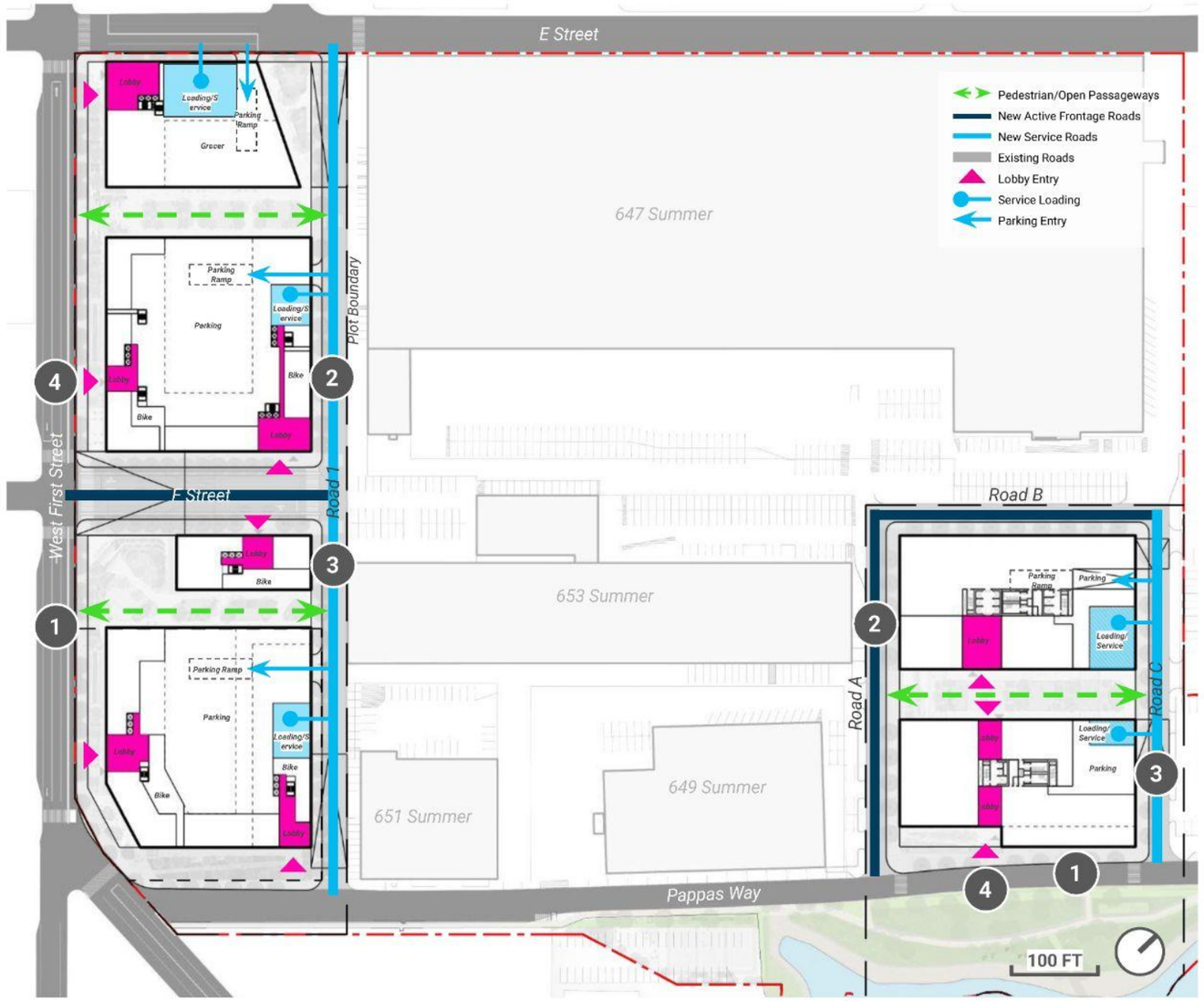
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Access and Pedestrian Prioritization



Design Guidelines

1. **Pedestrian access should be prioritized** along primary streets and key active corridors with primary **building entrances** located on **highly visible** and **walkable frontages.**
2. To limit curb cuts along primary streets, **vehicular access** should be **consolidated** along secondary streets where feasible to minimize conflicts with pedestrian activity.
3. **Loading and service entrances** should be located on **secondary streets** and screened from primary public frontages to maintain an active and pedestrian-oriented streetscape.
4. **F Street, West First Street,** and **Pappas Way** should function as **primary pedestrian-facing frontages** for entrances and active uses, while Road 1 should accommodate loading, service, and parking access.



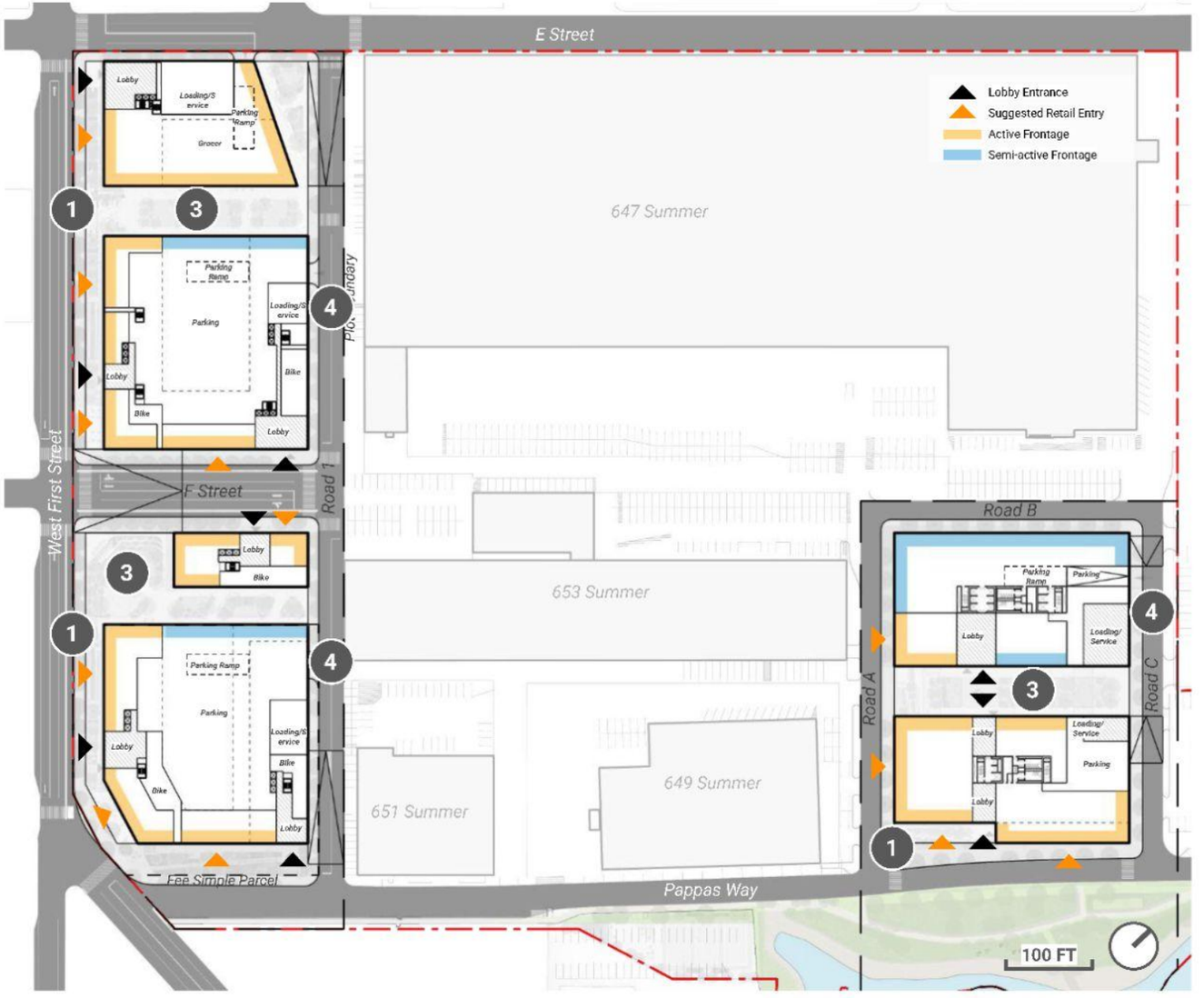
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Building Frontages



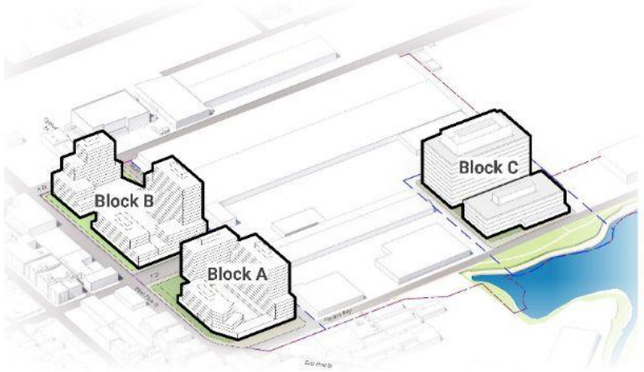
Design Guidelines

1. **Ground floors** along primary frontages should incorporate **active uses** with welcoming and transparent facades to promote street activity and visual engagement.
2. Frontages along **secondary streets and pedestrian passageways** should maintain **visual connections** through semi-active uses and visibility of key elements.
3. **Spill-out areas, outdoor seating, and covered frontage areas are encouraged** to support pedestrian activity and animate the public realm.
4. Primary and secondary entrances should be provided to support **walkability** and be located to achieve a fine-grained retail environment.
5. Signage and shading elements should be **integrated with the building facade,** scaled to the pedestrian environment, and designed to maintain a **clear, cohesive, and well-ordered streetscape.**



