

TRANSPORTATION ACCESS PLAN AGREEMENT

entered into between

THE CITY OF BOSTON TRANSPORTATION DEPARTMENT and THE BOSTON
PLANNING & DEVELOPMENT AGENCY

and

Boston Unity Stadco LLC

White Stadium (450 Walnut Avenue, Boston, MA 02130)

This Transportation Access Plan Agreement (hereinafter “TAPA”) is entered into this 7th day of May 2026 by and between the CITY OF BOSTON, acting through its TRANSPORTATION DEPARTMENT (with offices at One City Hall Plaza, Room 721, Boston, Massachusetts, 02201, hereinafter “BTD”), the BOSTON REDEVELOPMENT AUTHORITY, a public body politic and corporate created pursuant to Chapter 121B of the Massachusetts General Laws, as amended, and acting in its capacity as the planning board for the City of Boston pursuant to Chapter 652 of the Acts of 1960, as amended, and having a principal place of business at One City Hall Square, Boston, Massachusetts 02201-1007, together with its successors and assigns, d/b/a BOSTON PLANNING & DEVELOPMENT AGENCY (the “BPDA”), and Boston Unity Stadco LLC, on the other hand, which has a principal place of business at 575 Boylston Street, 3rd Floor, Boston, MA 02116 (hereinafter “Lessee”).

WHEREAS, on December 23, 2024, the Boston Public Schools, acting on behalf of the City of Boston George Robert White Fund, as Landlord, entered into the Lease Agreement for Certain Limited Portions of George Robert White Schoolboy Stadium (as further defined and described below, the “**Stadium**”) with Lessee, as Tenant (the “**Lease**”); and

WHEREAS, the Lessee has completed the review process required by Article 80 of the Boston Zoning Code (hereinafter “Article 80 Review”), which review process contains a Transportation Component, (see Section 80B-3 (1)); and

WHEREAS, the Lessee acknowledges that the construction and operation of the Stadium will impact the transportation network within the City of Boston; and

WHEREAS, the City of Boston, BPDA and the Lessee desire to mitigate such transportation impacts through a Construction Management Plan (hereinafter “CMP”) and TAPA; and

WHEREAS, the transportation components of this TAPA have been reviewed and approved by the BTD and BPDA.

Now, therefore, in consideration thereof, the following is agreed between the BTD, BPDA, and the Lessee (hereinafter “**Parties**”):

Section 1. Definitions and Exhibits

- A. **“Access Plan”** shall mean the Transportation Sections of the Project Notification Form, Draft Project Impact Report, Final Project Impact Report and any supplemental information as developed through the Article 80 Review process.
- B. **“Article 80 Review”** shall mean the City of Boston Development review requirements, regulations and process, as defined in Article 80 of the Boston Zoning Code.
- C. **“BPRD”** shall mean the City of Boston Parks & Recreation Department, with offices at 1010 Massachusetts Avenue 3rd Floor, Boston, Massachusetts, 02118, its successors and assigns.
- D. **“BPS”** shall mean the Boston Public Schools, with offices at 2300 Washington Street, Roxbury, Massachusetts, 02119, its successors and assigns.
- E. **“BTD”** shall mean the City of Boston Transportation Department, with offices at One City Hall Plaza, Room 721, Boston, Massachusetts, 02201, its successors and assigns.
- F. **“City”** shall mean the City of Boston.
- G. **“CMP”** shall mean the Construction Management Plan.
- H. **“Commercially Practicable Time”** shall mean the date by which it is practicable to meet some or all of the stated obligation, provided that the responsible party is making good faith and commercially reasonable efforts to meet the stated obligation, taking into account the economic feasibility of the obligation, and, in the event the obligation requires the procurement of goods and/or services, the availability of such goods and/or services.
- I. **“Development”** shall mean the Development discussed in this TAPA and summarized in Section 2.A.
- J. **“Game”** means a Legacy match held at the Stadium.
- K. **“Game Day”** means a day on which a Game is scheduled.
- L. **“Grove”** or **“the Grove”** shall have the meaning set forth in the Lease.
- M. **“ISD”** shall mean the City of Boston Inspectional Services Department with offices at 1010 Massachusetts Avenue, Boston, Massachusetts, 02118, its successors and assigns.
- N. **“Legacy”** means Boston Legacy Football Club, the women’s professional soccer team that is operated by Lessee’s affiliate(s) and a member of the NWSL.
- O. **“Lessee”** shall mean the Lessee described above.
- P. **“MAAB”** shall mean the Massachusetts Architectural Access Board.
- Q. **“Neighborhood Protection Zone”** shall mean the area to be determined by BTD in which parking enforcement restrictions will take place on Game Days.
- R. **“NWSL”** means the National Women’s Soccer League, LLC.

- S. **“Off Peak Hours”** shall mean any time that is not during Peak Hours.
- T. **“Peak Hours”** shall mean a period of time beginning six (6) hours immediately prior to scheduled kickoff of each Game and ending four (4) hours after the conclusion of the same Game.
- U. **“PIC”** shall mean the Public Improvement Commission of the City of Boston with offices at One City Hall Plaza, Room 714, Boston, Massachusetts, 02201, its successors and assigns.
- V. **“Satellite Parking”** shall mean the parking lot or lots as are more particularly described in Section 3.C. of this TAPA.
- W. **“Site”** shall mean the parcel(s) of land constituting the White Stadium Parcel as defined in the Lease and set forth in the Site Plan (*Exhibit A*). The legal description of the Site is more fully set forth in *Exhibit B*.
- X. **“Site Plan”** shall mean the Development’s Site Plan as approved by the BTB and set forth more fully in *Exhibit A*. The Site Plan is subject to change by the BTB and/or PIC as a result of Game Day operations, provided no changes shall result in any material adverse impacts to Lessee arising from any such changes, without the consent of the Lessee.
- Y. **“South Crescent Building”** shall mean a to-be-constructed structure within the Grove area, consisting of approximately 8,000 square feet of food and beverage services, private restrooms, and storage uses.
- Z. **“Spectator Shuttle Trip”** shall mean one shuttle round trip transporting spectators both from and to satellite locations for each Game.
- AA. **“Stadium Usage Agreement”** shall mean the December 23, 2024 BPS Stadium Usage Agreement for George Robert White Schoolboy Stadium entered into by and between the Boston Public Schools on behalf of the City of Boston George Robert White Fund and the Boston Parks and Recreation Department, individually or collectively, as the context may require, as City and Boston Unity Stadco LLC, as Team.
- BB. **“TAPA”** shall mean this Transportation Access Plan Agreement.
- CC. **“TDM”** shall mean Transportation Demand Management.
- DD. **“TNC”** shall mean Transportation Network Company (TNC) services, also known as ride-hailing or ridesharing, which enable private customers to connect with private drivers for on-demand transport via mobile applications.
- EE. **“West Grandstand”** shall have the meaning set forth in the Lease.

Section 2. Development and Mitigation Summary

A. Development Summary

The West Grandstand consists of an area on the westerly side of the White Stadium Parcel on which will be constructed a main “Central West Grandstand Structure” (as defined in the Lease), connecting to a structure on the northerly side referred to herein as the “Northwest Grandstand Wing” (as defined in the Lease) and a structure on the southerly side referred to herein as the “Southwest Grandstand Wing” (as defined in the Lease).

The Grove component of the Development located within the White Stadium Parcel at the southernmost portion of the Site includes a multi-purpose open space, circulation pathways, and flexible landscaped zones to support a multitude of community oriented programs. During each Game, temporary fencing will ring the ticketed boundary of the Grove where temporary tents for security, merchandising, and other Game Day activities will be in place. Please refer to *Exhibit A* for more information about site circulation and pathway access.

The South Crescent Building structure in the Grove area adjacent to the West Grandstand is positioned south of the future running track and generally follows the curved geometry of the former Stadium end-wall.

The West Grandstand, the Grove, and the South Crescent Building, shall be collectively referred to as the "Development". The Development shall retain the cast-in-place concrete wall from the former structure and shall demolish the former concrete bleachers and foundation, as well as concrete floors and columns. The Development will replace the former bleacher seats with new seating located within the West Grandstand, as well as provide additional amenities as detailed in the Lease. A new roof canopy will provide protection from the elements for visitors seated in the West Grandstand.

B. Mitigation Summary

In order to mitigate the impacts of the Development (including the Lessee's use of the East Grandstand portions of the Stadium as contemplated in the Stadium Usage Agreement), a summary of the Lessee's major mitigation commitments is described below:

The City and Lessee will coordinate to preserve, to the greatest extent practicable, on-street neighborhood parking, and existing Park-user parking and general mobility on Game Days. See Section 3.C (Parking Management) for further details. The Parties commit to developing, implementing, managing, and evaluating the mitigation commitments, including encouraging spectators and staff to use public transportation by providing Game Day shuttle service to and from the Stadium and nearby public transit stations and offsite Satellite Parking facilities. Walking and cyclist access will be enhanced with on-site amenities such as improved pathways and bike valet parking, and bikeshare valet services. Vehicular traffic on Game Days will be actively managed by prohibiting on-site spectator parking, restricting general traffic and parking (see Section 4.D.h below), and designating one or more agreed to ride hailing pick-up and drop-off locations within Franklin Park.

Section 3. Site Access and Parking Management

A. Site Plan

The Site Plan, scaled at 1" = 100'-0", is attached as *Exhibit A*, signed and stamped by a licensed engineer in the Commonwealth of Massachusetts, and approved by the BTM and the BPDA, and accepted by the Lessee. The Site Plan is subject to change by the BTM, the BPDA, and/or PIC.

Described below are the elements that have been included in the Site Plan:

- Public right-of-way layout;
- Pedestrian park paths, including ADA-accessible routes;
- Sidewalk/pedestrian ramps;
- Curbcuts/driveways;
- Vehicular pavement marking and striping;

- Traffic control devices, including signs, signals, pavement markings, etc.;
- Vehicular access control components, including gates, bollards, etc.;
- Locations for “Traffic Control Detail” and “Team Ambassador” personnel;
- Existing and proposed curb regulations for on-street parking;
- Sidewalk and path furniture, including trash and recycling receptacles;
- Bike infrastructure, including bike racks, bikeshare, etc.;
- Truck turning path plotted on a 1”= 20’-0” scale (or greater) plan for a design vehicle approved by the BTM at entrances to loading areas and intersections determined by BTM; and
- Detail plans for the Valley Gates Vehicular Lot and the Seaver Street Lot, showing all modifications to vehicular/pedestrian elements listed above.

B. Site Access

- a. Described below is a summary of the vehicular, pedestrian, transit, and bicycle ingress and egress as depicted in the Exhibits:
 - Primary pedestrian and bicycle access will be via Walnut Avenue at School Street and Park Lane, and Pierpont Road at Circuit Drive.
 - Pathway and circulation diagrams for beyond the ticket lines and within the nearby area of Franklin Park as shown in *Exhibit A.1*.
 - Shuttle vehicular access will be via Pierpont Road at Walnut Avenue/Park Lane and via Circuit Drive at the Valley Gates Vehicular Lot as shown in Exhibit C.2.
 - TNC service access will be provided along Seaver Street at the Seaver Street Lot as shown in *Exhibit A.3*.
- b. During Peak Hours, the Lessee will actively manage all gates with the intention of keeping unnecessary vehicles out of the area. The following operational details will be followed:
 - Unhindered access will be granted to emergency vehicles and City vehicles.
 - Access to Lessee-operated Shuttles (as described herein) will be granted.
 - Access will also be granted to television trucks, up to one (1) vehicle per news station/outlet operating at the Game.
 - Access will be granted to food-service vehicles, but only those that will be specifically operating in the Grove.
 - Access for any vehicles not described herein will be considered by written request to include vehicle type, size, and quantity, but may not be granted without prior written approval by the City
- c. Described below is a summary of the truck loading and service management as depicted in *Exhibit A and Exhibit A.4*:
 - Loading/service and trash operations for the Site will be from the loading/service area accessed via Pierpont Road.
 - Tractor-trailer unit trucks up to forty (40) feet in length (SU 36) can access the loading bay.
 - The loading and service area door will have a minimum clear height of 14’-0”.
 - Lessee and/or property manager will designate a manager for the loading/service area who will oversee all loading/service area operations:
 - Loading management responsibilities will include:
 - Management and scheduling of the loading/service area, and
 - Helping implement Game Day transportation management plan.
 - To the extent reasonably practicable, loading/service/delivery activities will occur during Off Peak Hours and not during major scheduled BPS events at

the Stadium; provided that in no event shall deliveries occur between the hours of 8:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m., Mondays through Fridays; or two (2) hours before, during, and one (1) hour after, any City Major Events and BPS Games as those terms are defined in the Stadium Usage Agreement.

- Visible, audible, and/or tactile pedestrian indications will be installed at pedestrian crossings of the loading/service area driveway as appropriate.
- Signs will be posted in the loading/service area to limit idling by trucks to comply with the Massachusetts Anti-Idling Law and to restrict vehicular use to BPS and BLFC operations.

C. Parking Management

Described below are the Lessee's commitments to reduce demand for and manage operations related to vehicular parking:

- Construct vehicular access controls (e.g. gates and bollards) in all locations depicted in *Exhibit A*.
- Provide minimum one (1) Team Ambassador at each Franklin Park vehicular lot used for Managed TNC and Shuttle services and elsewhere as indicated in the Exhibits within Peak Hours. At minimum, each Ambassador will be on site for a duration lasting from two (2) hours prior to the scheduled commencement of each Game to two (2) hours after the conclusion of each Game, and Ambassadors will provide wayfinding assistance, serve accessibility requests, and guide transportation management at their assigned location.
- Provide Managed TNC within Peak Hours, with operational details including:
 - Team Ambassador(s) will be provided as described above and depicted on Exhibit A.5.
 - Traffic Control Detail(s) will be provided at intersections and locations as depicted on Exhibit A.5. Each Detail will manage traffic into and out of the vehicular lot where they are located and/or at the designated signalized intersection and manage any vehicular overflow.
 - Incorporate geofencing of the area during Game-Day operations to limit TNC drop-offs/pick-ups to the designated area.
 - The Lessee will work with all major TNC service companies to geofence the Seaver Street Lot so that the travel routes to the Stadium are directed to this Lot. The City will change the address of the Stadium as necessary to ensure such services are not directed to the main Stadium entry gate during Game Days.
 - The Lessee will provide ADA-accessible service free of charge via Wheelchair Accessible Vehicle (WAV) Carts to the Stadium from the Seaver Street Lot and the Valley Gates Vehicular Lot during Peak Hours. All requests for this service will be provided with a timely response. WAV Carts will be solely electric powered, and will only follow the routes shown on *Exhibit A.6*.
- Provide Satellite Parking with corresponding Shuttle Service during Peak Hours, with operational details including:
 - Team Ambassador(s) will be provided as described above.
 - Traffic Control Detail(s) will be provided at intersections and locations as depicted on Exhibit A.5. Each Detail will manage traffic into and out of the

vehicular lot where they are located and/or at the designated signalized intersection and manage any vehicular overflow.

- By April 30, 2027, unless the first scheduled Game at the Stadium is delayed, in which case this date shall be extended by an equal number of days as the duration of the delay of the first scheduled Game, and five (5) months prior to the first Game of each Legacy season each year thereafter, the Lessee will provide to the City, for the City's review and approval, the location of Satellite Parking facilities (Exhibit C.1) to meet the demand of off site parking and limit the number of car trips to and from the area directly around the Stadium. Lessee's designation of the Satellite Parking facilities and request for the City's approval shall be supported by copies of binding written agreements, evidencing that the Satellite Parking facilities have been secured for the subsequent Legacy season. The City's approval will be contingent upon the Lessee providing plans that show sufficient traffic control details that will manage traffic and overflow into and out of the Satellite Parking facilities and/or at the designated signalized intersections and upon securing a combined minimum of 1,570 parking spaces (serving an estimated 4,400 Game spectators). In future years, if Lessee demonstrates that fewer parking spaces are required to serve Game spectators, such demonstration to be made to the City's satisfaction by Lessee through its Transportation Monitoring and Annual Report (described below), the Parties shall revise the minimum number of parking spaces in a writing signed by the Parties. Such revision to the required minimum parking spaces shall occur no more than on an annual basis.
- Parking must be pre-purchased, and will be offered during Game ticket checkout. Detailed Satellite Parking information will be provided at the time of ticket purchase and on the Lessee's website.
- Shuttles to and from Satellite Parking facilities will be provided at no additional charge to Game ticketholders, including for Game ticketholders who walk up to the Satellite Parking facilities without parking a vehicle.
- The City and the Lessee will determine the details of the shuttle operations, including span of service, frequencies, vehicle staging, fleet size, full routings to each facility, and vehicle types, makes, and models. Shuttle frequencies will be based on parking facility size and related projected demand by time of day. The routing of the Satellite Parking Shuttles must be coordinated with the routing of Public Transportation Shuttles (described in the next section). These plans will be essential for ensuring safe and well-functioning terminals for shuttle operations at both the Walnut Avenue and Circuit Drive shuttle drop off locations. For Satellite Parking facilities that may be located outside the City of Boston, Lessee will be responsible for all necessary approvals from other municipalities for efficient shuttle operations. This shuttle operations plan is subject to City approval, with the costs of developing the plan the sole responsibility of the Lessee.
- The expected shuttle routes near the site are shown on *Exhibit C.2*.
- Electric-only shuttles will be the sole vehicle type operating the shuttle service described in this TAPA at the earliest Commercially Practicable Time, and is targeted to occur within two (2) years of the execution of this TAPA. If prior to the preceding target date it becomes commercially practicable to operate the portion of the shuttle service that will use the Walnut Avenue shuttle drop-off location, then Lessee shall do so. The Lessee shall make regular updates to the City on its efforts to procure the fully-electric shuttle fleet.