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Design Expression - Existing Condition

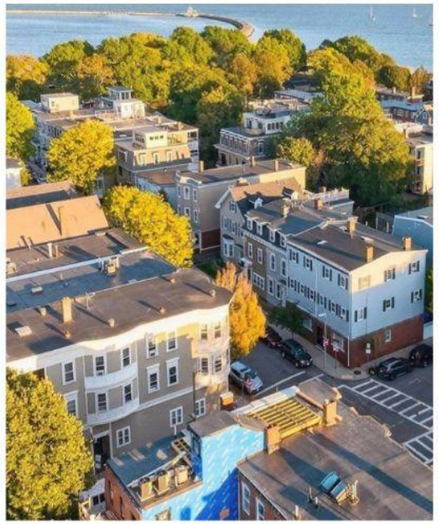


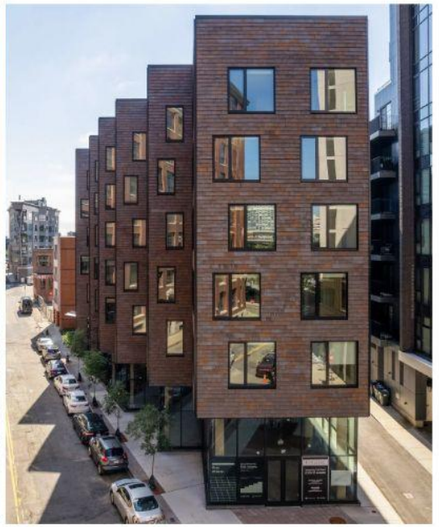
Block A & B Existing Condition

1. A predominantly **low-to mid-rise residential** context defines West First Street and the adjacent South Boston neighborhood.
2. The surrounding fabric is **compact, human-scaled**, and characterized by regular facades, modest setbacks, residential entries, and neighborhood-serving ground-floor uses.

Block C Existing Condition

1. A lower-scale industrial waterfront context defines the harbor edge through **warehouses, light industrial buildings, and working infrastructure**.
2. The surrounding fabric is **pragmatic and utilitarian**, with simple forms, durable materials, and an emerging transition **toward commercial and research uses**.









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Design Expression - Future Materiality





Architectural Character
South Boston's masonry streetscape and the Port and Reserved Channel's industrial heritage guide a facade strategy emphasizing material robustness, structural expression, and rhythm.

Materiality

1. Material selection should **draw from local building traditions** and reinforce **continuity** with the surrounding urban context.
2. Facade openings should be organized to **maximize daylight and views** while contributing to an inviting and well-let streetscape.
3. Materials should express their integrity and **prioritize durability** and **long-term performance** appropriate for waterfront and urban conditions.
4. Facade material articulation should contribute to a **human-scaled, pedestrian-friendly environment and enhance the public realm experience.**
5. Material expression should prioritize **solid facade systems** with punched or recessed openings that contribute to depth, shadow, and durability.

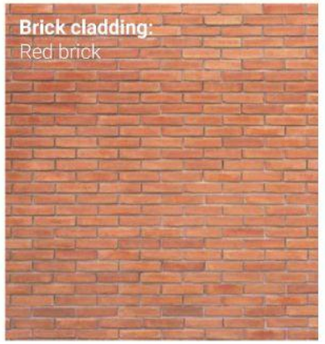
Window frames:
Anthracite grey

Railing:
Black steel rods



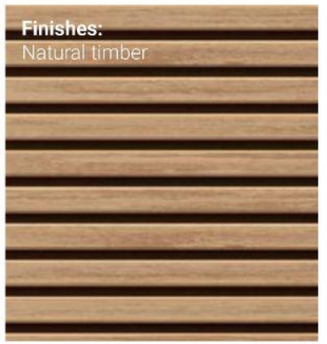
Balconies / Mullions:
Champagne Brushed Aluminum















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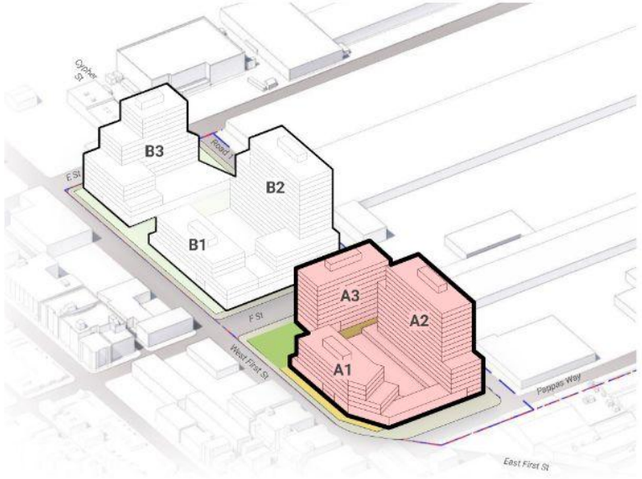
3. BUILDING DESIGN GUIDELINES

Block A Guidelines

- Setback and Street Relationship
- Massing
- Ground Floor Activation
- Facade Look and Feel

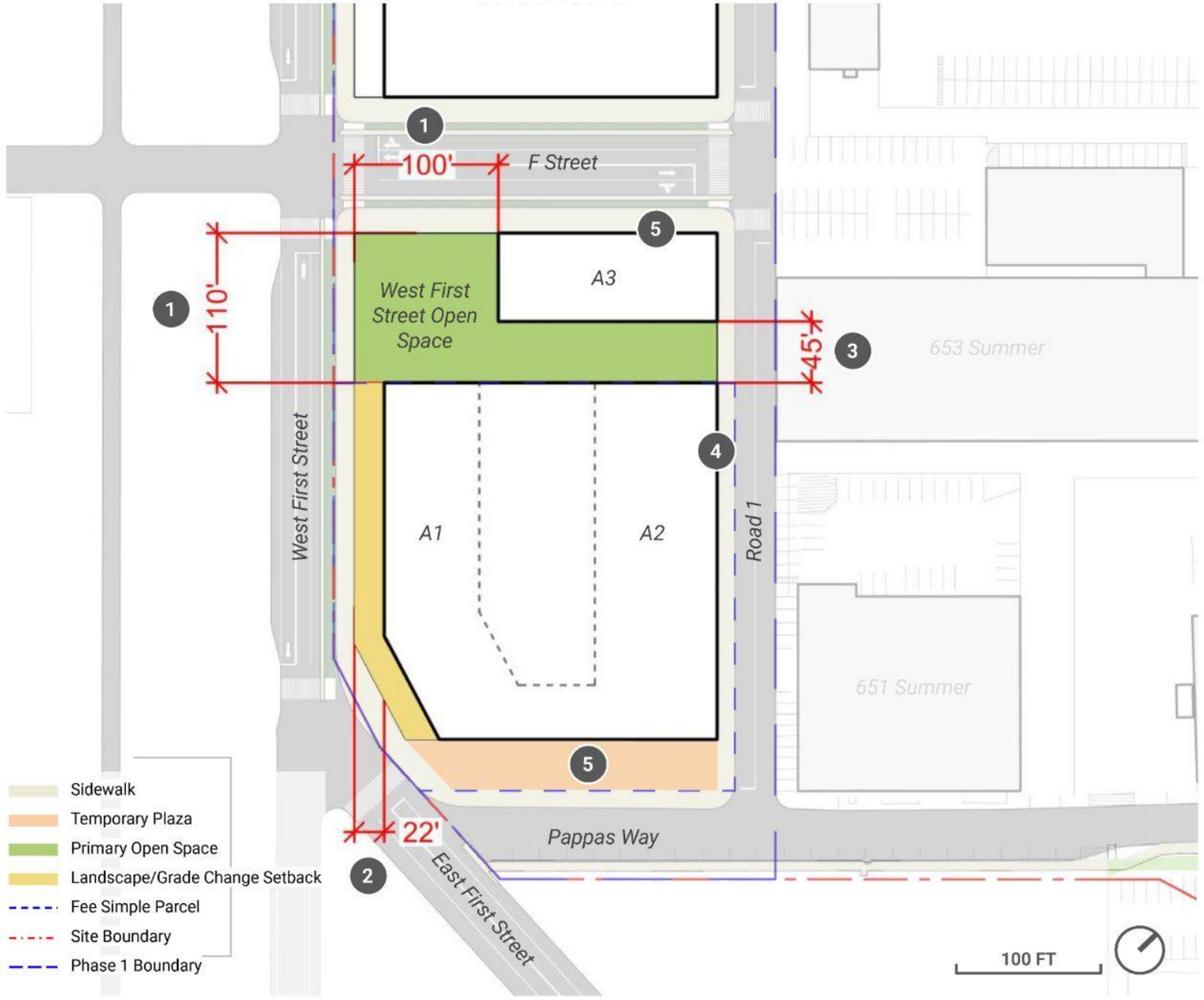
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Setback and Street Relationship



Design Guidelines

1. A **min 110' setback** shall be established **from F Street** and a **min 100' setback from West First Street** to define the West First Street open space.
2. In order to reserve an adequate zone for landscape plantings and grade changes required **to elevate the site for resilience**, buildings along West First Street should be **setback a min. of 22'**.
3. In order to establish a connective landscaped corridor and ensure **mid-block permeability**, a **min 45' passage should be maintained** between Building A1/A2 and Building A3.
4. Along **Road 1, street wall continuity shall be maintained** except for the required 45' wide landscaped corridor.
5. **Street wall** continuity of building A3 shall be prioritized **along F Street.**

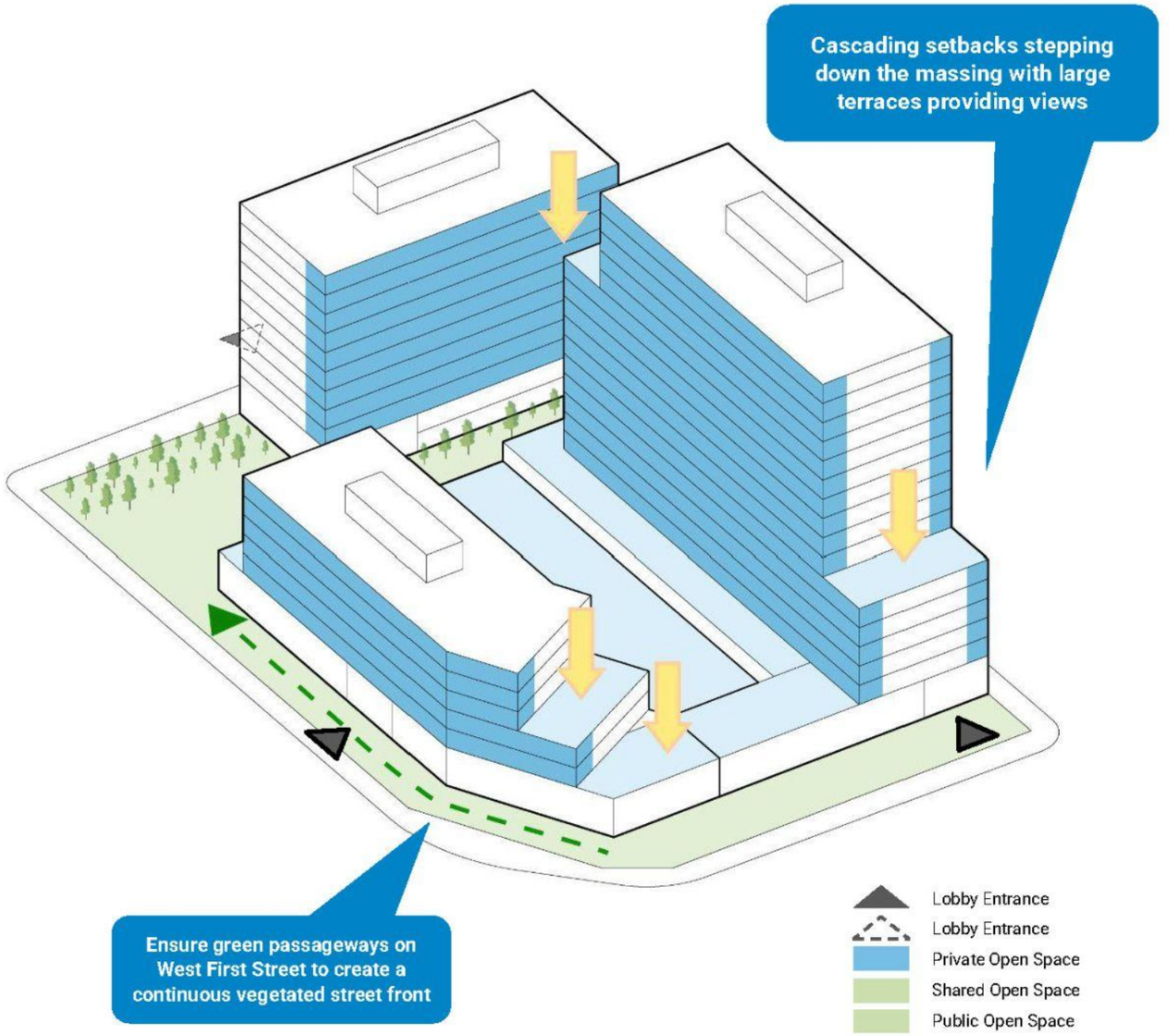


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Massing

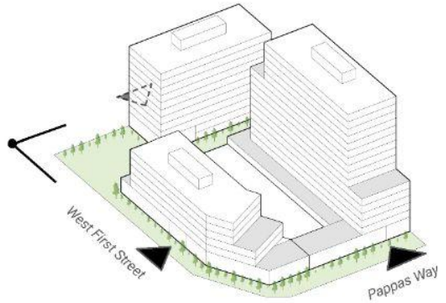
Design Guidelines

1. Relative building heights across the block should reflect their proximity to the area abutters. Building **A2 should be the tallest** on the block; Building **A3 should be middle height**, and Building **A1 should be the lowest** on the block.
2. **Stepped terraces are strongly encouraged** to reduce the massing of the building, to provide shared outdoor amenity spaces, and to provide elevated views toward the waterfront and open spaces.
3. **Private outdoor spaces are encouraged**, particularly on the sides of buildings **facing public open space(s)**.
4. **Primary residential entrances** shall be planned along primary streets of **F**, **West First**, and **Pappas Way**.
5. **Service access** shall be provided **along Road 1**, including parking access and loading bay(s).



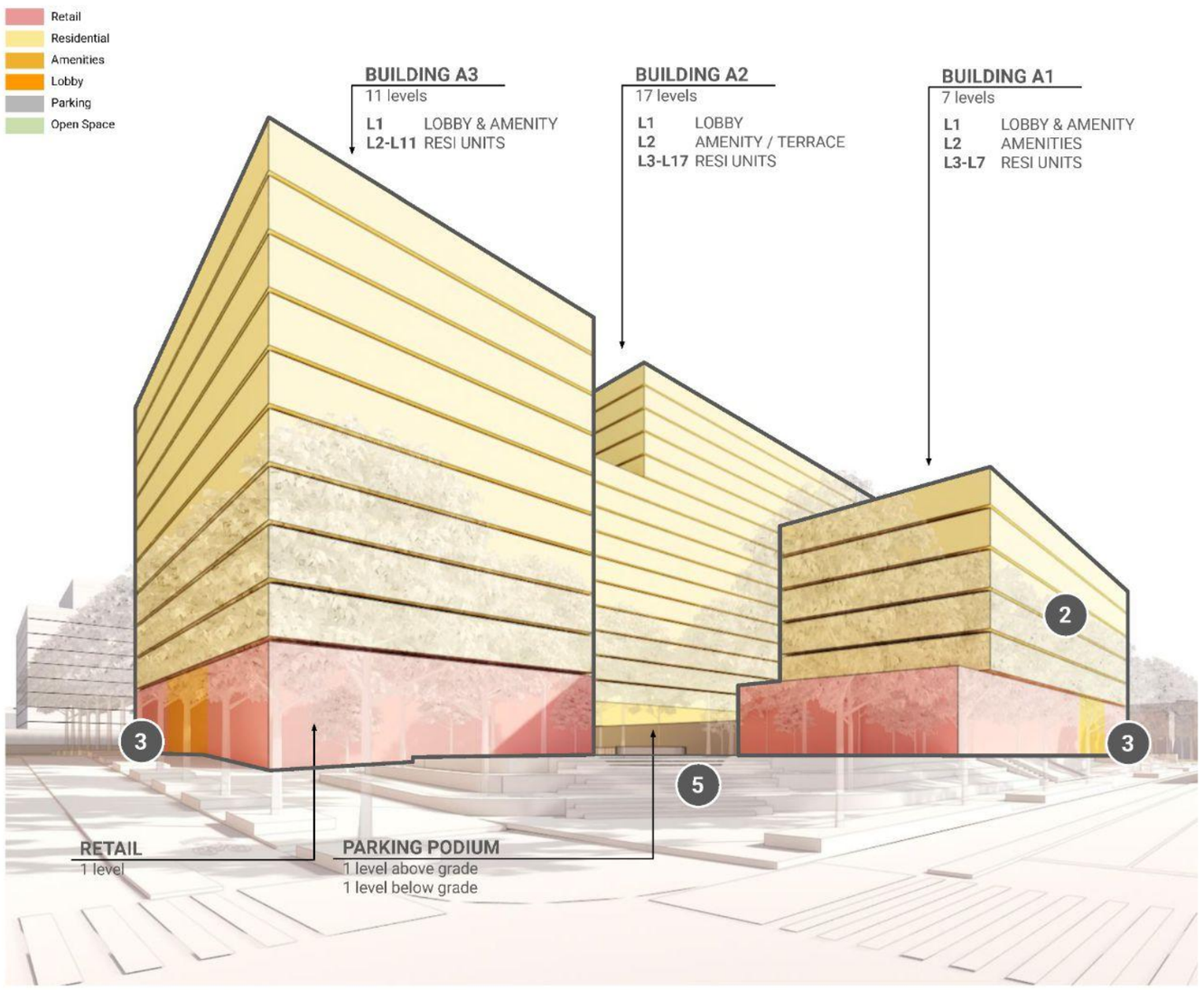
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Massing