- All shuttle vehicles will be fully ADA accessible.
- Lessee shall manage the operations of the Satellite Parking facilities during Peak Hours.
- Provide and operate Shuttle Service from Public Transportation Stations during Peak Hours, with operational details including:
 - Team Ambassador(s) and Traffic Control Detail(s) are to be provided as described in the Satellite Parking section above.
 - Shuttle types are to be as described above.
 - All shuttle vehicles will be fully ADA-accessible.
 - The following detailed shuttle routes and station area plans showing boarding/deboarding area, passenger waiting areas, and necessary signage from each station are provided. All permits, licenses, agreements, or other approvals required to implement the Public Transportation Shuttles, signage, curbside access, and staffing will be secured by the Lessee from relevant agencies or entities including the BTB, the Massachusetts Department of Conservation and Recreation, the Massachusetts Department of Transportation, MBTA, and others.
 - Forest Hills MBTA Station (*Exhibit D.1*)
 - Ruggles MBTA Station (*Exhibit D.2*)
 - JFK/UMass MBTA Station (*Exhibit D.3*)
 - By April 30, 2027, unless the first scheduled Game at the Stadium is delayed, in which case this date shall be extended by an equal number of days as the duration of the delay of the first scheduled Game, and five (5) months prior to the first Game of each Legacy season each year thereafter, following consultation with the City, the Lessee shall determine and provide to the City for its approval the details and plans of the shuttle operations, including span of service, frequencies, vehicle staging, fleet size, full routings, and vehicle types, makes, and models. Shuttle frequencies will be scheduled at a minimum of every ten (10) minutes to all three (3) MBTA stations referenced above. These details and plans will also inform needed curbside space at the designated pick-up/drop-off locations, as well as informing safe and well-functioning terminals for shuttle operations at both the Walnut Avenue and Circuit Drive shuttle drop off locations.
 - Team Ambassadors, with responsibilities as described above, shall manage the operations at these stations during Peak Hours.
- The Parties acknowledge that BTB may create a neighborhood-specific Game Day Neighborhood Protection Zone, which will include specific streets and street segments determined to be in significant proximity to the Stadium, with the goal of preserving on-street parking for residents and their visitors. The Neighborhood Protection Zone will be evaluated and managed by the BTB and the Office of the Parking Clerk with input from the White Stadium Neighborhood Advisory Council (the “**WSNAC**”). Specifically, to the extent established, the Neighborhood Protection Zone will include the following operational details:
 - Parking restrictions on Game Days, which will be in effect from up to three (3) hours prior to the scheduled kickoff of each Game and one (1) hour after the conclusion of each Game.
 - A new Special Event Parking violation fee of \$100, promulgated for no-parking and no-stopping violations occurring on Game Days in the Neighborhood Protection Zone. Vehicles parked or stopped in the

- Neighborhood Protection Zone may be subject to towing and an impoundment at the vehicle owner's expense.
- Residents that live within the Neighborhood Protection Zone may be issued one or more Game Day on-street parking "White Stadium Neighborhood Protection Zone - [CALENDAR YEAR]" permits subject to the City of Boston Traffic Rules and Regulations.
 - Residents, regardless of vehicle ownership, who live within the Neighborhood Protection Zone established by BTM may apply for multiple visitor parking passes, the number to be determined by BTM, to allow vehicles driven by guests of Neighborhood Protection Zone residents to park on-street in the Neighborhood Protection Zone on Game Days.
 - To the extent the Neighborhood Protection Zone is established, BTM shall establish and provide a dedicated parking enforcement shift at Lessee's expense. The shift will be on Game Days from at least three (3) hours prior to scheduled kickoff of each Game and one (1) hour after the conclusion of each Game. This effort will be supplemented with towing resources if necessary, which will also be at Lessee's expense.
 - The City will deploy a Reservation-Based System to manage parking within Franklin Park on Game Days to ensure that any parking that occurs within Franklin Park on Game Days is reserved for Park users, including but not limited to youth athletic events; family picnics; and visitors to the Franklin Park Zoo and the William J. Devine Golf Course at Franklin Park. Costs for implementation of this System during Peak Hours will be borne by the Lessee.
 - BTM will be responsible for the design, fabrication, and installation of all regulatory signage required by the BTM for enforcement on Game Days within the Neighborhood Protection Zone, the cost of which will be the responsibility of Lessee. All signage must be approved by the BTM and comply with the City of Boston Traffic Rules and Regulations. The BTM will maintain signage at its cost.
 - The Lessee will be responsible for funding City-managed mailers to distribute information to the surrounding neighborhoods about the Neighborhood Protection Zone in advance of each season .
 - The Lessee will procure the necessary number of Variable Message Signs (VMS) to be deployed for enforcement on Game Days with locations shown on *Exhibit E.1* and *Exhibit E.2*.
- Provide on-site bicycle accommodations:
 - Construct/install secure and permanent bicycle parking including ten (10) bicycle racks within the Site.
 - Provide up to 1,000 secure bicycle parking spaces via Lessee-funded bike valet service on Game Days.
 - Provide a \$49,000 contribution to the City of Boston's bicycle sharing program.
 - Lessee shall design and construct a concrete pad, the specifications of which have been determined by Bluebikes and provided to Lessee, to support one (1) sixteen (16) dock bikeshare station in proximity to the Site within Franklin Park at the location shown in *Exhibit A*. With the contribution described in the preceding sentence, BTM will obtain and install the bikeshare station on the concrete pad designed and constructed by Lessee.
 - In coordination with the City, Lessee will work with Bluebikes to provide bikeshare valet operations, greatly increasing the volume and availability of utilizing bikeshare services.

Section 4. Mitigation and Timeline

A. Required before issuance of a Building or Foundation Permit by ISD (whichever is needed first by the Lessee).

- a. A signed and executed copy of this TAPA.
- b. An approved Construction Management Plan (CMP) (*BTD Requirements for Construction Management Plan (CMP) are set forth in Appendix 1*).

B. Intentionally deleted.

C. Required before issuance of a Certificate of Occupancy by ISD.

a. Transportation Systems Improvements:

When required, in order to mitigate the transportation impacts of the Development, the Lessee shall implement the following Transportation System Improvements. These improvements will offset the transportation impacts of the Development on roadways, sidewalks, intersections and public transit. *BTD Requirements for Implementation of Transportation System Improvements are set forth in Appendix 2.*

b. Geometric Changes:

Described below are the Lessee's commitments to improvements in connection with the Development. All such work shall be coordinated with and approved by the appropriate City Department(s).

- Valley Gates Vehicular Lot: Proposed improvements to the lot located south of the Stadium and abutting the north side of Circuit Drive will include the following:
 - Vehicular surfacing: The existing gravel driving surface shall be leveled and graded with fresh gravel. Grading; leveling; soil decompaction for increased permeability, and surface drainage improvements will be constructed by the Lessee only as required to support their Game Day shuttle service program.
 - ADA Access to Valley Gates Lot: Design and construct pedestrian loading zone along the northern edge of the Valley Gate Lot, which is ADA-accessible and sufficiently wide for Lessee to operate free accessible cart service. The accessible loading zone will provide room to separate the pedestrian access area from the shuttle area with temporary cones, gates, or barrels, which will be stored, placed, and maintained by the Lessee.
 - Curb-cut modification: To improve circulation for the shuttles and improve crosswalk safety, the single existing curb cut connecting to Circuit Drive at the middle of the lot will be deconstructed and two (2) curb cuts on either end of the lot will be constructed to allow for continuous shuttle ingress/egress, which will move counter-clockwise through the lot. Any roadway repaving necessitated by these curb-cut modifications will be by

the Lessee.

- Sidewalk improvement: The work will include the repair, resurfacing, and reconstruction of the segment of existing asphalt sidewalk along Circuit Drive as shown on Exhibit A-2, for the front facing sidewalk of the Valley Gates lot to establish ADA-accessible walking routes with the extents as shown on Exhibit A.2.
- Accessible route to Stadium: The Lessee will provide ADA service via carts to the stadium from the lot for those that require an ADA-accessible route as per the route shown on (Exhibit A.6). Any necessary repair, resurfacing, and/or reconstruction of the existing path infrastructure along this route will be performed by the Lessee only as required to support their Game Day TNC service program, as determined by Lessee or as required by the MAAB.
- Accessible curb ramp: The work will include the construction of one (1) new ADA-accessible curb ramp on the north side of Circuit Drive, connecting via crosswalk to the existing curb ramp on the south side of Circuit Drive. The curb ramp is to be constructed in cast-in-place concrete.
- Provided that BTD delivers detailed pad dimensions and design prior to the conclusion of the work to be completed at the Valley Gates Vehicular lot, Lessee shall construct a concrete pad at existing bus stop on the north side of Circuit Drive by the Valley Gates Vehicular Lot to improve accessibility and support the installation of a future bus shelter. This work does not include the installation, design, and construction of the bus shelter.
- Relocation of boulders: The work will include resetting and removal of existing stone blocks (i.e. boulders) around the perimeter of the Lot. Layout of stone blocks to be under direction of BPRD.
- Seaver Street Lot: To facilitate use for taxis and TNC rides, improvements to the lot located east of the Stadium and abutting Seaver Street will include the following:
 - Vehicular surfacing: The existing asphalt parking lot will be repaired and resurfaced as necessary, to be determined by Lessee. Grading; leveling; and drainage improvements will be constructed by the Lessee only as required to support their Game Day TNC service program, as determined by Lessee or as required by the MAAB.
 - Accessible route to Stadium: The Lessee will provide ADA service via carts to the stadium from the lot for those that require an ADA-accessible route as per the route shown on (Exhibit A.6). Any necessary repair, resurfacing, and/or reconstruction of the existing path infrastructure along this route will be performed by the Lessee only as required to support their Game Day TNC service program, as determined by Lessee or as required by the MAAB.
 - To the extent required by the MAAB to establish an ADA-accessible route from the TNC vehicular lot to the Stadium, Lessee will construct or reconstruct curb ramps.

- Relocation of boulders: Only if necessitated to establish an ADA-accessible route from TNC space to the Stadium, the work will include resetting and removal of existing stone blocks (i.e. boulders) around the perimeter of the Lot. Removal activities and layout of stone blocks to be under direction of BPRD.
- North Pierpont Loop: Proposed improvements to the northern section of Pierpont Road are anticipated to include full curb-to-curb pavement reconstruction and reconfiguration of the central landscape island to a roundabout circle to better facilitate circulation of shuttle and loading vehicle turnarounds. The work will include the implementation of ADA-accessible drop-off/pick-up zones along the Stadium-side of Pierpont Road with associated walkway connections and landscaping. During Game Day events, temporary cones/barriers will be utilized to direct the shuttle movements and pedestrian circulation, all of which will exit the site back from the same Walnut Avenue entrance from which they entered. The work will also include any improvements to the existing drainage collection system required to ensure positive drainage from surface stormwater run-off areas.
- Pierpont Road near Walnut Avenue: Proposed improvements to the Pierpont Road connection at Walnut Avenue include reconfiguring the access drive to accommodate approximately fourteen (14) head-in, unreserved parking spaces, at least one (1) of which shall be ADA-accessible and regulated as HP-DV Parking Only, to be used on a first-come-first-served basis by a mixture of the general public, BPS staff, and the Lessee. The details of this design are to be finalized in coordination with BPRD and other appropriate City departments. The connection to Walnut Avenue will include reconfiguration of eight (8) ADA-accessible curb ramps at this intersection and the striping of the four (4) crosswalks. The concept proposes to utilize granite cobble pavement with flush vertical granite curb at the north corners of each intersection which will allow for the larger shuttle movements to be accommodated within the pavement when required for Game Days but define tighter intersection geometry for the more typical passenger traffic. The improvements will also include an ADA-accessible pedestrian path from Walnut Avenue along the head-in parking and to access points at the Stadium and Park. Lastly, vehicular access controls will be implemented to appropriately manage access and circulation requirements per BPS, BFD, the general public, and the Lessee.
- Park Path Improvements: Various paths in Franklin Park will be resurfaced, reconstructed, and/or constructed as outlined in the Lease. Any Path segment impacted by this work is to be improved to the reasonable satisfaction of BPRD and other appropriate City departments.

c. Pavement Markings and Sign Improvements:

Described below are the Lessee's commitments for Pavement Markings and Sign Improvements:

- Creation and/or improvement through pavement marking (i.e. striping) of four (4) crosswalks at the intersection of Pierpont and Walnut Avenue, and an additional one (1) crosswalk internal to Franklin Park as depicted on *Exhibit A*.

d. Intentionally deleted.

e. Street Furniture Improvements:

Described below are the Lessee's commitments for Street Furniture Improvements:

- The Lessee will construct/install pedestrian lighting; black, powder-coated post-and-ring bicycle racks; and improve public open space within the White Stadium Parcel as shown in *Exhibit A*.
- The Development will provide space for one (1) sixteen (16) dock bikeshare station in proximity to the Site within Franklin Park as located and shown in Exhibit A.

D. Required after issuance of Certificate of Occupancy by ISD.

a. Transportation Demand Management (hereinafter "TDM") Measures:

In order to mitigate the transportation impacts of the Development on an ongoing basis after the Development is occupied, the Lessee shall institute TDM Measures. TDM Measures minimize the use of automobiles being used by one person, also known as Single Occupancy Vehicle use (hereinafter "SOV") and maximize the use of alternative modes of transportation. This will reduce traffic congestion and air pollution and provide employees with incentives for flexible work time.

b. Game Day Pedestrian Wayfinding.

- Temporary pedestrian wayfinding will be provided on Game Days from Orange Line MBTA stations (Stony Brook and Green Street) and from Valley Gates Vehicular Lot shuttle location and Seaver Street Lot. Signage to be approved by appropriate City Departments. Removal of such temporary wayfinding elements shall be at end of Peak Hours or at the end of each Legacy season, as determined and requested by the City.

c. Transportation Coordinator

A Transportation Coordinator shall oversee all transportation issues, including managing TDM Measures, parking, loading and service. In addition, the Transportation Coordinator will be responsible for the Transportation Monitoring and Annual Report described below, and will serve as the contact and liaison for the City.

Described below are the Lessee's commitments for a Transportation Coordinator:

- Designate an existing full-time employee or contractor or, at the Lessee's discretion, hire or contract with a full-time employee or contractor to perform the functions and responsibilities of Transportation Coordinator, who will be directed to be on-site by the Lessee.
- Provide the City with the name and contact information of the Transportation Coordinator.

d. Transit Pass Programs.