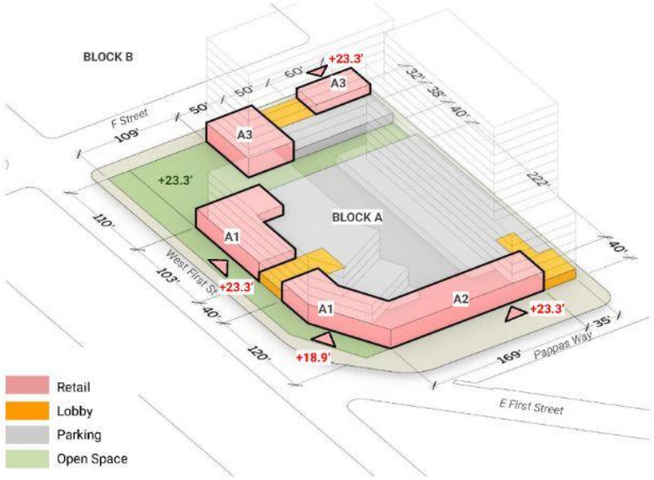
Design Guidelines Continued

1. Building **A1** shall not exceed a **max building height of 77'**, Building **A2 shall not exceed 182'** and Building **A3 shall not exceed 107'** to roof of last habitable floor.
2. **Private outdoor open space is encouraged** on the West First Street frontage to animate the primary street.
3. Primary **building entrance** for A1 should be provided along **West First Street**, A2 primary entrance should be along **Pappas Way**, A3 primary entrance should be along **F Street**.
4. **Width of residential bar buildings** should be between **65'-75'.**
5. **Ground floor** should be **activated** with active retail, community space(s), and residential lobby entrance(s), and be planned in consideration of the surrounding public realm.



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Ground Floor Activation



Design Guidelines

1. Ground floor retail should **support the neighborhood** and complement the upper story uses to promote an active, walkable public realm.

2. Ground-floor restaurant and neighborhood service uses should orient entrances and activity toward **primary streets and adjacent open spaces to maintain continuity** and support an active public realm.

3. Exterior storefront and interior space planning should take advantage of **opportunities to connect and relate to the exterior public realm**.

Building	Potential Retail Typology
A1	Full Service Restaurant/Fast Casual
A2	Neighborhood Services
A3	Neighborhood Services





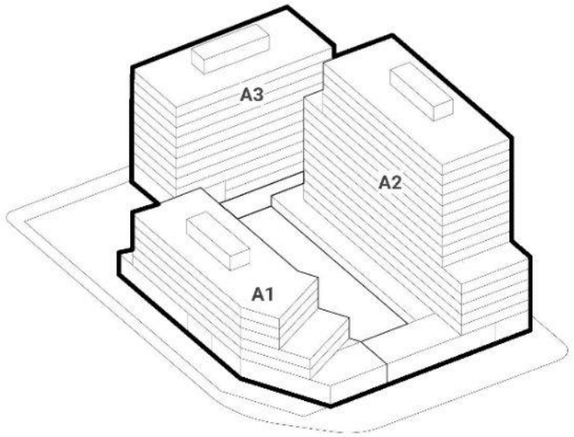






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Facade Look and Feel



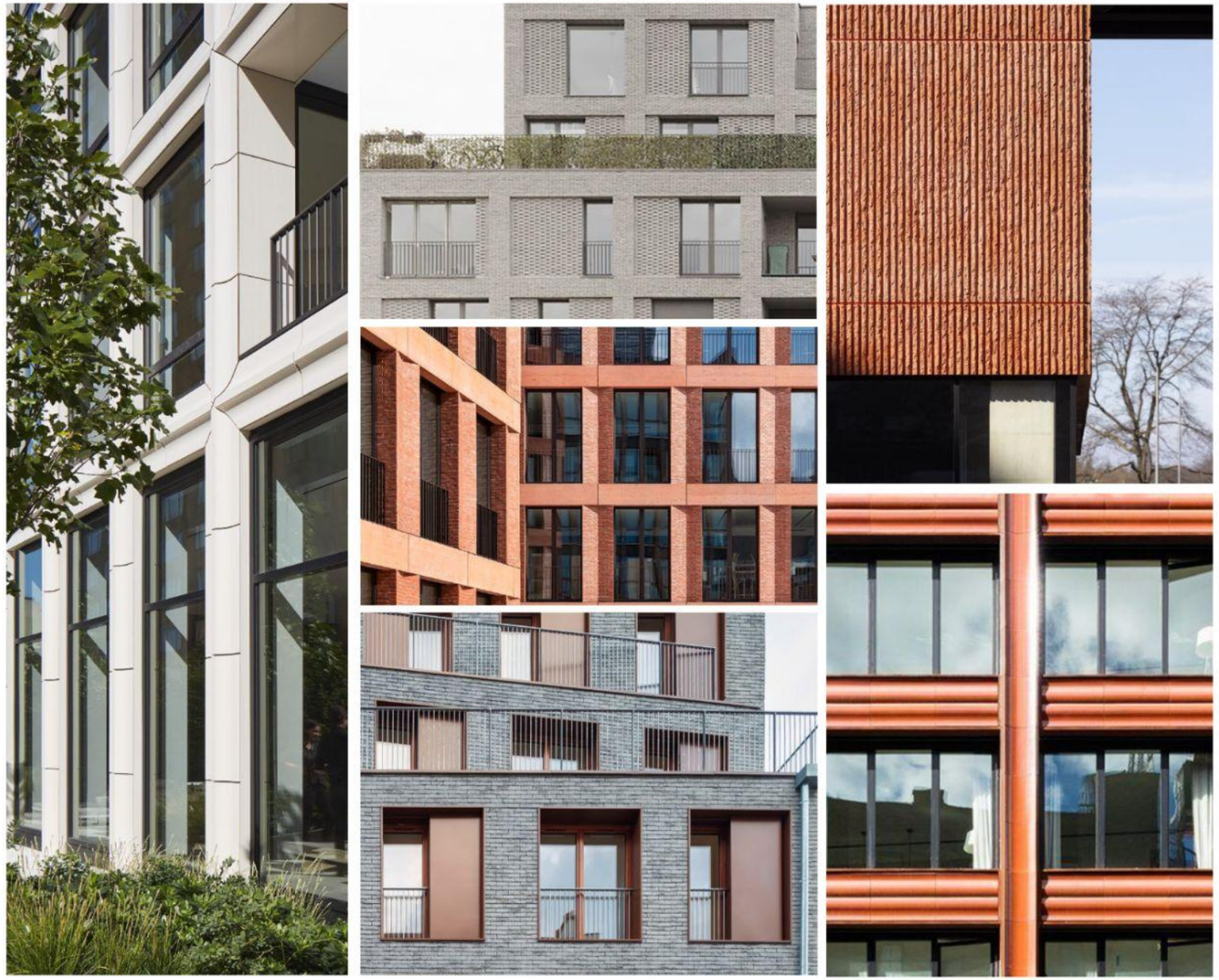
Design Guidelines

1. Material selection should **reinforce the residential character of the block**, maintaining compatibility with the surrounding neighborhood context while transitioning to the future commercial uses anticipated to occupy adjacent blocks.

2. Facade compositions should **balance solid wall surfaces with generous openings** to support a welcoming and pedestrian-oriented streetscape while ensuring well-insulated high performance buildings.

3. **Subtle variation in color** and surface treatment is encouraged to provide visual interest while maintaining consistency across the block.

4. Facade detailing should incorporate **clear lines, expressed frames, reveals, and aligned joints** to create layered articulation, adding **depth**, **shadow**, and **dimensional richness** along streets and open-space frontages.