Described below are the Lessee's commitment for Transit Pass Programs:

- Legacy shall facilitate a transportation plan for all employees, which shall include: (i) roundtrip subway fare transit pass or subsidy and/or (ii) providing shuttles from parking lots.

e. Guaranteed Ride Home Program

Described below are the Lessee's commitments to Guaranteed Ride Home Program:

- Offer a "Guaranteed Ride Home" to all employees in order to remove an obstacle to transit use and ridesharing. This may be accomplished through membership in a TMA.

f. Information and Promotion of Travel Alternatives

Described below are the Lessee's commitments to provide information and promote travel alternatives to employees and/or residents:

- Provide employees with public transit system maps and other system information.
- Provide an annual (or more frequent) newsletter or bulletin summarizing transit, ridesharing, bicycling, alternative work schedules and other travel options for employees.
- Provide information on travel alternatives for employees and visitors/spectators via the Lessee's website.
- Provide information on travel alternatives to new employees.
- Promote bicycles as an alternative to single occupancy vehicle (SOV) travel, provide promotional material on bicycle commuting and bicycle safety and provide incentives for bicycle use.
- Provide information on all transportation options to patrons via ticket sale communications and through online materials via team website.

g. Transportation Monitoring and Annual Report

The purpose of the Transportation Monitoring and Annual Report is to provide the City an update on transportation related issues, such as the performance of TDM Measures. The Lessee shall provide an Annual Report to the City by November 30th of each year during the Lease Term as that term is defined in the Lease. If the Certificate of Occupancy for the Development is issued less than six (6) months before November 30th, then the report will be due November 30th of the following year. All employee sites with 250 or more employees are required to submit yearly ridesharing surveys to the Massachusetts Department of Environmental Protection (DEP) by November 15th. The information may be used to inform the Annual Report due November 30th to the City.

h. Transportation Traffic Control, Signage, Enforcement

- Traffic restrictions may be in place during Peak Hours. Traffic restrictions may include:
 - Restrict traffic along Walnut Avenue between Columbus Avenue and Peter Parley Road to shuttles, media broadcast vehicles, and residents only.
 - Restrict the number of Spectator Shuttle Trips for Game Day ticketholders utilizing Walnut Avenue to forty (40) per Game;

- The Lessee shall be responsible for procuring and deploying electronic VMS boards for pedestrian and vehicle wayfinding in the area during Peak Hours; and
- Traffic Control Details will be located at the following locations (and as shown in Exhibit A.5) during Peak Hours; provided, however, that the final locations and/or number of locations may be changed at the discretion of the BTM and/or the BPDA as part of the final operational details and future revisions thereto:
 - Columbus Avenue/Seaver Street/Walnut Avenue;
 - Seaver Street/Humboldt Avenue/TNC Lot;
 - Walnut Avenue/School Street;
 - Walnut Avenue/Park Street; and
 - Circuit Drive/ Valley Gates Vehicular Lot

i. All other Mitigation:

The Lessee will monitor the effectiveness of the TAPA's monitoring, management, and mitigation after each of the first ten (10) Game Day events of the first season and provide a written report to the City. The Lessee shall share a copy of the written report with the WSNAC and seek its input in its advisory capacity. The scope of the report will require review and reasonable approval by the City. Minimum elements will include percentage breakdown of Game Day spectator transportation mode use (e.g. shuttles, public transportation, TNC, biking, etc.) analyzing the effectiveness and utilization of shuttle services including the management of the shuttle pick-up/drop-off operations (both the North Loop and Valley Gates), the utilization of remote parking lots, effectiveness of the management of TNC service including the pick-up/drop-off lot on Seaver Street, and observational impacts on the traffic operations to (i) the intersection of Seaver Street, Columbus Avenue, and Walnut Avenue, and (ii) the intersection of Seaver Street and Humboldt Avenue.

Section 5. Terms and Conditions

A. Defaults and Remedies

Upon the failure of a Performance Obligation, as set forth in Article 17 of the Stadium Usage Agreement, BTM may issue an "Operational Violation" (as defined in the Stadium Usage Agreement) and, subject to review procedures and cure periods thereunder, may subsequently ripen into a subsequent "SUA Default" thereunder, and any such SUA Default may then be deemed an "Event of Default" under the Lease subject to applicable notice and cure rights of the Lessee provided therein.

B. Records and Reports

The Lessee shall keep and maintain books, records, and other documents regarding compliance with this TAPA. The Lessee shall make the same available upon reasonable request at all reasonable times for inspection, copying, audit and examination by the BTM and/or the BPDA.

This TAPA shall not be recorded with the Registry of Deeds.

C. Assumption of Liability

The Lessee shall indemnify the City, its officers, agents, and/or employees, and hold them harmless from all suits and claims against them or any of them, arising from any act or omission of the Lessee, its agents or employees in any way connected with performance under this TAPA;

subject however to all provisions of the Lease providing for notice, grace and cure periods and all processes relative to the provisions governing Events of Default under the Lease; and further subject to all provisions concerning indemnification set forth in the Lease.

D. Assignment

The Lessee shall not assign its rights under this TAPA without the prior written consent of the BTDA and the BPDA (in the sole and absolute discretion of these City entities), except to the transferee under a Permitted Transfer (including the NWSL) as those terms are defined by and subject to the provisions of the Lease (it being acknowledged that this TAPA shall be assigned to any successor "Tenant" under the Lease simultaneously with any transfer of the Lease), and subject to the following additional conditions:

- a. Prior to the assignment, the Lessee shall notify the BTDA and the BPDA of its intention to assign and identify all prospective assignees.
- b. At the time of assignment, the Lessee shall not be in default of the terms and conditions of this TAPA imposed upon the Lessee to date. If any terms and conditions are in default, the Lessee must notify the BTDA and the BPDA and receive the BTDA's Approval to assign while in default.
- c. The BTDA shall then supply the Lessee with the appropriate form to be used as the instrument of assignment, which shall be executed as an Amendment to this TAPA.
- d. The TAPA Amendment shall be drafted by the Lessee expressly stating the terms and conditions of the assignment, specifically which covenants and provisions the Assignee shall assume and agree to perform, including any mitigation that may be in Default.
- e. There shall promptly be delivered to the BTDA three (3) originals of the TAPA Amendment signed by the Lessee and Assignee, for signature and approval by the BTDA.

E. Waiver

No act by or on behalf of the BTDA or the BPDA shall be, or deemed or construed to be, a waiver of any such requirement or provision of this TAPA, unless the same be in writing, signed by the BTDA and the BPDA and expressly stated to constitute such waiver. Any express waiver by the BTDA and the BPDA shall not operate to waive such rights, terms or conditions, beyond the specific instance of such waiver.

F. Conflict of Interest

The Lessee covenants and agrees that it shall, in carrying out its responsibilities under this TAPA, comply strictly with each and every provision of Chapter 268A of the Massachusetts General Laws (the Conflict of Interest Law) to the full extent of the applicability of said provisions to the Lessee.

G. Successors and Assigns

The provisions of this TAPA shall be binding upon, and shall inure to the benefit of, the successors and assigns of the Lessee as provided in the Lease and the Stadium Usage Agreement and the public body or bodies succeeding to the interests of the BTDA and the BPDA.

It is the intention of the Parties that the provisions of this TAPA may only be enforced by the Parties hereto (or as to the Lessee, its permitted successors and assigns), and that no other person or persons are authorized to undertake any action to enforce any provisions hereof without the prior written approval of the Parties.

H. Amendment

This TAPA, or any part thereof, may be amended from time to time hereafter only in writing executed by the Parties.

I. Severability

Each and every covenant and agreement contained in this TAPA is and shall be construed to be a separate and independent covenant and agreement. If any term or provision of this TAPA or the application thereof to any person or circumstance shall to any extent be invalid and unenforceable, the remainder of this TAPA or the application of such term to persons or circumstances other than those as to which it is invalid and unenforceable shall not be affected thereby, and each term and provision of this TAPA shall be valid and shall be enforced to the extent permitted by law.

J. Governing Law

This TAPA shall be governed and construed in accordance with the laws of the Commonwealth of Massachusetts.

K. Conflict of Law

In the event that any action or activity required by the provisions herein cannot be undertaken without violating any special or general law, the failure to undertake or continue to undertake such action or activity shall not be considered a breach of this TAPA. Any Party relying on this section shall notify the other Party in writing identifying the affected action or activity, the applicable law that may be violated and providing an explanation as to why that law would be violated by taking such action or activity.

L. Execution in Triplicate

This TAPA shall be executed in triplicate. All three copies shall be deemed to be originals and together shall constitute but one and the same instrument.

M. Effective Date

This TAPA shall become effective as of the date it is executed by all Parties.

N. Term of this TAPA

This TAPA shall commence on the "Effective Date" and shall terminate upon termination or expiration of the Lease.

O. Mitigation Expenses

All mitigation measures undertaken pursuant to this TAPA which are expressly required to be funded by the Lessee, shall be at the expense of the Lessee.

P. Notices

All notices or other communication required or permitted to be given under this TAPA shall be in writing, signed by a duly authorized officer of the Lessee, or of the City, and shall be deemed delivered if mailed postage prepaid, by registered or certified mail, return receipt requested, or delivered by hand to the principal office of the intended Party, which is as follows unless otherwise designated by written notice to the other Party.

LESSEE: Boston Unity Stadco LLC
575 Boylston Street, 3rd Floor
Boston, MA 02116
Attn: Legal Dept.
legal@bostonlegacyfc.com

with a copy to: Verrill Dana LLP
One Federal Street, 20th Floor
Boston, MA 02110
Attn: Christopher Tsouros
ctsouros@verrill-law.com

BTD: Boston Transportation Department
Room 721
Boston City Hall
One City Hall Plaza
Boston, MA 02201
Attn. BTD Commissioner

BPDA: Boston Planning & Development Agency
9th Floor
Boston City Hall
One City Hall Plaza
Boston, MA 02201
Attn. Director of Planning

With copies to: City of Boston Law Department
Room 615
One City Hall Plaza
Boston, MA 02201
Attn. Christina Conostas, Assistant Corporation Counsel

City of Boston Parks Department
1010 Massachusetts Avenue 3rd Floor
Boston, Massachusetts, 02118
Attn. Cathy Baker-Eclipse, Acting Commissioner Boston Parks and
Recreation Department

Q. Approvals

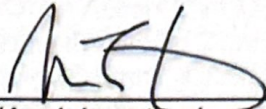
All approvals required or otherwise contemplated in this TAPA shall not be unreasonably withheld, conditioned, or delayed.

(signatures on following page)

R. Signatures

IN WITNESS WHEREOF, the parties hereto have caused this TAPA to be signed, sealed and delivered by their respective duly authorized representatives,

LESSEE:

By 
(As duly authorized, see *Exhibit F*)

Date: May 7, 2020

CITY OF BOSTON
TRANSPORTATION DEPARTMENT

By _____
Nick Gove, BTD Commissioner

Date: _____

BOSTON REDEVELOPMENT AUTHORITY
d/b/a BOSTON PLANNING & DEVELOPMENT AGENCY

By _____
Kairos Shen, Director of Planning

Date: _____

Approved as to form:

Corporation Counsel
City of Boston Law Department

Attachments

- Appendix 1: BTD Requirements for Construction Management Plan (CMP)
- Appendix 2: BTD Requirements for Implementation of Transportation System Improvements

- Exhibit A: Site Plan
- Exhibit A.1: Staff and Patron Bike Parking and Pedestrian Routes
- Exhibit A.2: Valley Gates Vehicular Lot
- Exhibit A.3: Seaver Street Lot
- Exhibit A.4: West Grandstand Loading
- Exhibit A.5: Traffic Control Locations
- Exhibit A.6: Wheelchair Accessible Vehicle (WAV) Cart Routes

R. Signatures

IN WITNESS WHEREOF, the parties hereto have caused this TAPA to be signed, sealed and delivered by their respective duly authorized representatives,

LESSEE:

By _____
(As duly authorized, see *Exhibit F*)

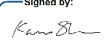
Date: _____

CITY OF BOSTON
TRANSPORTATION DEPARTMENT

By  _____
1083548DAF4F4E8...
Nick Gove, BTD Commissioner

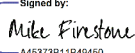
Date: 5/7/2026

BOSTON REDEVELOPMENT AUTHORITY
d/b/a BOSTON PLANNING & DEVELOPMENT AGENCY

By  _____
20D8C1779DAF48F...
Kairos Shen, Director of Planning

Date: 5/7/2026

Approved as to form:

 _____
A45373B11B49450...
Corporation Counsel
City of Boston Law Department

Attachments

- Appendix 1: BTD Requirements for Construction Management Plan (CMP)
- Appendix 2: BTD Requirements for Implementation of Transportation System Improvements

- Exhibit A: Site Plan
 - Exhibit A.1: Staff and Patron Bike Parking and Pedestrian Routes
 - Exhibit A.2: Valley Gates Vehicular Lot
 - Exhibit A.3: Seaver Street Lot
 - Exhibit A.4: West Grandstand Loading
 - Exhibit A.5: Traffic Control Locations
 - Exhibit A.6: Wheelchair Accessible Vehicle (WAV) Cart Routes

Exhibit B: Legal Description of the Site
Exhibit C.1: Satellite Parking Catchment Areas
Exhibit C.2: Shuttle Routes
Exhibit D.1: Forest Hills Station
Exhibit D.2: Ruggles Station
Exhibit D.3: JFK/UMass Station
Exhibit E.1: Traffic Control and VMS Locations West
Exhibit E.2: Traffic Control and VMS Locations East
Exhibit F: Evidence of Authority

Appendix 1

BTD Requirements for Construction Management Plan (CMP)

The Lessee shall prepare a Construction Management Plan (which details measures to ensure the maintenance of existing levels of service on adjacent roadways during the construction) of the Development and to minimize disruption in the area, and shall submit said plan to the BTD for approval. Such approval shall be obtained prior to the Lessee obtaining any building permit from ISD. It is understood by the Lessee that the development of a CMP is a precondition to the issuance of a building permit for the Development by ISD.

The CMP shall include, without limitation, measures dealing with: proposed street occupancies; use of tower cranes; sidewalk occupancies or obstruction of pedestrian flow; materials staging; transportation and parking for construction workers; hours of construction work; materials delivery. Key issues to be incorporated in the CMP include:

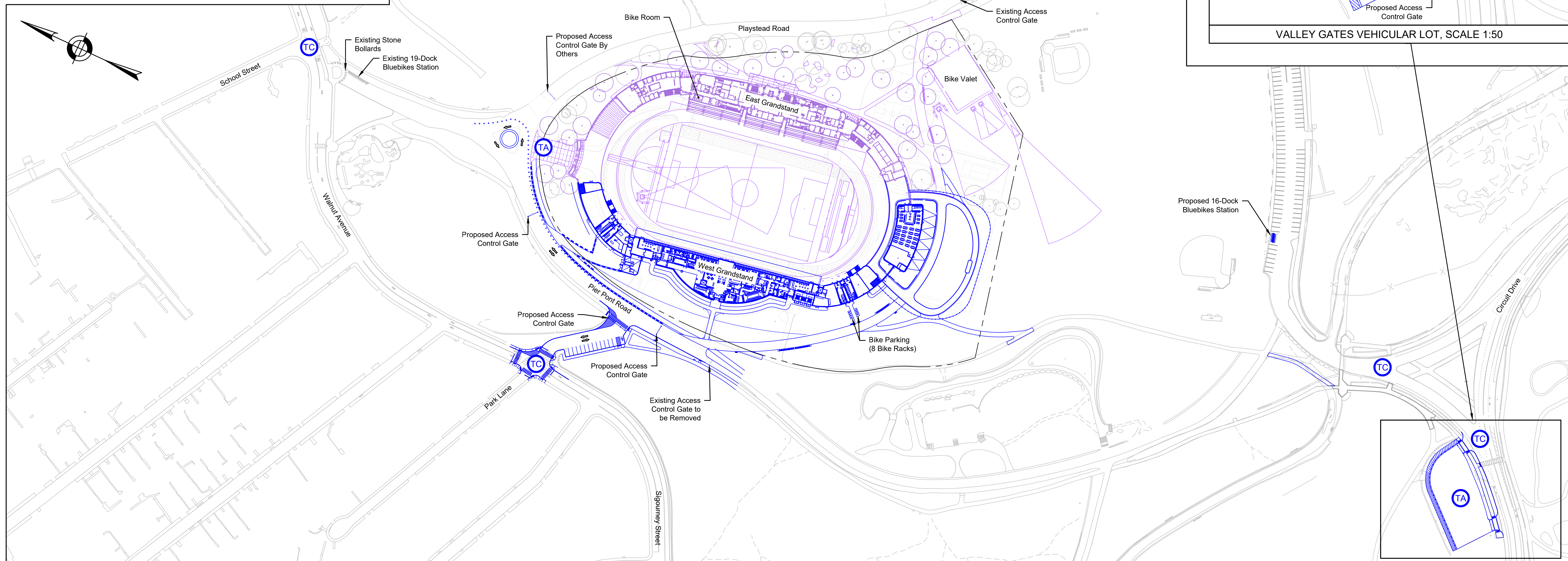
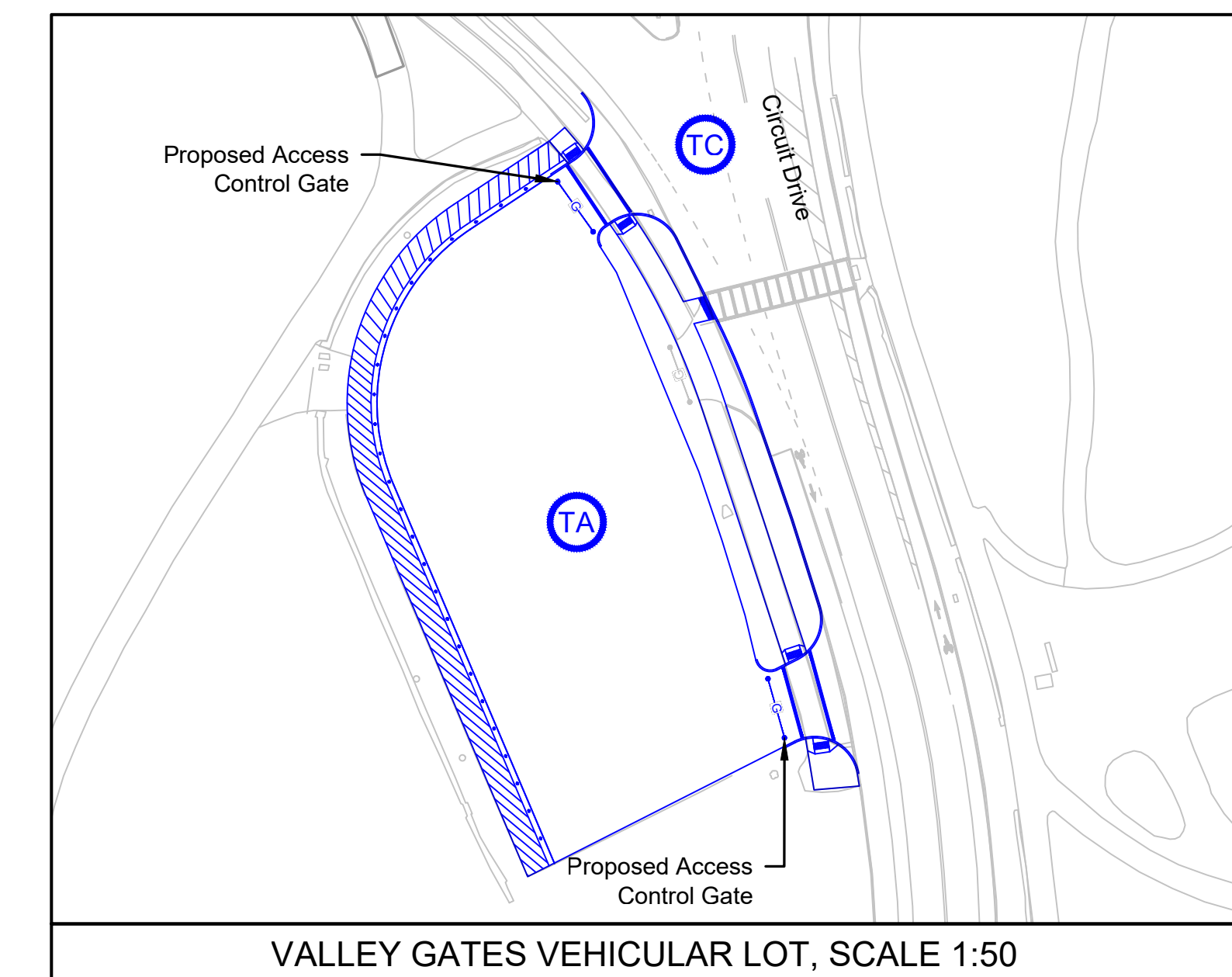
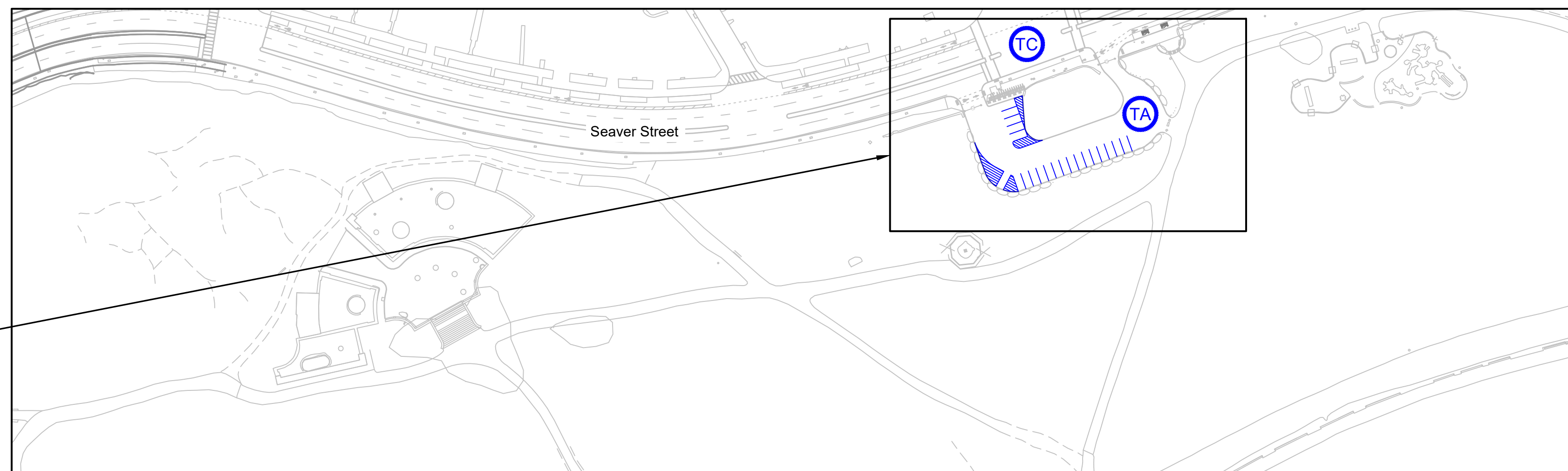
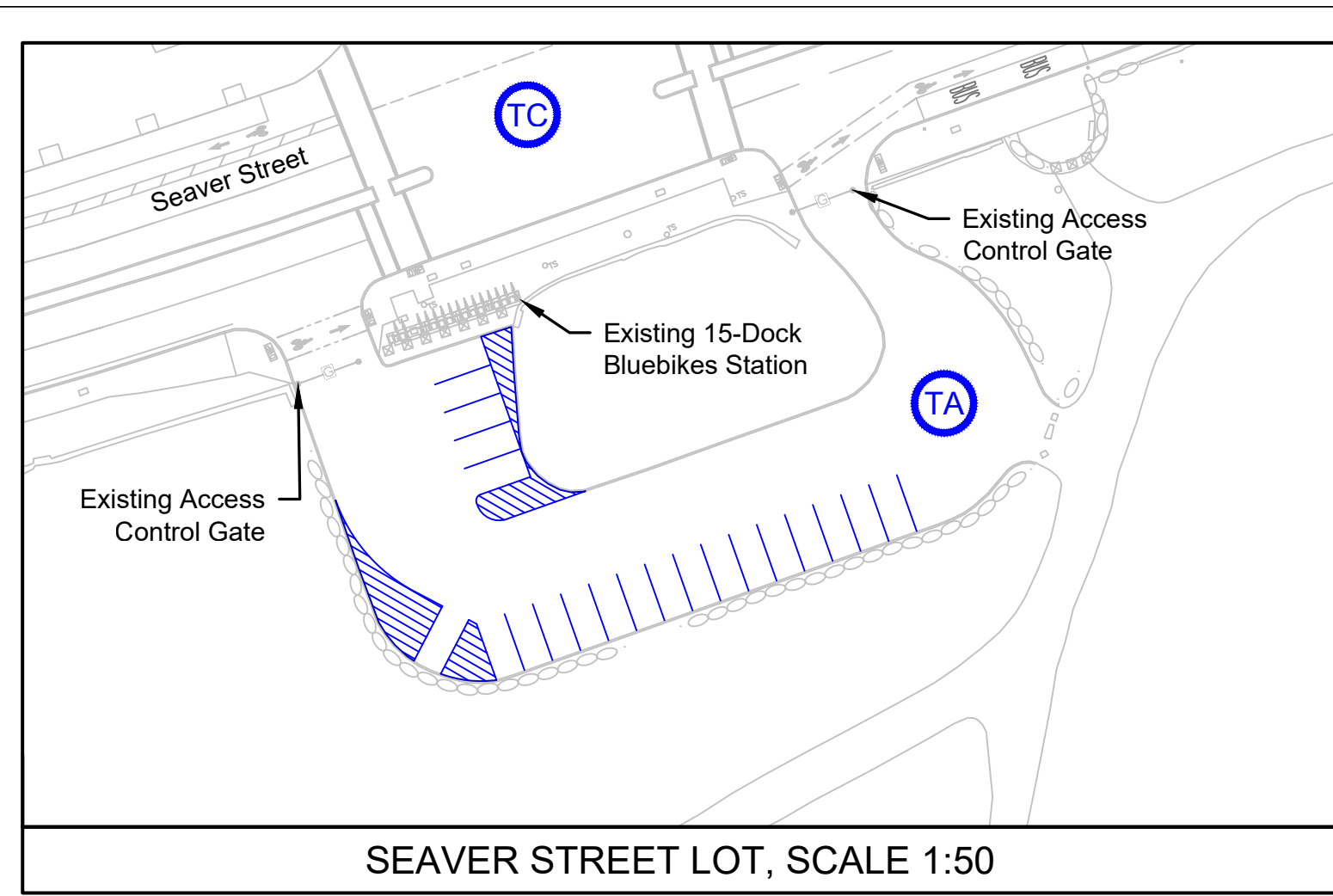
- The need for full or partial street closures, street occupancy, sidewalk closures and/or sidewalk occupancy during construction.
- Frequency and schedule for truck movements and construction materials deliveries, including designated and prohibited delivery times.
- Truck routing plan (including designated truck routes and sign plan).
- Construction staging and material handling. Staging areas to be coordinated with existing construction occurring in the area.
- Times of construction activity.
- Plans for maintaining pedestrian and vehicle access during each phase of construction.
- Parking provisions for construction workers.
- Mode of transportation for construction workers, initiatives for reducing Driving and parking demand such as TDM Measures as applied to construction workers.
- Coordination with other construction projects in the area.
- Distribution of information regarding construction conditions and impact mitigation to abutters. This includes construction site signs. All construction sites shall include a sign that lists the name of the construction company (general contractor), their phone number, which is clearly visible to enable the public to call with any questions or concerns.
- Costs. Subject to the terms of the Lease and Work Letter construction costs with respect to the Development are the responsibility of the Lessee.

Failure to comply with the provisions of the CMP may result in withdrawal of the building permit or street occupancy permit until such time as the Commissioner of the BTD determines that the Lessee is in compliance with the construction management plan.

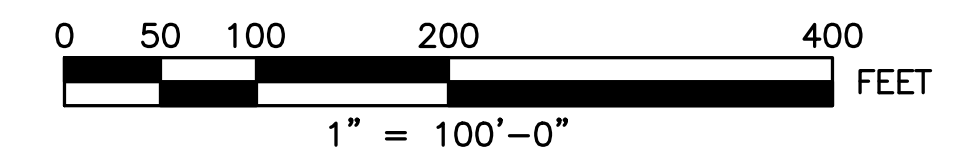
Appendix 2

BTD Requirements for Implementation of Transportation System Improvements

All transportation system improvements including, geometric changes, traffic signal changes and all elements of the design, construction and inspection, will be carried out and funded as set forth in Section 4.C. of the TAPA. All work must meet the BTD specifications and standards and must be performed by certified and licensed firms that meet the BTD's approval. The BTD must approve each step in the design and construction process. The Lessee is responsible for obtaining all necessary permits and licenses. Once completed the improvements will be made available for BTD inspection. Based on inspection, the Lessee shall complete any outstanding items or repairs within three (3) months of the inspection date. If the Lessee is unable to meet these deadlines, the Lessee shall notify the BTD in writing to request an extension. Based on consultation with the Lessee, the BTD may, at its discretion, set new deadlines. Once approved, ownership of the improvements will transfer to the City and the appropriate agency therein, and all final design documents will be submitted to the City.



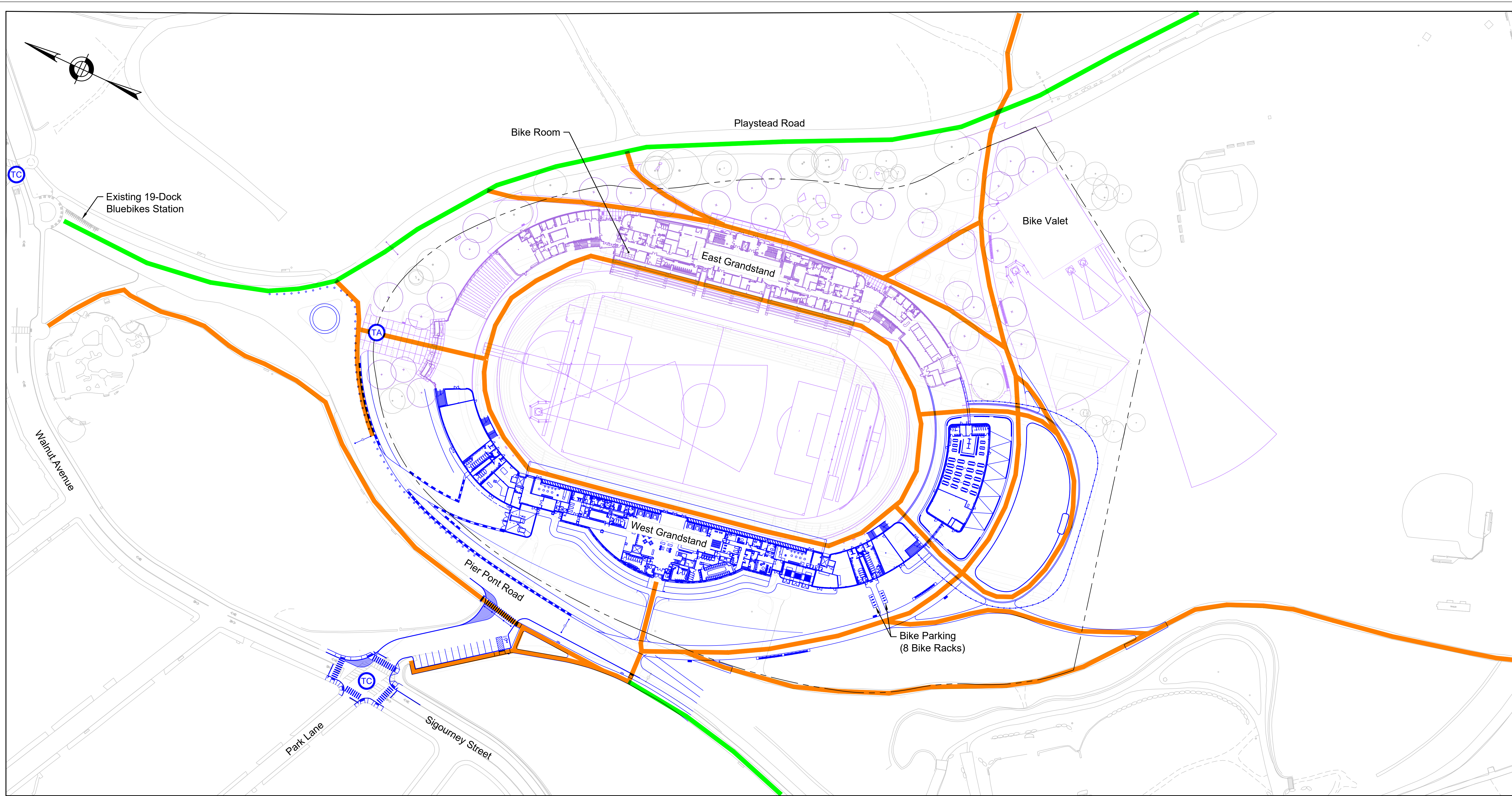
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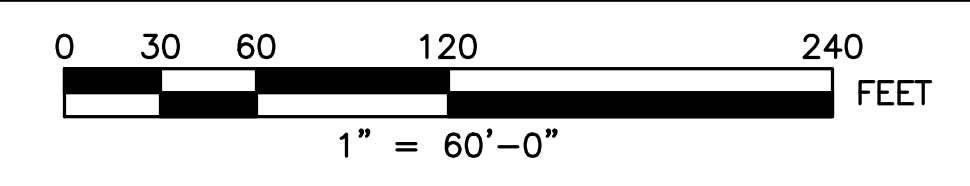
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	Traffic Control Detail		Existing Conditions		Proposed Bike Rack		Existing 15-Dock Bluebikes Station		Existing Access Control Gate		
			Proposed Improvements By Others		Proposed Bollard		Existing 19-Dock Bluebikes Station		Proposed Access Control Gate By Others		
					Temporary Pedestrian Barrier						

<p>FINAL DESIGN PER</p> <p>RICHARD E. LATINI CIVIL No. 41033 REGISTERED PROFESSIONAL ENGINEER</p>	<p>WHITE STADIUM REHABILITATION</p>	
	<p>SITE PLAN</p>	<p>EXHIBIT A</p>
<p>TRANSPORTATION ACCESS PLAN AGREEMENT</p>	<p>HOWARD STEIN HUDSON 11 Beacon Street, Suite 1010 Boston, MA 02108 www.hshspc.com</p>	<p>Date: April 2026</p> <p>Scale: 1" = 100'-0"</p>

PLAN IS SUBJECT TO REVISION

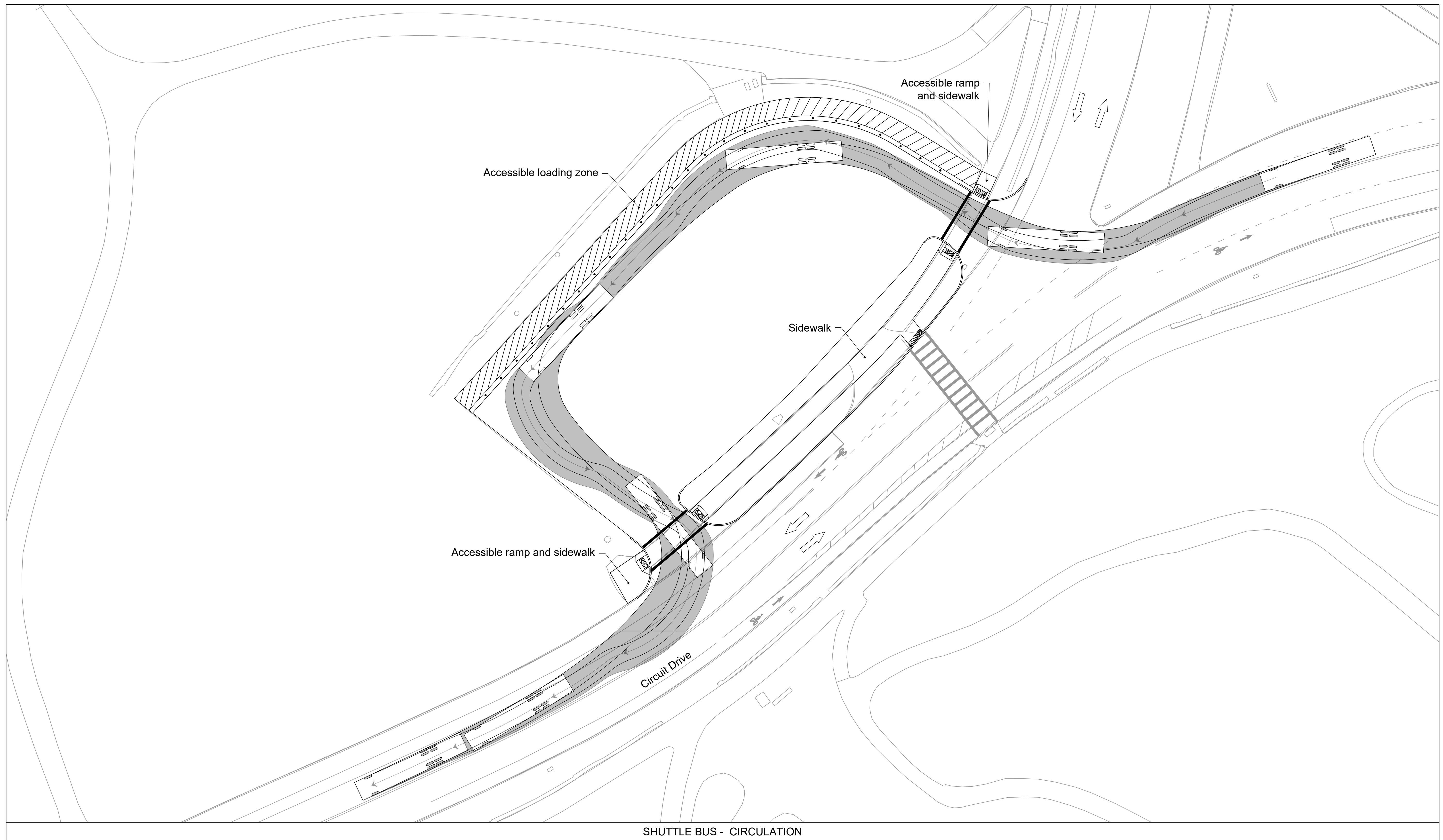


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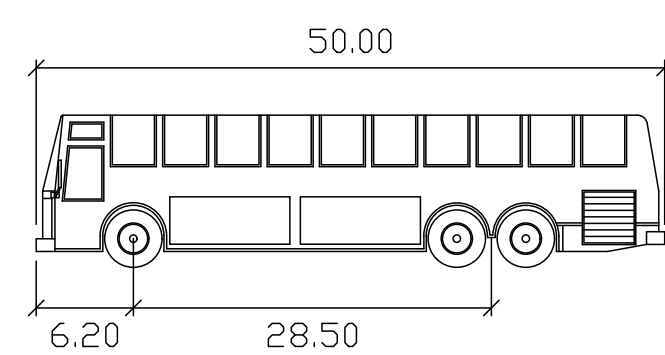


	Team Ambassador		Proposed Improvements		Travel Lane		Existing 19-Dock Bluebikes Station		Proposed Access Control Gate		Property Line
	Traffic Control Detail		Existing Conditions		Proposed Bike Rack		Pedestrian Path		Existing Access Control Gate		
			Proposed Improvements By Others		Proposed Bollard		Bike and Pedestrian Path		Proposed Access Control Gate By Others		
					Temporary Pedestrian Barrier						

FINAL DESIGN PER	WHITE STADIUM REHABILITATION	
	STAFF AND PATRON BIKE PARKING AND PEDESTRIAN ROUTES	
TRANSPORTATION ACCESS PLAN AGREEMENT		EXHIBIT A.1
	HOWARD STEIN HUDSON 11 Beacon Street, Suite 1010 Boston, MA 02108 www.hshspc.com	Date: April 2026

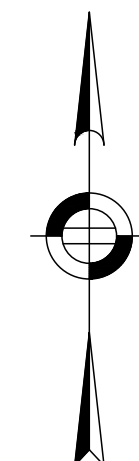
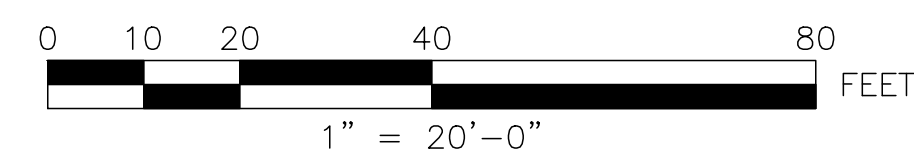


SHUTTLE BUS - CIRCULATION




BUS-50

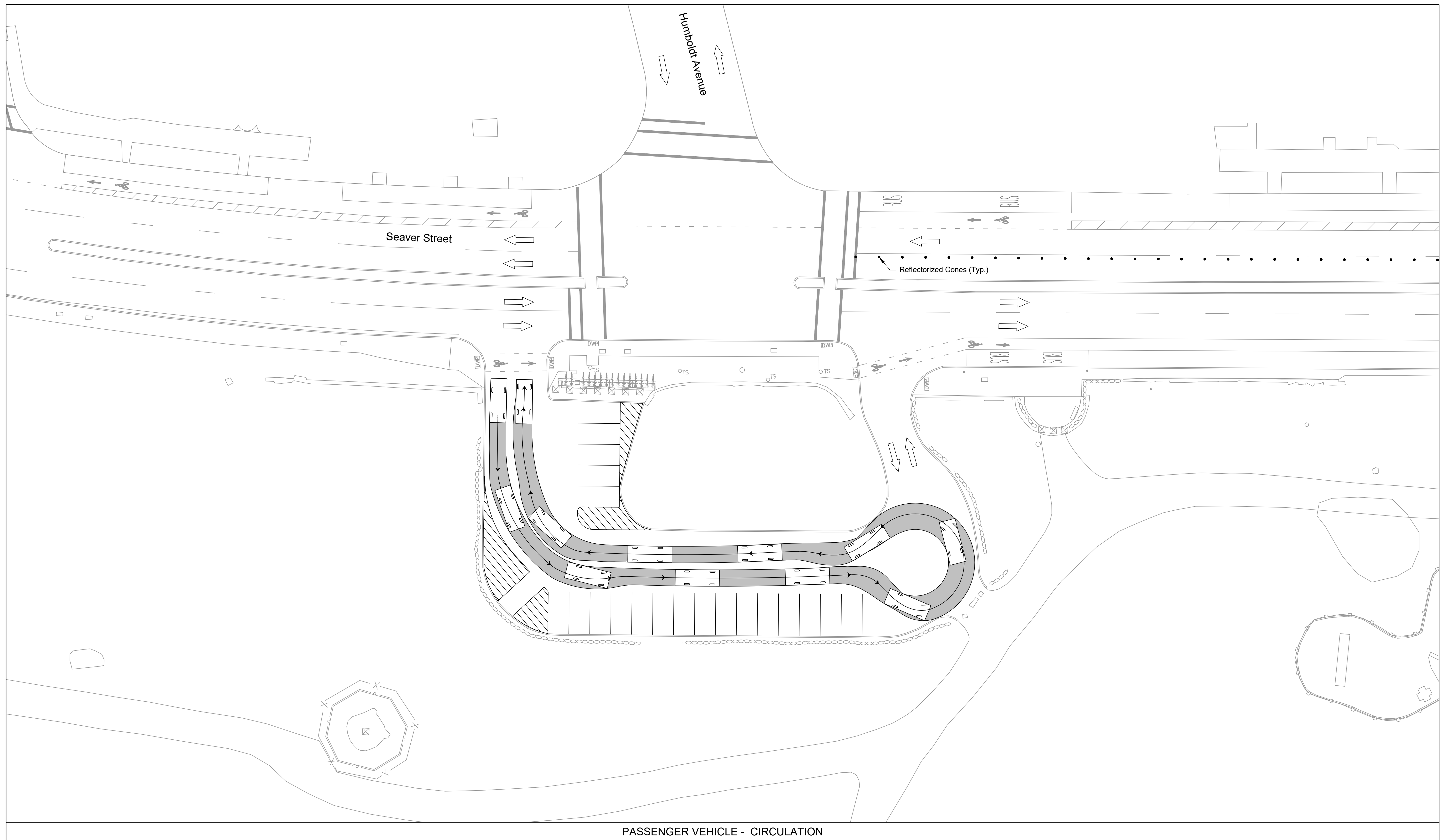
	feet
Width	: 8.50
Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 45.2



NOT FOR CONSTRUCTION

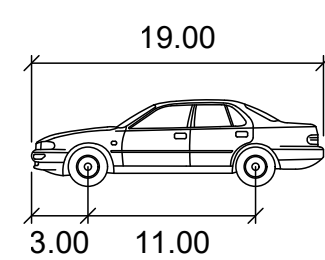
FINAL DESIGN PER	WHITE STADIUM REHABILITATION	
	VALLEY GATES VEHICULAR LOT	EXHIBIT A.2
TRANSPORTATION ACCESS PLAN AGREEMENT	 <small>HOWARD STEIN HUDSON 11 Beacon Street, Suite 1010 Boston, MA 02108 www.hshspc.com</small>	Date: April 2026 Scale: 1" = 20'-0"

PLAN IS SUBJECT TO REVISION



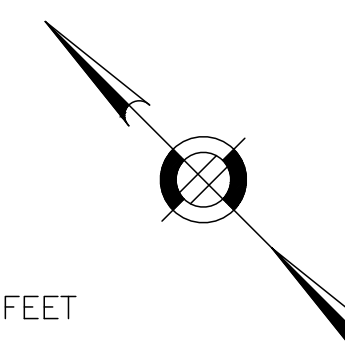
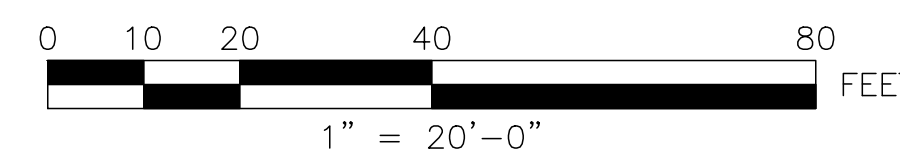
PASSENGER VEHICLE - CIRCULATION


NOT FOR CONSTRUCTION



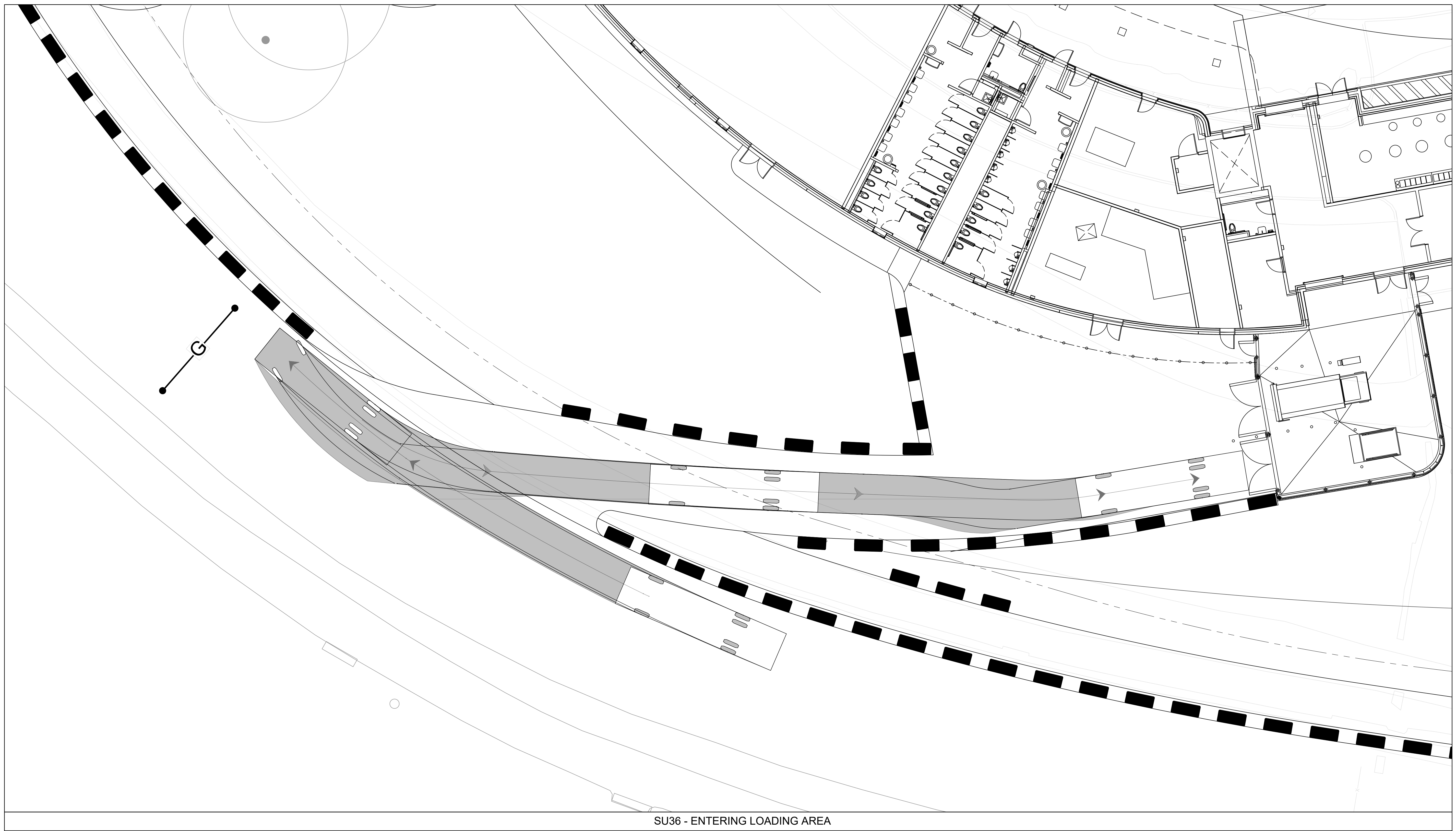
AASHTO 2018 PASSENGER

	feet
Width	: 7.00
Track	: 6.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.6