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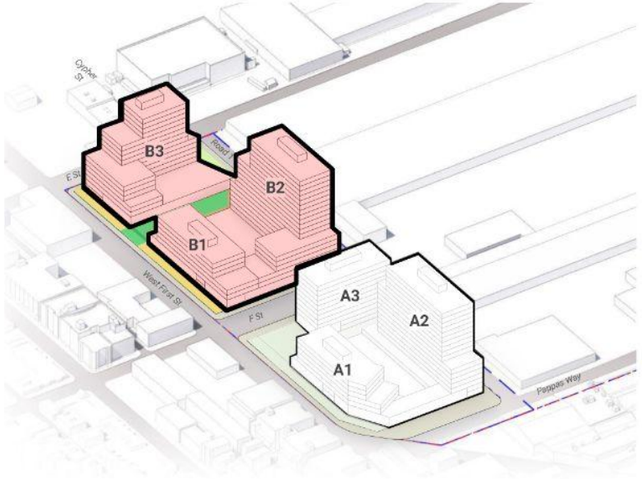
3. BUILDING DESIGN GUIDELINES

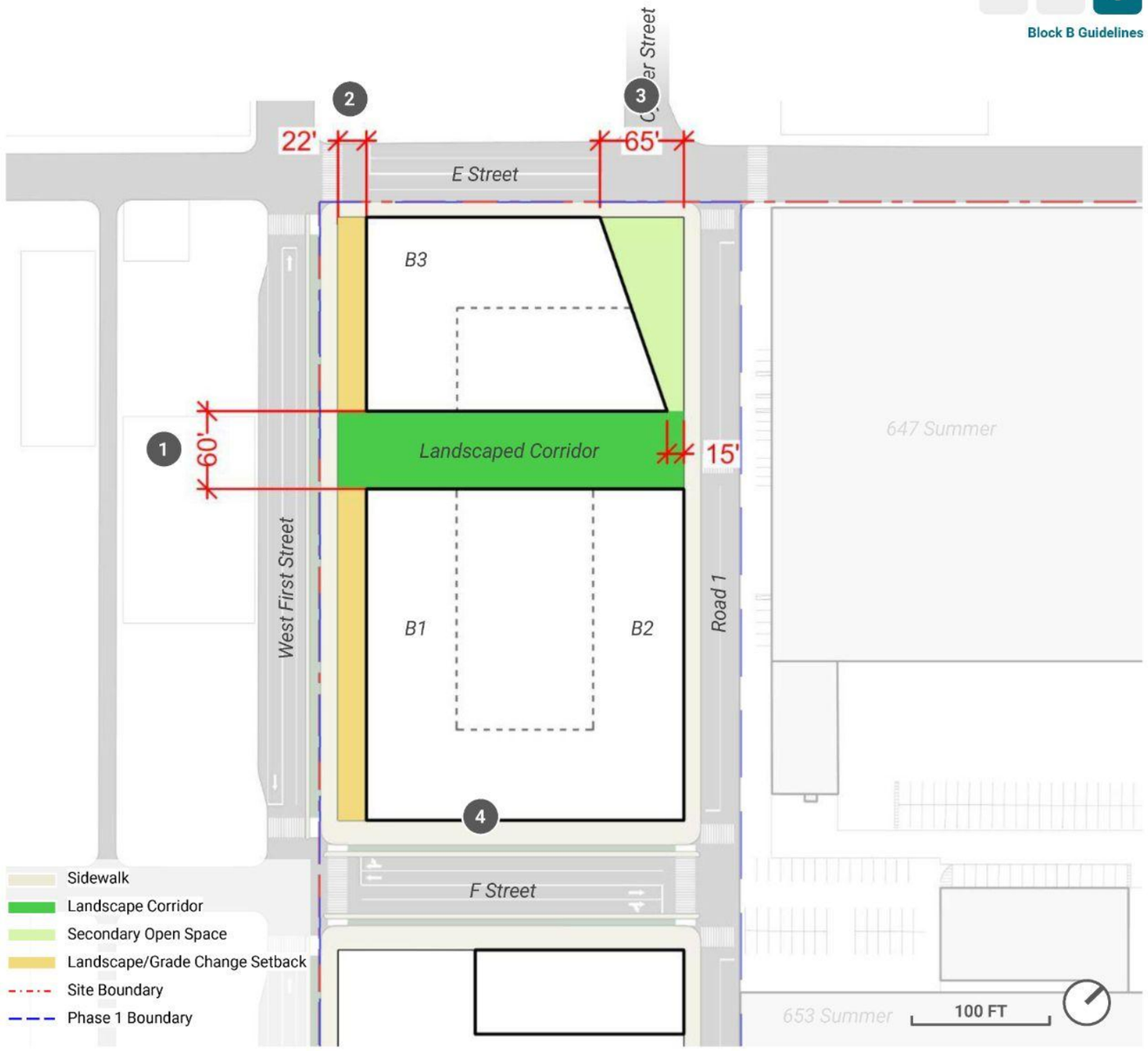
Block B Guidelines

- Setback and Street Relationship
- Massing
- Ground Floor Activation
- Facade Look and Feel

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Setback and Street Relationship





Design Guidelines

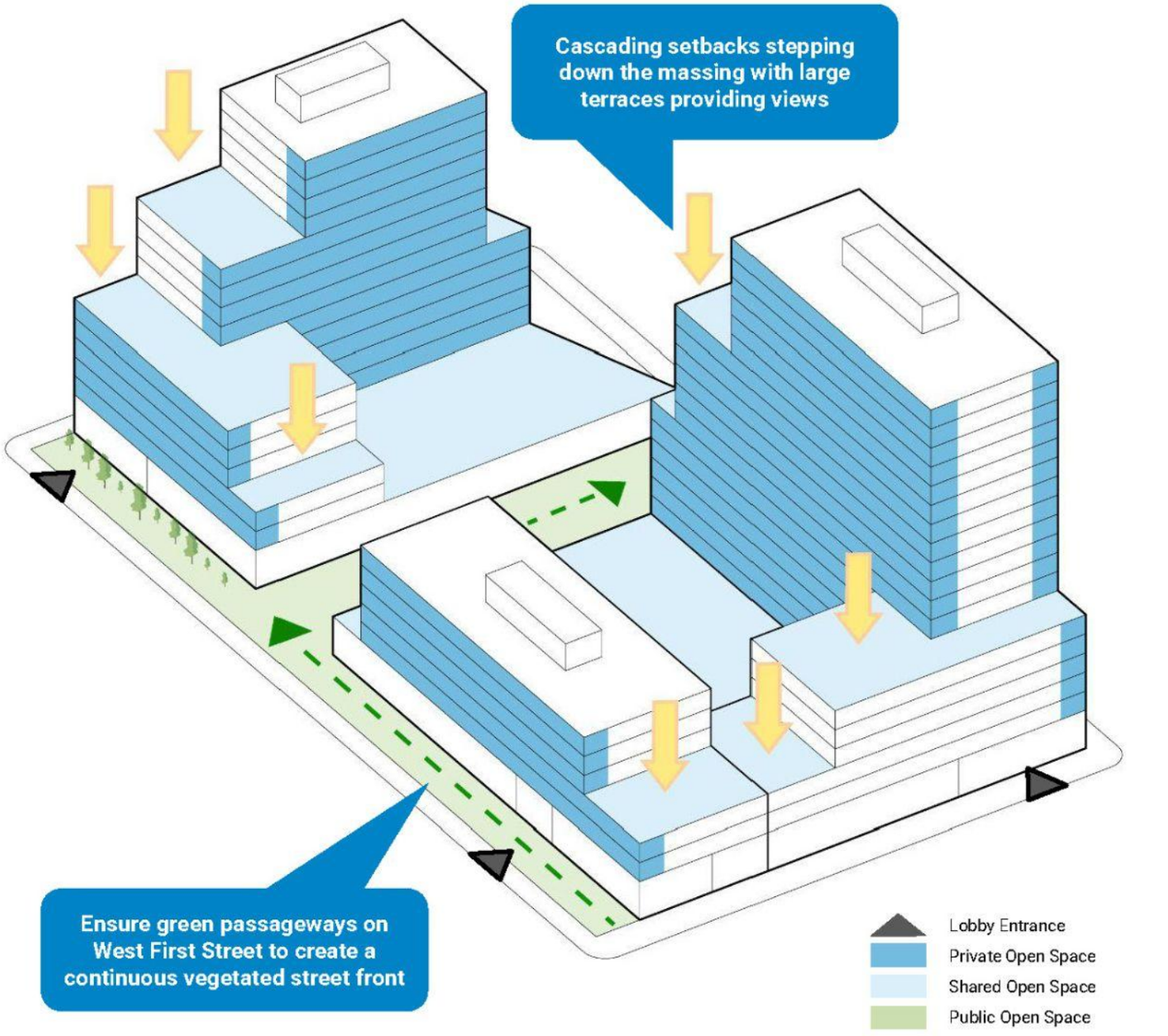
1. In order to establish the landscaped corridor, a min **60' wide separation** shall be established between Buildings B1/B2 and B3.
2. To accommodate necessary grade changes associated with a resilient DFE, buildings along West First Street should be **setback a min. of 22'**.
3. In order to promote visual and pedestrian connectivity from Cypher Street, Building **B3 shall have a min. 65' setback from Road 1 at E Street**; this setback may be reduced to 0' at the required landscaped corridor.
4. **Street wall** continuity for Building B1/B2 shall be prioritized **along F Street.**

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Massing

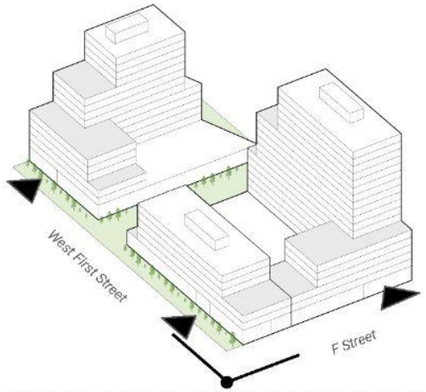
Design Guidelines

1. Relative building heights across the block should reflect their proximity to the area abutters. As the furthest away, building **B2 should be the tallest on the block**; building **B3 should be middle height**, and building **B1 should be the lowest** on the block.
2. Building **B3 should have terraces** that step down **toward West First Street** and the required pedestrian passageway located between B3 and B1/B2.
3. Stepped terraces and building setbacks are encouraged along B1/B2's F Street frontage to create a **dynamic urban corridor along F Street**.
4. **Private outdoor spaces** are **encouraged**, particularly on the sides of buildings facing public open space(s).
5. **Primary residential entrances** shall be planned along primary streets of **F** and **West First or the pedestrian passageway**; non-service oriented access points along E Street are discouraged.
6. **Service access shall be provided along Road 1 and/or E Street**, including parking access and loading bay(s).