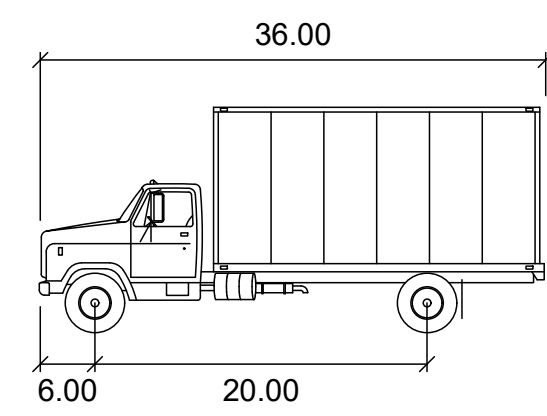


FINAL DESIGN PER	WHITE STADIUM REHABILITATION	
	SEAVER STREET LOT	EXHIBIT A.3
TRANSPORTATION ACCESS PLAN AGREEMENT	 <small>HOWARD STEIN HUDSON 11 Beacon Street, Suite 1010 Boston, MA 02108 www.hshspc.com</small>	Date: April 2026
	Scale: 1" = 20'-0"	

PLAN IS SUBJECT TO REVISION

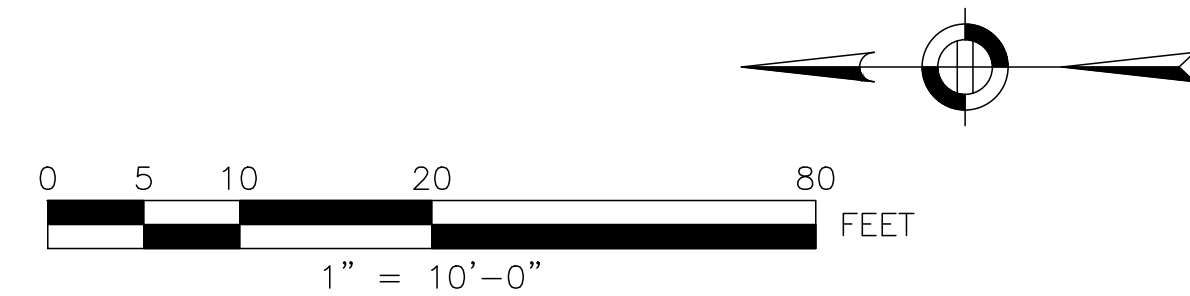


SU36 - ENTERING LOADING AREA




SU-36 Feet

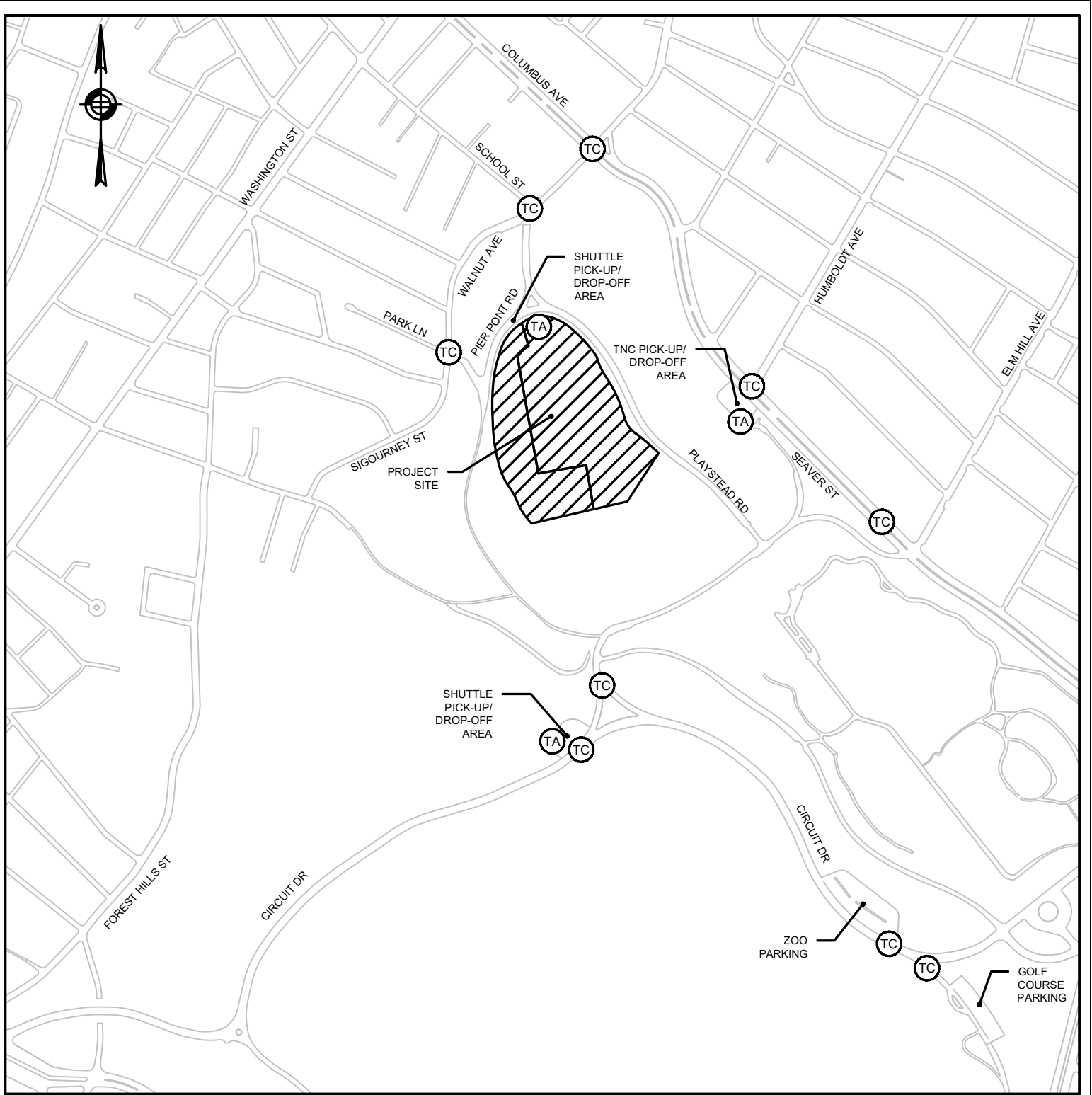
Width : 8.50
 Track : 8.50
 Lock to Lock Time : 6.00
 Steering Angle : 31.60



NOT FOR CONSTRUCTION

FINAL DESIGN PER	WHITE STADIUM REHABILITATION	
	WEST GRANDSTAND LOADING	EXHIBIT A.4
TRANSPORTATION ACCESS PLAN AGREEMENT	 <small>HOWARD STEIN HUDSON 11 Beacon Street, Suite 1010 Boston, MA 02108 www.hshspc.com</small>	Date: April 2026 Scale: 1" = 10'-0"

PLAN IS SUBJECT TO REVISION



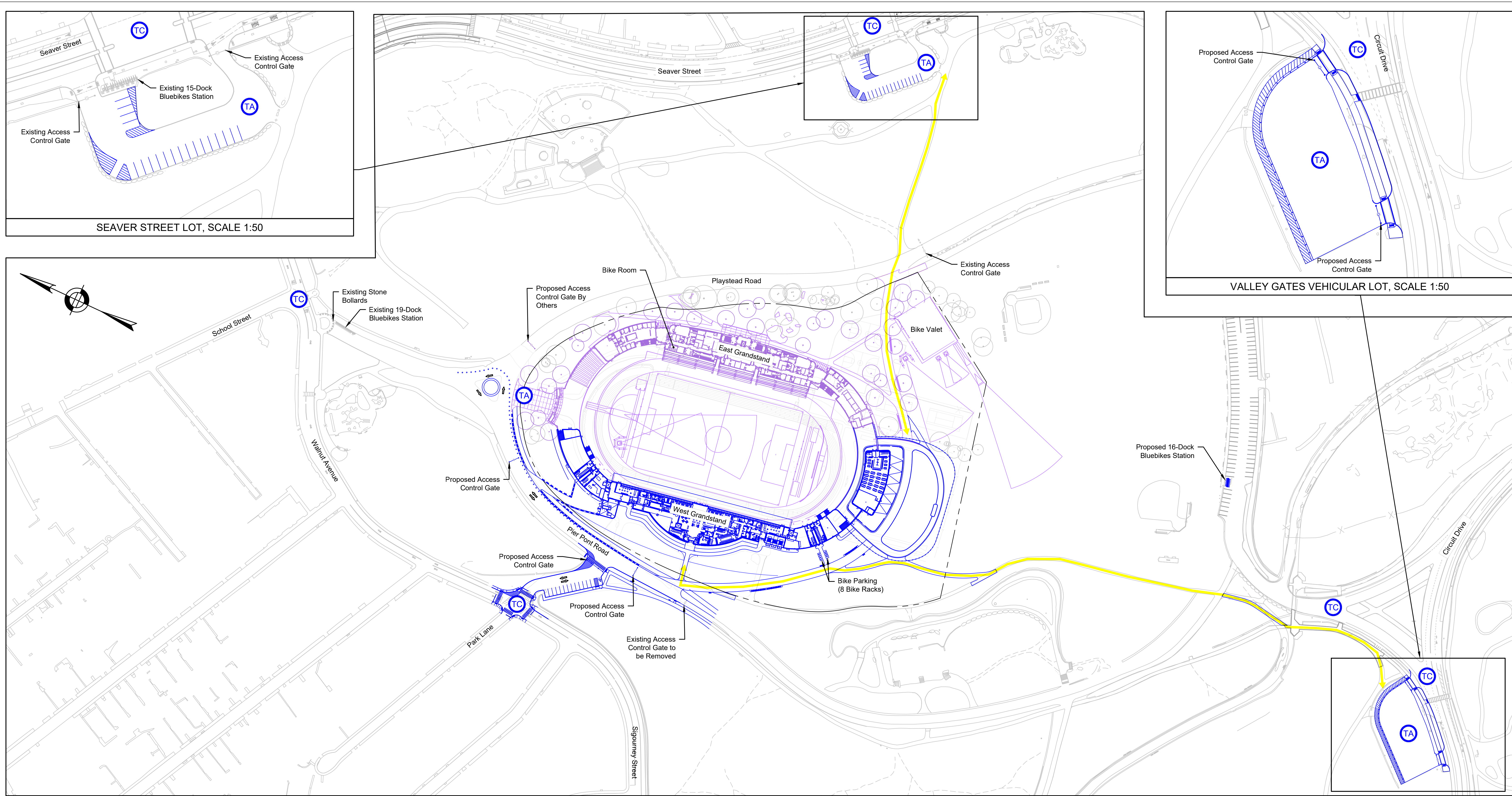
NOT FOR CONSTRUCTION

	Traffic Control Detail
	Team Ambassador

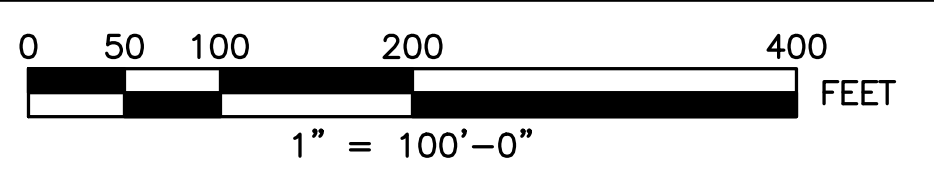
FINAL DESIGN PER

TRANSPORTATION ACCESS
PLAN AGREEMENT

WHITE STADIUM REHABILITATION	
TRAFFIC CONTROL LOCATIONS	EXHIBIT A.5
 HOWARD STEIN HUDSON <small>11 Beacon Street, Suite 1010 Boston, MA 02108 www.hshassoc.com</small>	Date: April 2026
Not to Scale	



NOT FOR CONSTRUCTION



	Team Ambassador		Proposed Improvements		Travel Lane		Proposed 16-Dock Bluebikes Station		Proposed Access Control Gate		Property Line
	Traffic Control Detail		Existing Conditions		Proposed Bike Rack		Existing 15-Dock Bluebikes Station		Existing Access Control Gate		Proposed ADA Cart Path
			Proposed Improvements By Others		Proposed Bollard		Existing 19-Dock Bluebikes Station		Proposed Access Control Gate By Others		
			Temporary Pedestrian Barrier								

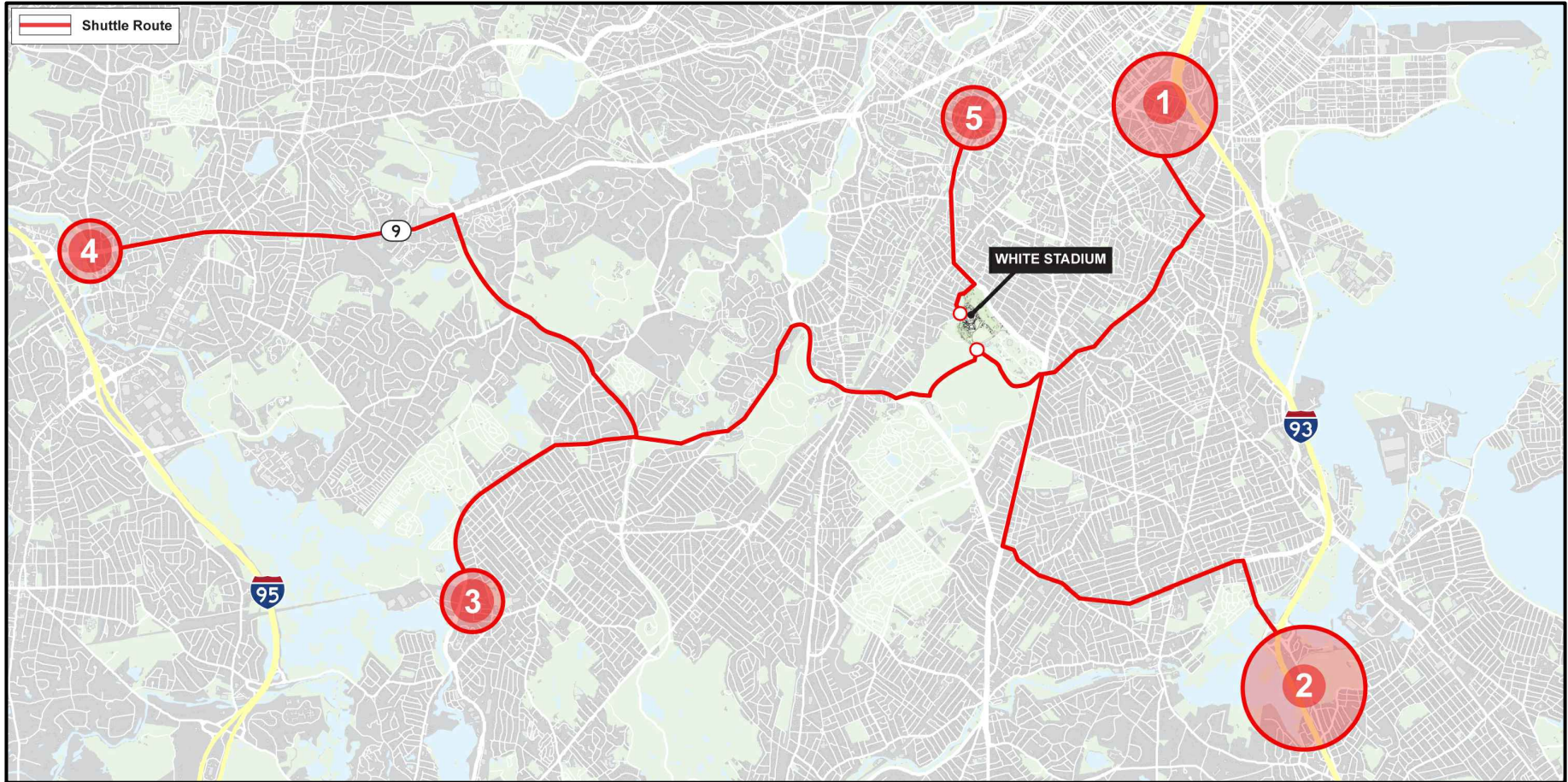
FINAL DESIGN PER	WHITE STADIUM REHABILITATION	
	WHEELCHAIR ACCESSIBLE VEHICLE (WAV) CART ROUTES	
	EXHIBIT A.6	
TRANSPORTATION ACCESS PLAN AGREEMENT	 HOWARD STEIN HUDSON 11 Beacon Street, Suite 1010 Boston, MA 02108 www.hshudson.com	Date: April 2026 Scale: 1" = 100'-0"
	PLAN IS SUBJECT TO REVISION	

EXHIBIT B

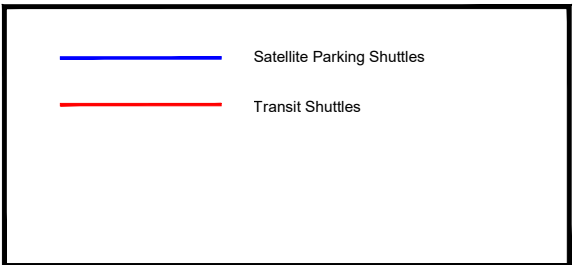
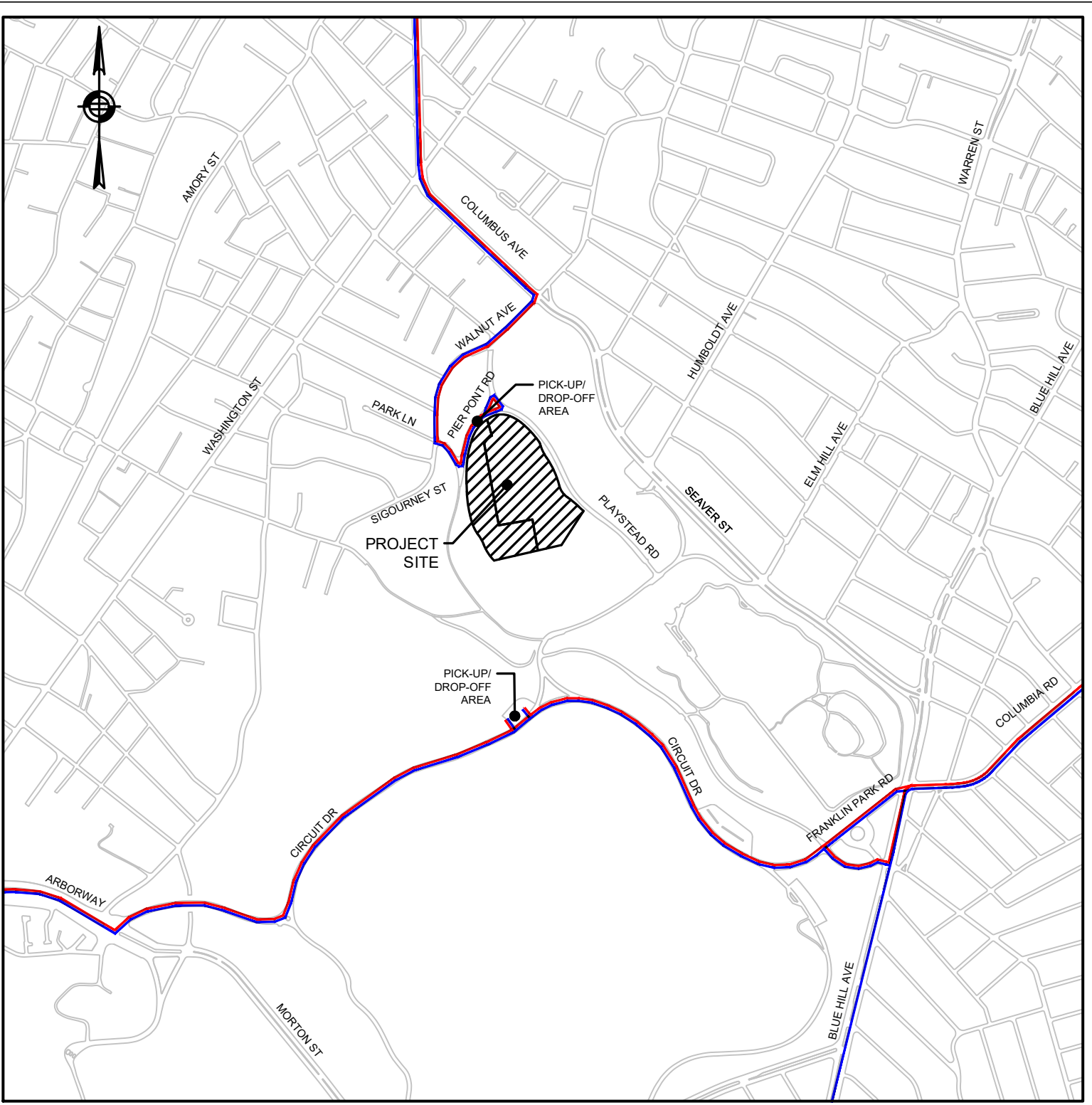
Legal Description of the Site


Legal Description of Property

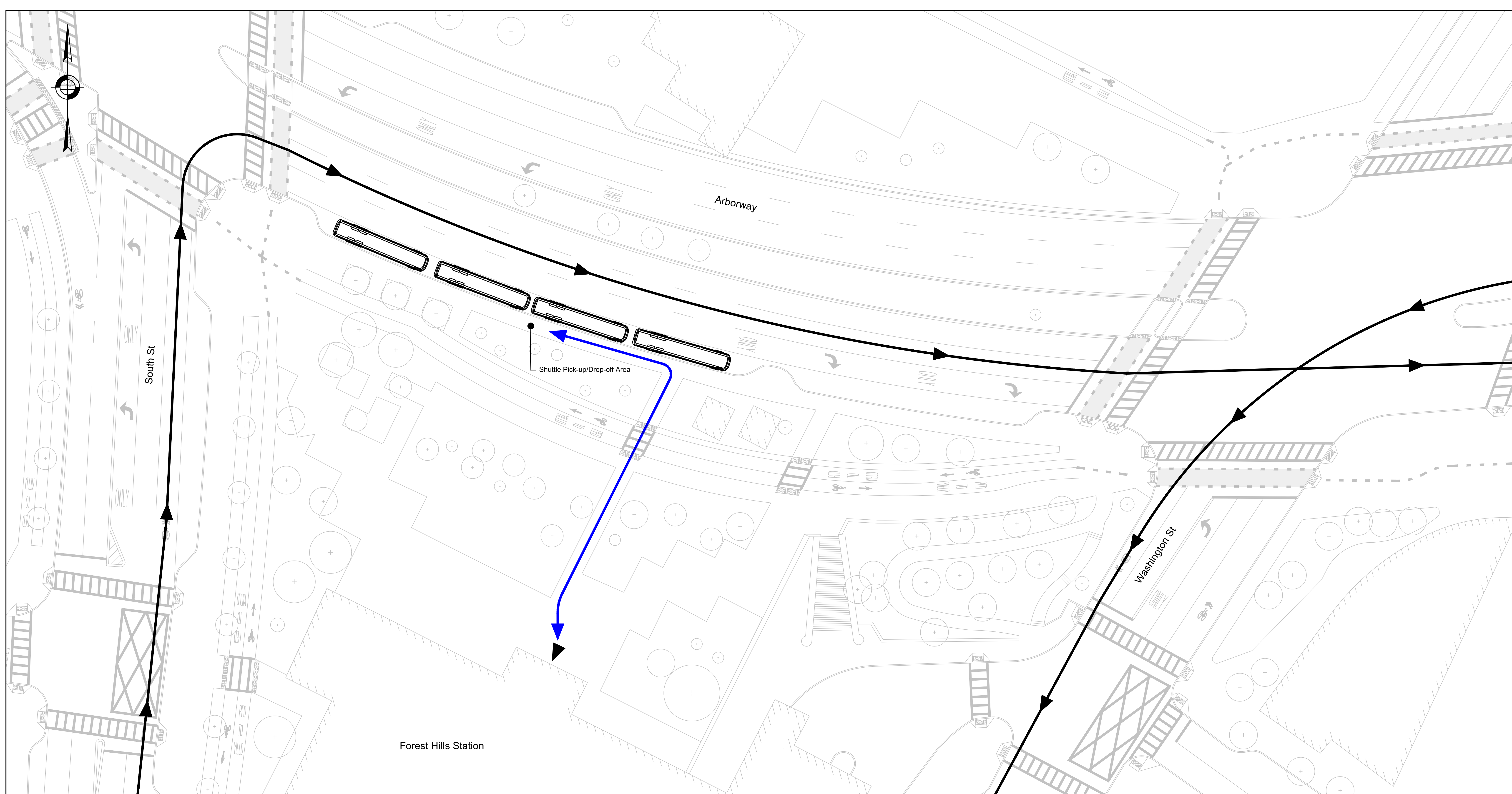
A parcel of land containing approximately 609,840 square feet or 14 acres and shown on a plan titled "Plan Showing Land To be Transferred by City of Boston – Park Department, to City of Boston – George Robert White Fund" "CITY OF BOSTON FRANKLIN PARK WALNUT AVE. WEST ROXBURY," dated Oct. 16, 1947, and prepared by Thomas P. McGovern, Chief Engineer, Street Laying-Out Department, being the same parcel described in the deed from the City of Boston, grantor, to the City of Boston – George Robert White Fund, Grantee, dated November 14, 1947, and recorded at the Suffolk County Registry of Deeds at Book 6386, Page 582.



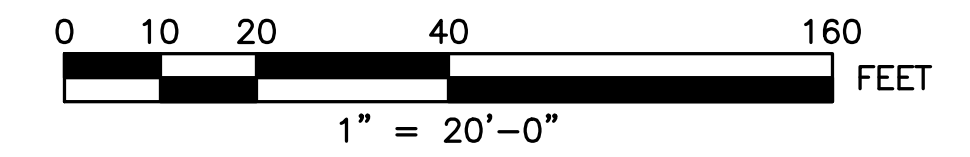
FINAL DESIGN PER	WHITE STADIUM REHABILITATION	
	SATELLITE PARKING CATCHMENT AREAS	EXHIBIT C.1
TRANSPORTATION ACCESS PLAN AGREEMENT	 HOWARD STEIN HUDSON <small>11 Beacon Street, Suite 1010 Boston, MA 02108 www.hs-hssc.com</small>	Date: April 2026 Not to Scale



FINAL DESIGN PER	WHITE STADIUM REHABILITATION	
	SHUTTLE ROUTES	EXHIBIT C.2
TRANSPORTATION ACCESS PLAN AGREEMENT	 HOWARD STEIN HUDSON 11 Beacon Street, Suite 1010 Boston, MA 02108 www.hshassoc.com	Date: April 2026
		Scale: 1" = 1000'-0"

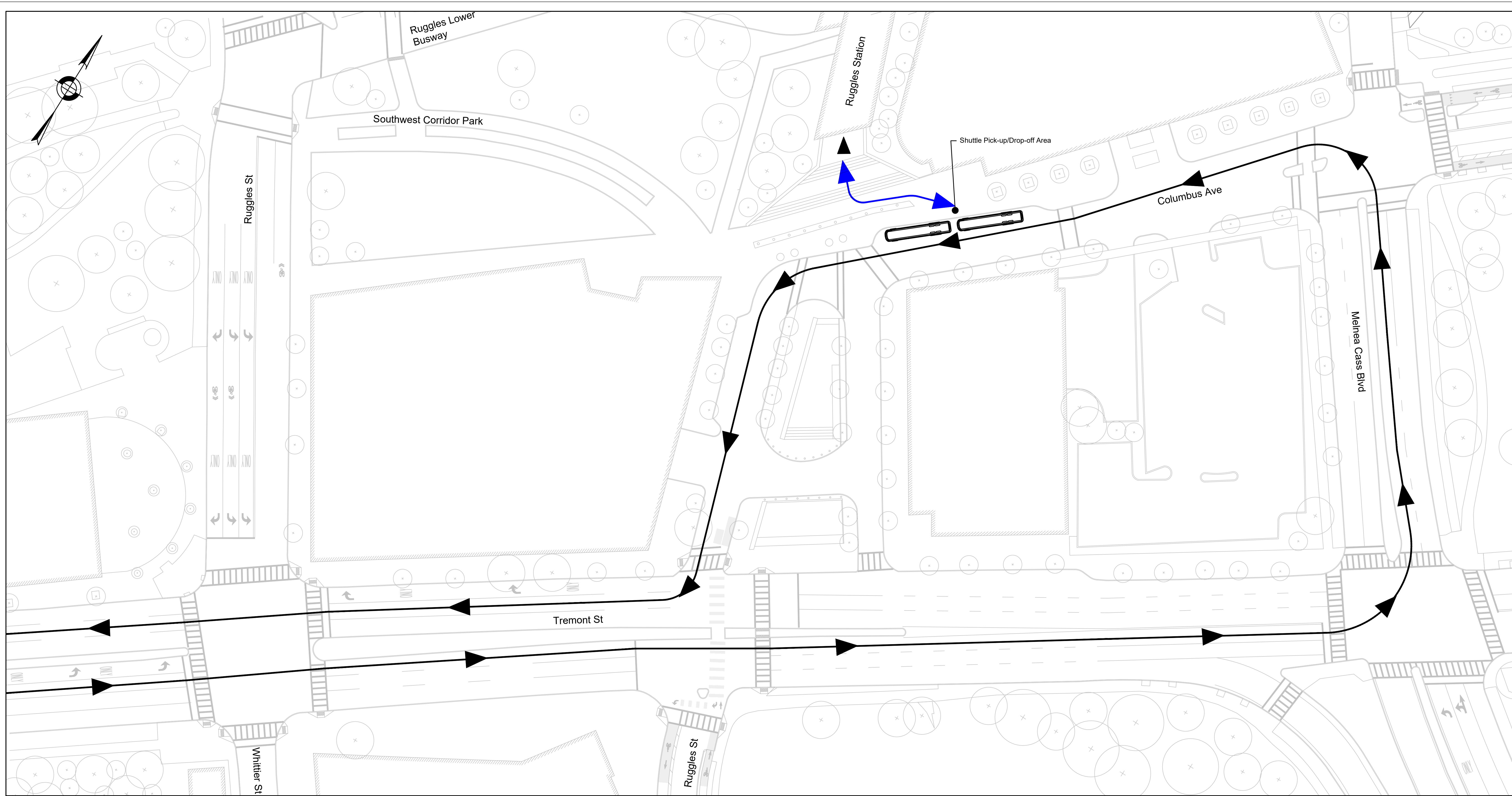


NOT FOR CONSTRUCTION

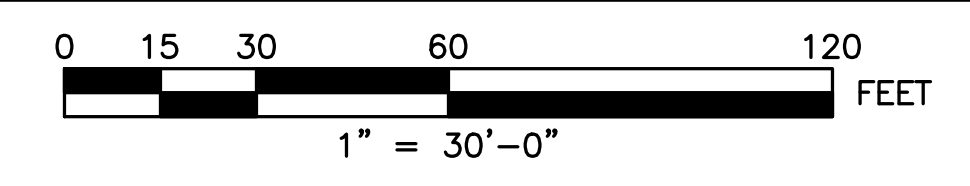


	Station Entrance/Exit
	Proposed Transit Shuttle Route
	Proposed Pedestrian Route

FINAL DESIGN PER	WHITE STADIUM REHABILITATION	
	FOREST HILLS STATION	EXHIBIT D.1
TRANSPORTATION ACCESS PLAN AGREEMENT	 <small>HOWARD STEIN HUDSON 11 Beacon Street, Suite 1010 Boston, MA 02108 www.hshspc.com</small>	Date: April 2026
	Scale: 1" = 20'-0"	