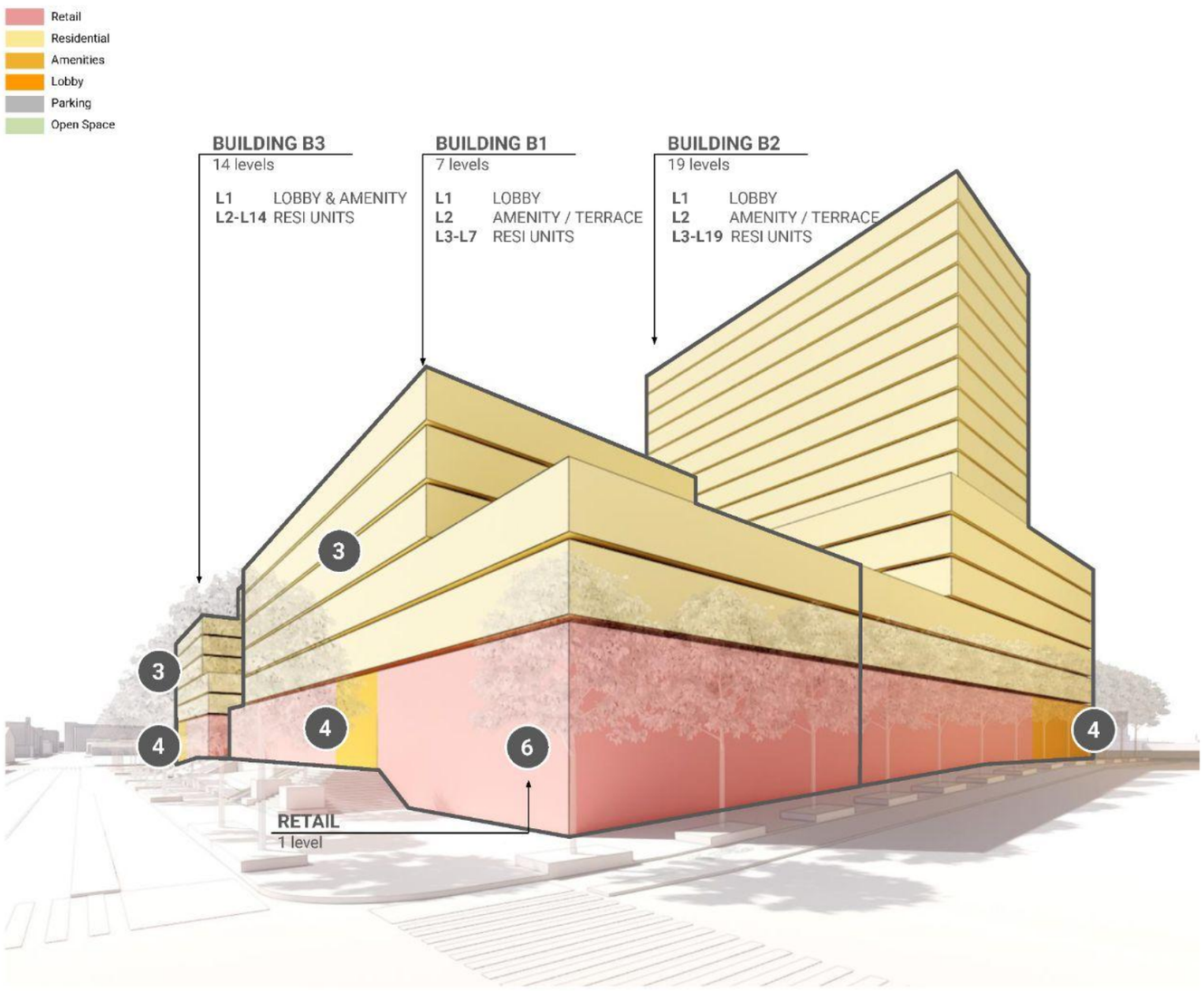
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Massing



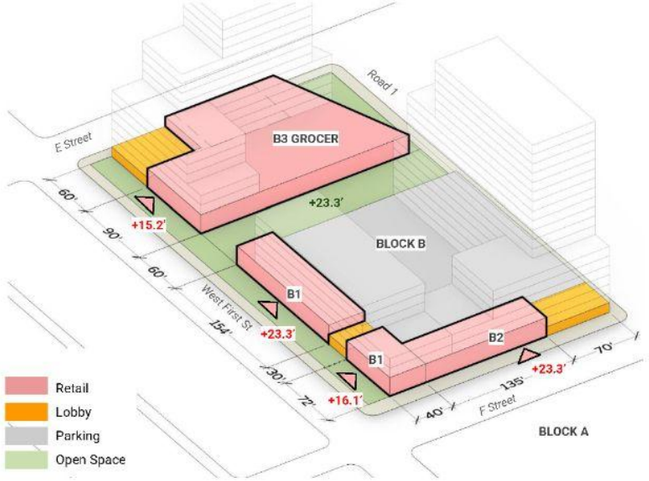
Design Guidelines Continued

1. Building **B1 shall not exceed a max building height of 77'**, Building **B2 shall not exceed 203'** and Building B**3 shall not exceed 160'** to roof of last habitable floor.
2. Building B3 should include a building footprint and proportion, **loading dock provisions, and frontage conducive to accommodating a ground floor grocery store**.
3. **Private outdoor open space is encouraged** on the West First Street frontage and facing the interior of the block.
4. Primary **building entrance** for B1 and B3 should be provided **along West First Street**, B2 primary entrance should be **along F Street.**
5. **Building width** of residential bar buildings should be between **65'-75'.**
6. **Ground floor should be activated** with active retail, community space(s), and residential lobby entrance(s) and be planned in consideration of the surrounding public realm.



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Ground Floor Activation



Design Guidelines

1. Building B3's ground floor shall be planned to maximize the potential of a **community-scaled grocery store** occupying its space.
2. Convenience and **frequency of use should guide the organization** of ground-floor retail, services, and grocery access.
3. Exterior storefront and interior space planning should take advantage of **opportunities to connect and relate to the exterior public realm**.

Building	Potential Retail Typology
B1	Neighborhood Services / Fast Casual
B2	Neighborhood Services
B3	Grocer



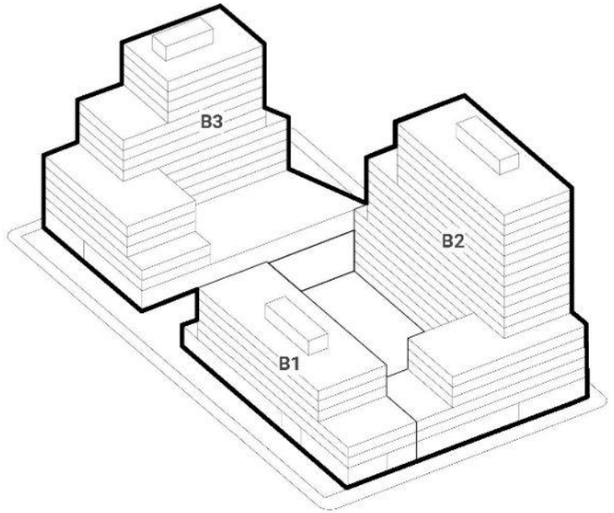






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Facade Look and Feel



Design Guidelines

1. Material selection and facade expressions should support **active ground floor uses** and contribute to the **public realm** along the pedestrian passageway and West First Street.

2. Facade composition and material selection should balance **Block B's more public-facing retail base along the landscaped corridor** with the more **private residential** uses above through a clear shift in openness, scale, and depth.

3. **Subtle variations in color and material treatment are encouraged** to support distinctive visual identity while enhancing the public realm.