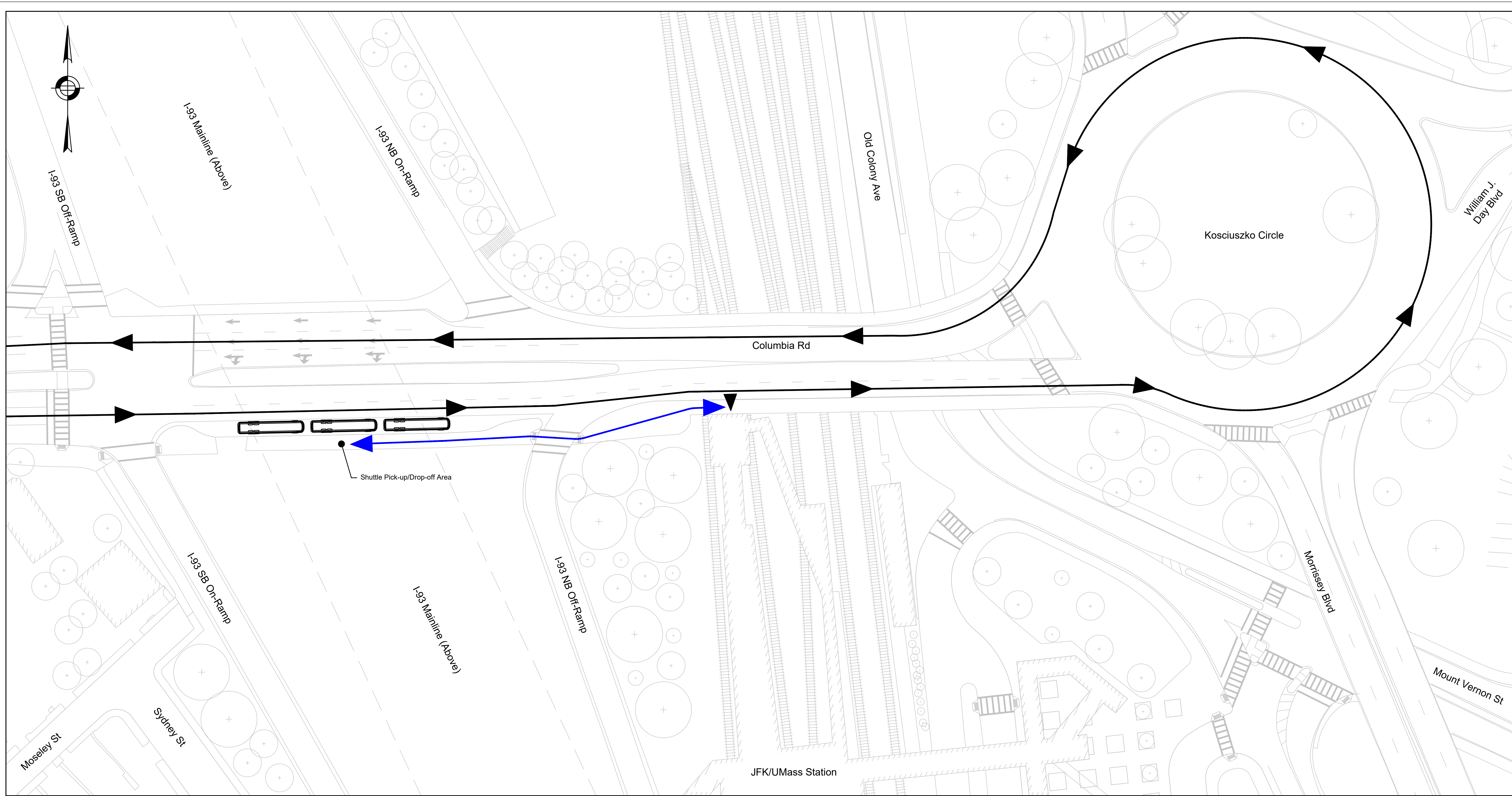


NOT FOR CONSTRUCTION

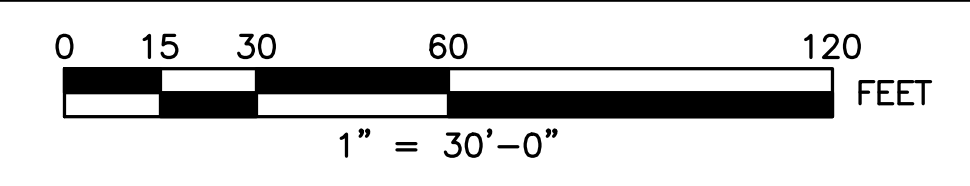


	Station Entrance/Exit
	Proposed Transit Shuttle Route
	Proposed Pedestrian Route

FINAL DESIGN PER	WHITE STADIUM REHABILITATION	
	RUGGLES STATION	EXHIBIT D.2
	 <small>HOWARD STEIN HUDSON 11 Beacon Street, Suite 1010 Boston, MA 02108 www.hshspc.com</small>	Date: April 2026
TRANSPORTATION ACCESS PLAN AGREEMENT	Scale: 1" = 30'-0"	

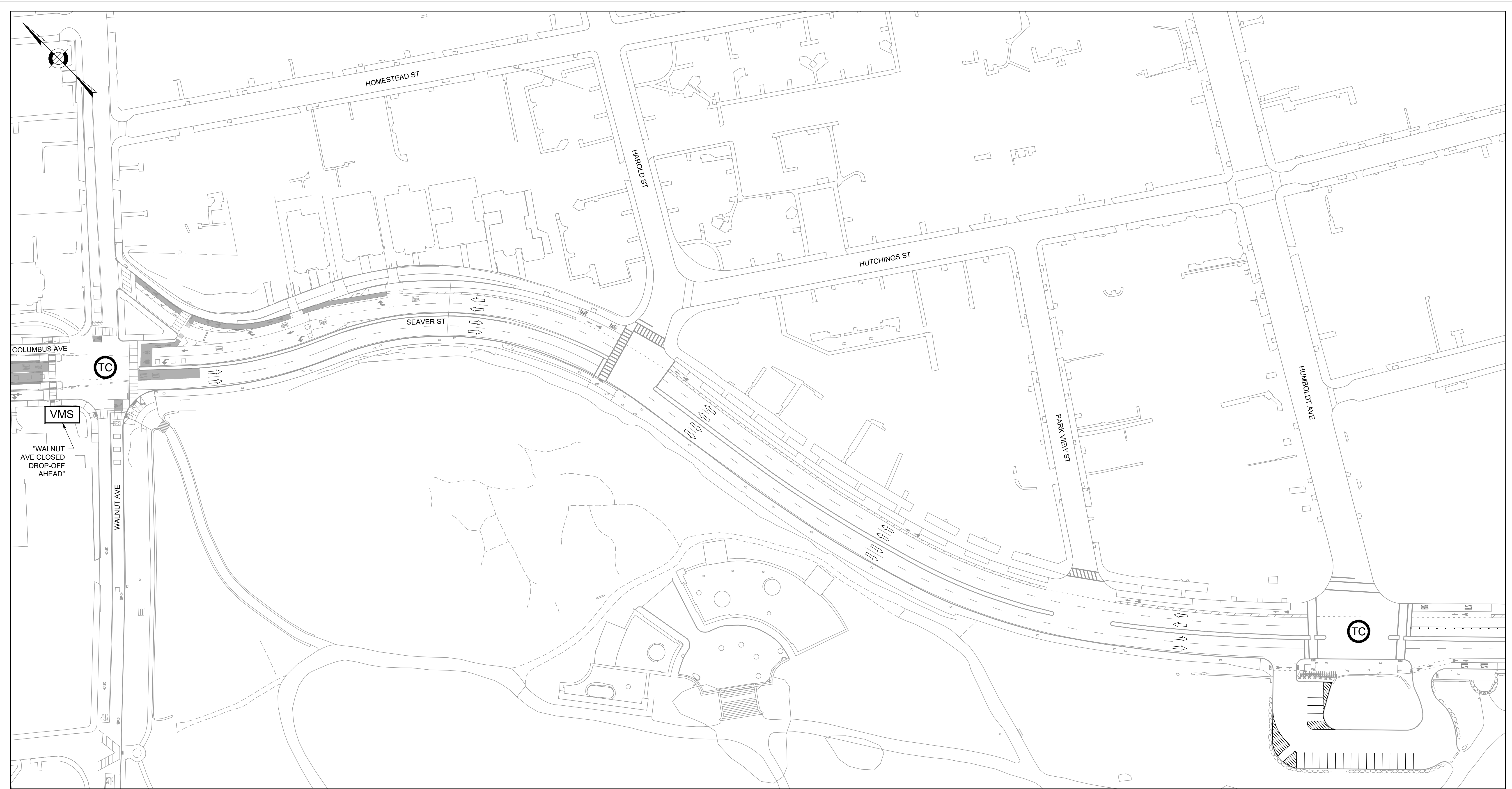


NOT FOR CONSTRUCTION

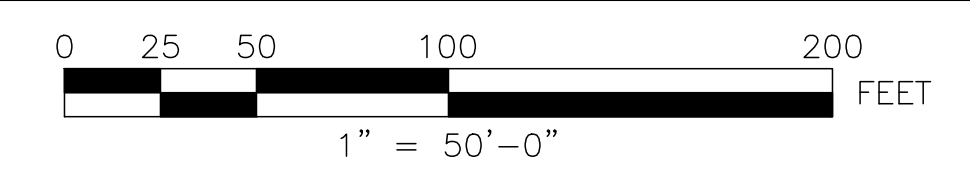


	Station Entrance/Exit
	Proposed Transit Shuttle Route
	Proposed Pedestrian Route

FINAL DESIGN PER	WHITE STADIUM REHABILITATION	
	JFK/UMASS STATION	FIGURE D.3
	 <small>HOWARD STEIN HUDSON 11 Beacon Street, Suite 1010 Boston, MA 02108 www.hshudson.com</small>	Date: April 2026
TRANSPORTATION ACCESS PLAN AGREEMENT	Scale: 1" = 30'-0"	

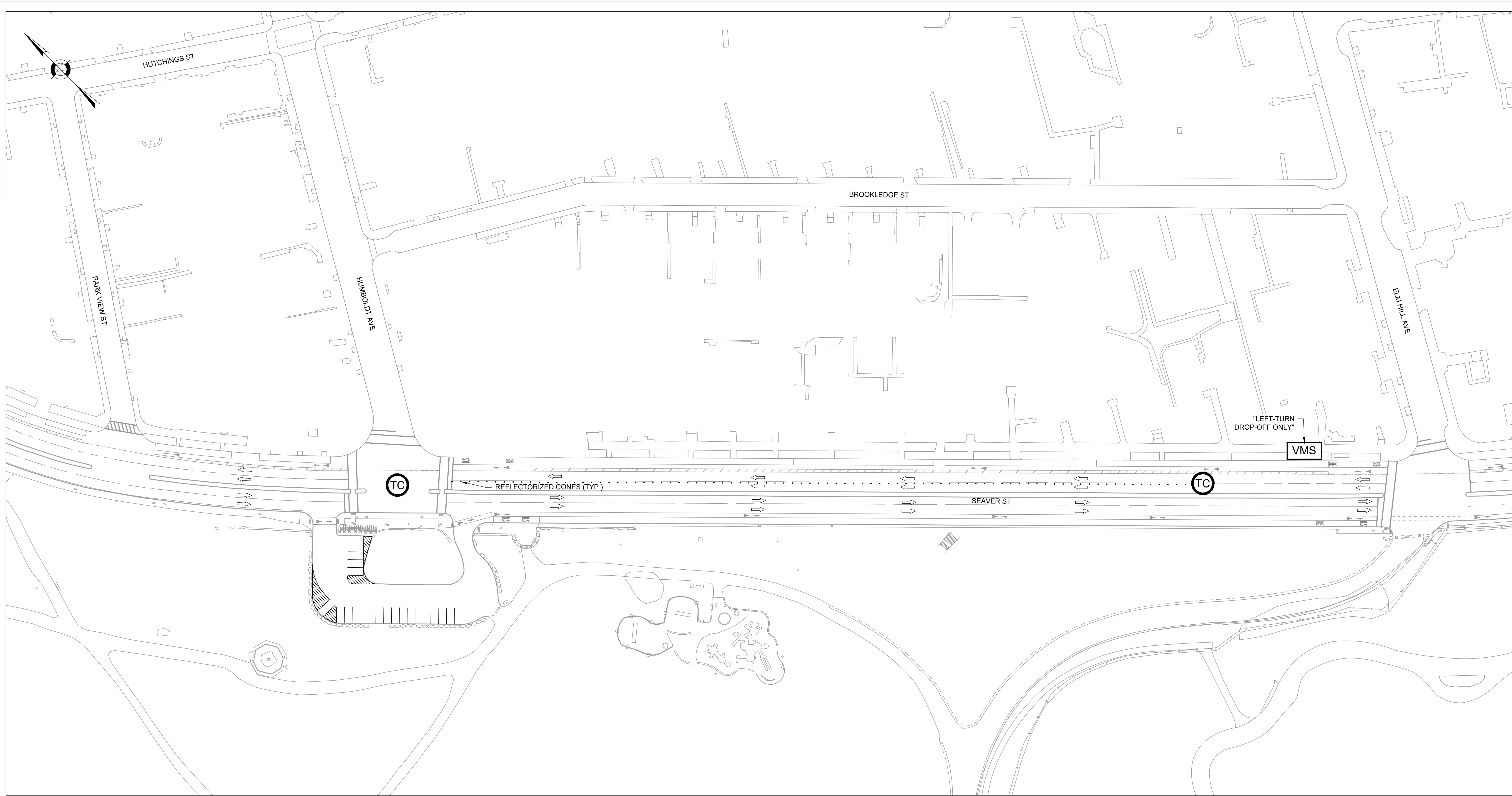


NOT FOR CONSTRUCTION



	Traffic Control Detail
	Travel Lane
	Variable Message Sign

FINAL DESIGN PER	WHITE STADIUM REHABILITATION	
	TRAFFIC CONTROL AND VMS LOCATIONS WEST	EXHIBIT E.1
TRANSPORTATION ACCESS PLAN AGREEMENT	 <small>HOWARD STEIN HUDSON 11 Beacon Street, Suite 1010 Boston, MA 02108 www.hshspc.com</small>	Date: April 2026 Scale: 1" = 50'-0"



NOT FOR CONSTRUCTION

	Traffic Control Detail
	Travel Lane
	Variable Message Sign

FINAL DESIGN PER	WHITE STADIUM REHABILITATION	
	TRAFFIC CONTROL AND VMS LOCATIONS EAST	EXHIBIT E.2
TRANSPORTATION ACCESS PLAN AGREEMENT	 <small>HOWARD STEIN HUDSON 11 Beacon Street, Suite 1010 Boston, MA 02108 www.hshspc.com</small>	Date: April 2026
		Scale: 1" = 50'-0"

EXHIBIT F

Evidence of Authority for the TAPA

SECRETARY'S CERTIFICATE

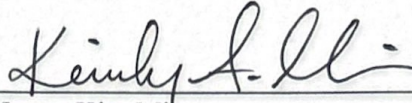
May 7, 2026

Reference is made to that certain Transportation Access Plan Agreement dated as of the date hereof (the "TAPA") by and among the City of Boston, acting through its Transportation Department (with offices at One City Hall Plaza, Room 721, Boston, Massachusetts, 02201, hereinafter "BTD"), the Boston Redevelopment Authority, a public body politic and corporate created pursuant to Chapter 121B of the Massachusetts General Laws, as amended, and acting in its capacity as the planning board for the City of Boston pursuant to Chapter 652 of the Acts of 1960, as amended, and having a principal place of business at One City Hall Square, Boston, Massachusetts 02201-1007, together with its successors and assigns, d/b/a Boston Planning & Development Agency (the "BPDA"), and Boston Unity Stadco LLC, on the other hand, which has a principal place of business at 575 Boylston Street, 3rd Floor, Boston, MA 02116 ("Stadco"). This Secretary's Certificate is being delivered to BTD and the BPDA pursuant to Section 5.R of the TAPA.

I, Kim Miner, as Secretary of Stadco, do hereby certify on behalf of Stadco, solely in my capacity as Secretary of Stadco and not in my individual capacity, that each of the persons set forth in Exhibit A attached hereto (a) has been duly elected or appointed, and on the date hereof holds the office of Stadco set forth opposite their name, and the signature opposite the name of each such person is such person's genuine signature and (b) is authorized to execute and deliver, on behalf of Stadco, the TAPA and to act on Stadco's behalf in connection with the TAPA.

[Signature Page Follows]

IN WITNESS WHEREOF, I have hereunto set my hand as of the date first above written.



Name: Kim Miner
Title: Secretary

The undersigned, as the duly elected and acting Authorized Signatory of Stadco, hereby certifies that Kim Miner is the duly elected and acting Secretary of Stadco, and that the signature appearing above is her true and genuine signature.



Name: Jennifer Epstein
Title: Authorized Signatory

Exhibit A

Incumbency Certificate

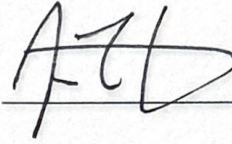
Name

Office

Signature

Jennifer Epstein

Authorized Signatory

A handwritten signature in black ink, appearing to be 'J. Epstein', written over a horizontal line.