4. Facade articulation should introduce depth and consistent rhythm and respond to both street edges and the pedestrian passageway to **strengthen inside-out interactions.**



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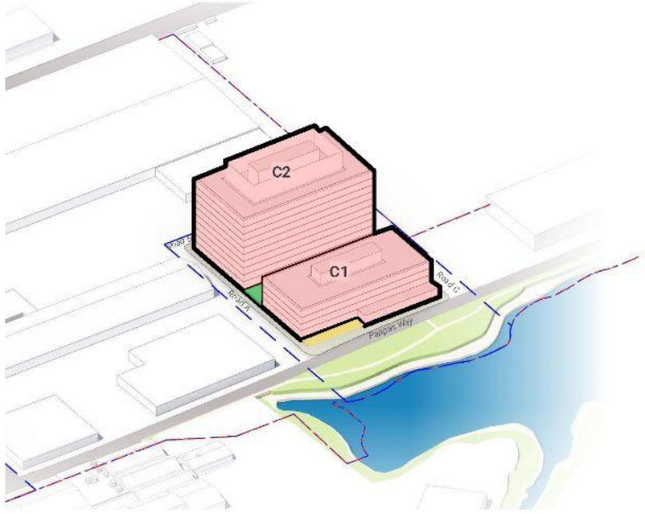
3. BUILDING DESIGN GUIDELINES

Block C Guidelines

- Setback and Street Relationship
- Massing
- Ground Floor Activation
- Facade Look and Feel

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Setback and Street Relationship



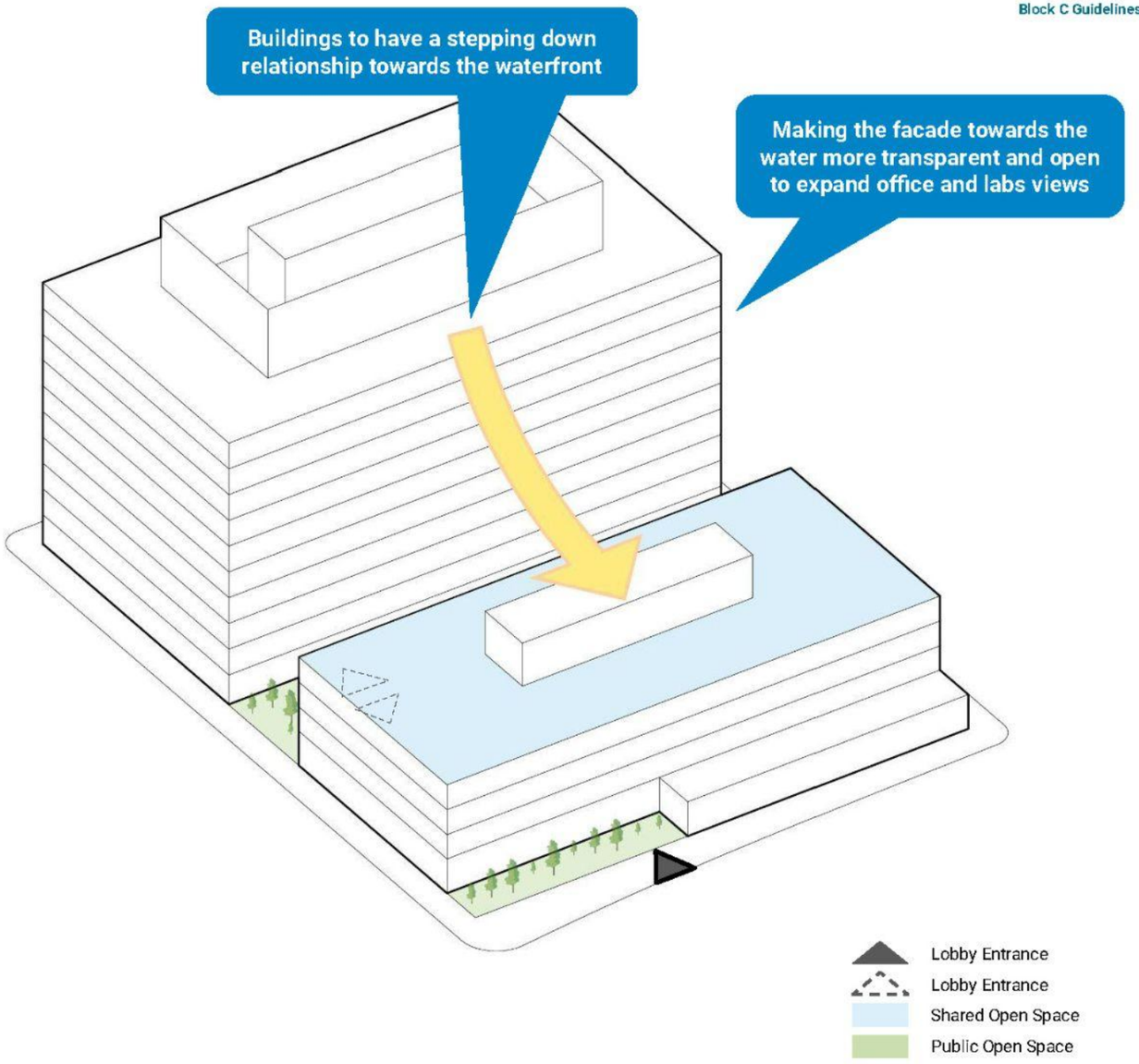
Design Guidelines

1. In order to establish a connective landscaped corridor and ensure mid-block permeability, a **min 60'** should be maintained between Buildings C1 and C2.
2. In order to accommodate necessary grade changes associated with a resilient DFE, **a 20-25' landscaped setback is encouraged** along a 110'-130' wide portion of the Pappas Way frontage.
3. **Street wall continuity is encouraged** along Road A and Road C, except for the required landscaped corridor, and along at least half of the Pappas Way frontage.
4. **Street wall** continuity of building C2 shall be prioritized **along Road B**.



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Massing

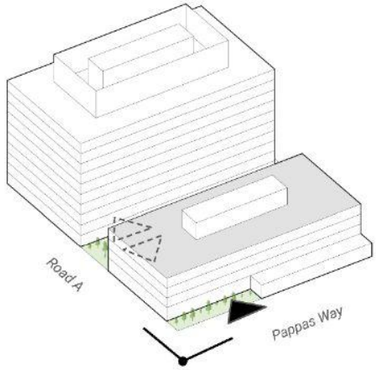


Design Guidelines

1. **Building massing should transition** in height establishing a layered composition stepping down from taller volume of Building (C2) to the **lower volume of Building C1** along the waterfront to reinforce human scale and maintain views towards the interior of the site from public open spaces.
2. **Building orientation should maximize views**, ensure daylight access, and provide **visual connectivity toward the water.**
3. **Primary building entrance** for Building **C1 should face Pappas Way**; Building **C2 should be planned to support interim access from the landscape corridor**, while maintaining flexibility for a through-lobby to reach Road B.
4. **Ground floor should be activated** with retail, community space(s) and/or facilities of public accommodation and commercial office lobbies.

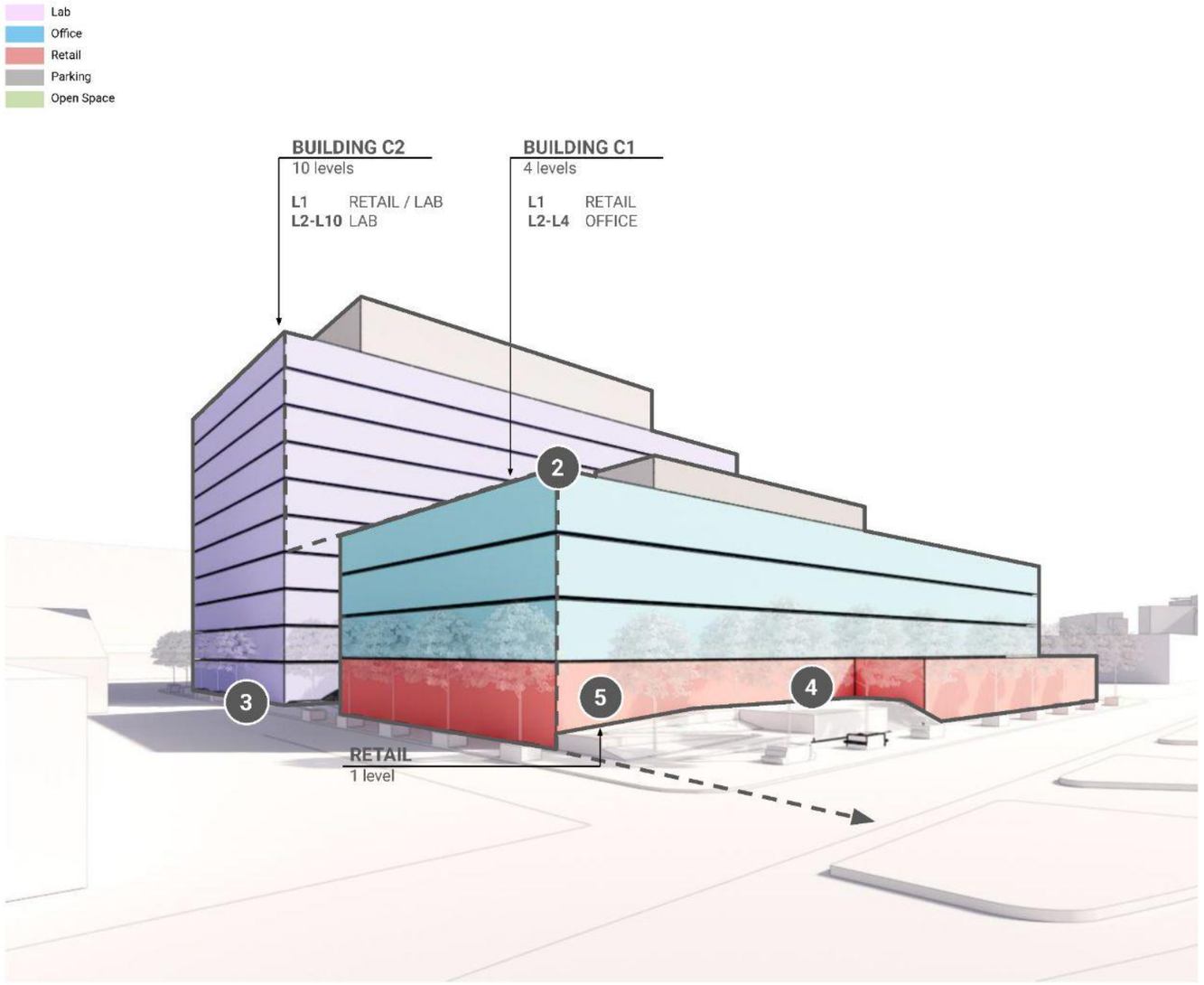
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Massing



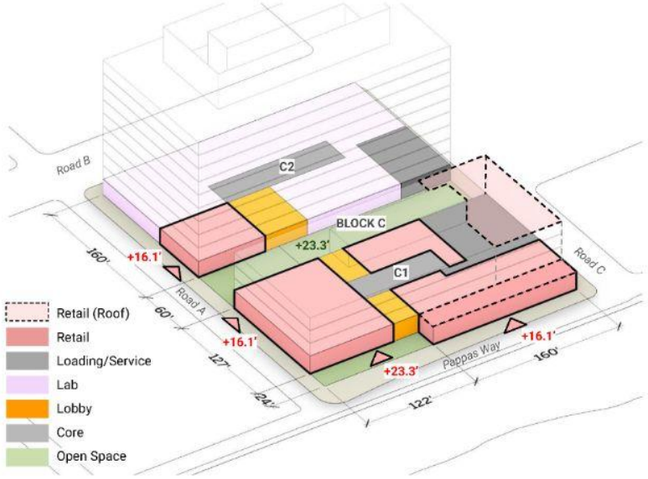
Design Guidelines Continued

1. Building **C1 shall not exceed a max building height of 87'**, and building **C2 shall not exceed 177'** to the roof of the last habitable floor.
2. Building **C1 should maintain the lower massing** along the waterfront, while C2 should maintain the taller massing located behind C1 in order to **preserve openness and views** toward the tower.
3. A minimum **60' landscaped corridor** shall be maintained between buildings C1 and C2 to provide visual openness, pedestrian connectivity, and shared public open space.
4. **Primary building entrance** for building C1 should be along the waterfront frontage. Primary building lobby entrances for C2 should be provided facing the landscaped corridor.
5. **Ground floors should be activated** with retail, facilities of public accommodation, and/or commercial office lobby entrances, and be planned in consideration of the surrounding public realm.



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Ground Floor Activation



Design Guidelines

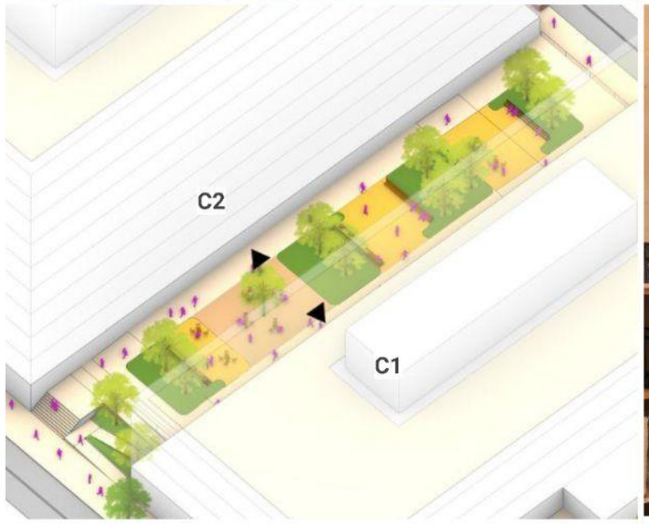
1. Encourage the inclusion of a **variety of health and wellness-oriented businesses** to complement upper story uses and to activate this waterfront location.

2. Exterior storefront and interior space planning should take advantage of **opportunities to connect and relate to the exterior public realm**.

Building	Retail Typology
C1	Full Service Restaurant
C2	Fast Casual



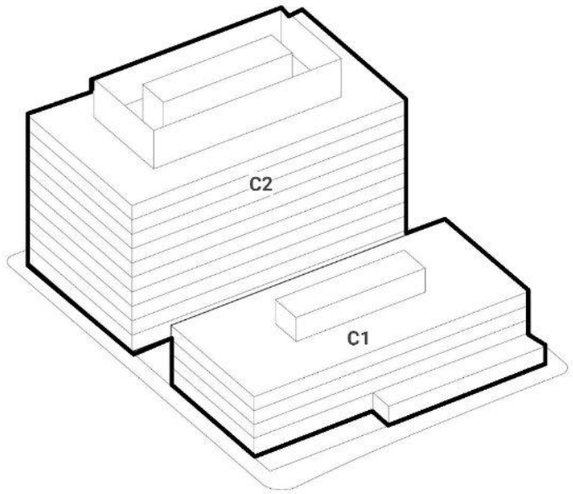






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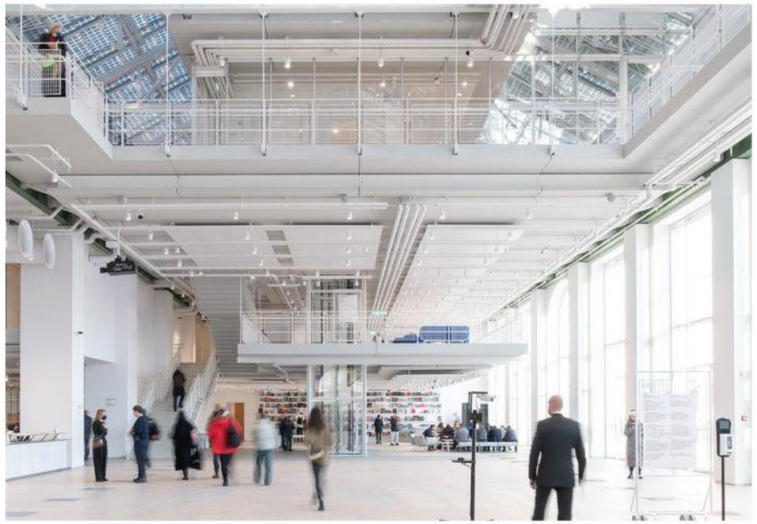
Facade Look and Feel

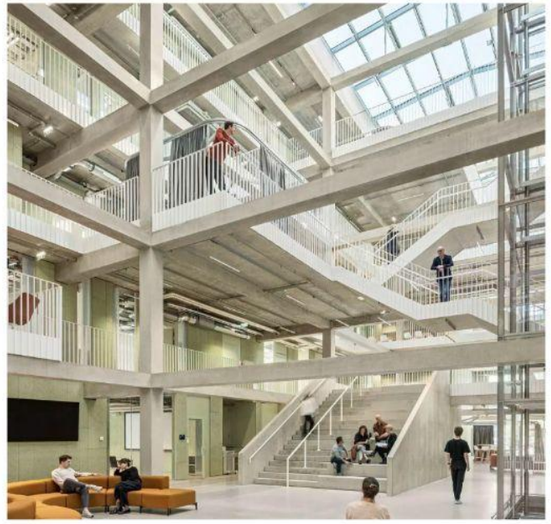


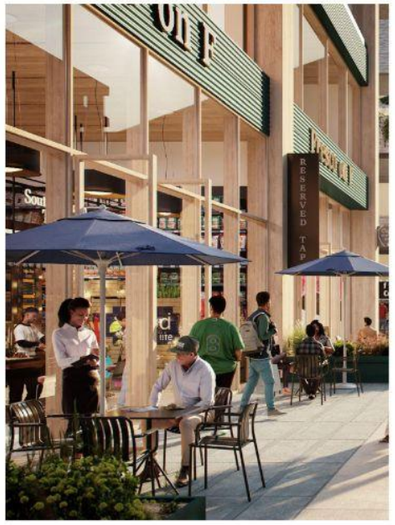
Materiality

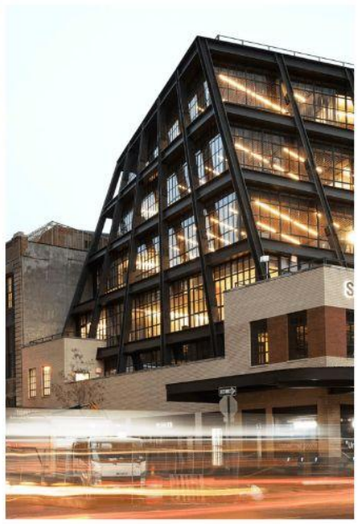
1. Building structure and facade materials should reflect the industrial character of the waterfront while presenting a **contemporary architectural expression**.
2. Materials and facade systems should be designed to withstand **waterfront conditions** and support **long-term resilience** and **durability**.
3. Waterfront-facing facades should incorporate **increased transparency** to support active public frontages along the waterfront.
4. Facade design should support productive workplace environments by **balancing daylight access, views, and environmental performance.**
5. Renewable and **low-carbon material systems are encouraged** where feasible as part of a contemporary and sustainable response to the waterfront context.











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